



CONTRA COSTA COUNTY

AGENDA

Transportation, Water & Infrastructure Committee

Supervisor Shanelle Scales-Preston, Chair
Supervisor Candace Andersen, Vice Chair

Thursday, May 28, 2026

9:00 AM

**** REVISED ****

|| SPECIAL MEETING ||

**District 2 Lamorinda Office:
3338 Mt. Diablo Blvd.
Lafayette, CA 94549 |**

**District 5 Office: 190 E. 4th Street,
Pittsburg, CA 94565**

**Join from PC, Mac, iPad, or Android:
<https://cccouny-us.zoom.us/j/82588331601>**

**| Dial: 1-855-758-1310 US Toll Free |
Webinar ID: 825 8833 1601**

The public may attend this meeting in person at either above location. The public may also attend this meeting remotely via Zoom or call-in.

AGENDA ITEMS may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTIONS Call to order and roll call.
2. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).
3. REVIEW Meeting Record for March 18, 2026, of the Transportation, Water and Infrastructure Committee. [26-2244](#)

Attachments: [3a. 3.18.26 TWIC Meeting Minutes - DRAFT](#)

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4. REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill (SB1) funded road projects and RECEIVE public comment. [26-2245](#)
Attachments: [4a. Local Streets and Roads Project List](#)
 5. CONSIDER the revised draft referrals to the Committee for 2026. [26-2246](#)
Attachments: [5a. DRAFT TWIC Referrals 2026 - To TWIC_v.2](#)
 6. CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities. [26-2247](#)
Attachments: [6a. May 2026 Report for TWIC](#)
 7. RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee. [26-2248](#)
Attachments: [7a. California’s sustainable aviation fuel plan could raise gas prices](#)
[7b. Suisun Bay sewage spill draws record \\$5.6mil penalty](#)
[7c. Newsom’s Delta tunnel faces major hurdles ahead](#)
[7d. Contra Costa’s Urban Limit Line draws fire as housing pressures grow](#)
 8. **ADJOURN until the next Transportation, Water & Infrastructure Committee meeting to be held on Monday, June 22, 2026, at 1:00pm.**

GENERAL INFORMATION

This meeting provides reasonable accommodations for persons with disabilities planning to attend the meeting. Contact the staff person listed below at least 72 hours before the meeting.

Any public records subject to disclosure related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Committee, less than 96 hours prior to that meeting, are available for public inspection at:

30 Muir Rd. Martinez, CA 94553

HOURS:

Monday through Friday
8 a.m. to 5 p.m.

Staff reports related to items on the agenda are also accessible online at www.co.contra-costa.ca.us.

HOW TO PROVIDE PUBLIC COMMENT

Persons who wish to address the Committee during public comment on matters within the jurisdiction of the Committee that are not on the agenda, or who wish to comment with respect to an item on the agenda, may comment in person, via Zoom, or via call-in. Those participating in person should offer comments when invited by the Committee Chair. Those participating via Zoom should indicate they wish to speak by using the “raise your hand” feature in the Zoom app. Those calling in should indicate they wish to speak by pushing *9 on their phones.

Public comments generally will be limited to two (2) minutes per speaker. In the interest of facilitating the business of the Board Committee, the total amount of time that a member of the public may use in addressing the Board Committee on all agenda items is 10 minutes. Your patience is appreciated.

Public comments may also be submitted to Committee staff before the meeting by email or by voicemail. Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played aloud during the meeting.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

Jamar Stamps
(925) 655-2917
Jamar.Stamps@dcd.cccounty.us



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-2244

Agenda Date: 5/28/2026

Agenda #: 3.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: May 28, 2026

Subject: REVIEW Meeting Record for March 18, 2026, of the Transportation, Water and Infrastructure Committee

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || TWIC Staff - Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205(d) of the Contra Costa County Ordinance Code.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record.

PLEASE SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

REVIEW and APPROVE Meeting Record for March 18, 2026, of the Transportation, Water and Infrastructure Committee with any necessary corrections.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

Committee Meeting Minutes - Draft

Transportation, Water & Infrastructure Committee

Supervisor Shanelle Scales-Preston, Chair
Supervisor Candace Andersen, Vice Chair

Wednesday, March 18, 2026

1:00 PM

****REVISED****

|| SPECIAL MEETING ||

**District 2 Office: 309 Diablo Rd. Danville, CA
94526 |**

**District 5 Office: 190 E. 4th Street, Pittsburg,
CA 94565**

|| SPECIAL MEETING ||

Join from PC, Mac, iPad, or Android:

<https://cccouny-us.zoom.us/j/88310101044>

| Dial: 1-855-758-1310 US Toll Free |

Webinar ID: 883 1010 1044

The public may attend this meeting in person at either above location. The public may also attend this meeting remotely via Zoom or call-in.

AGENDA ITEMS may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTIONS Call to order and roll call.

Vice Chair Andersen called the meeting to order at 1:03pm.

Supervisor Scales-Preston participated remotely via Brown Act exception from John Muir Medical Center, 1601 Ygnacio Valley Road, Walnut Creek, CA 94598. This alternate location is noted for Brown Act compliance purposes, as it differs from the location publicly noticed on the agenda.

Staff Present: Jamar Stamps

Attendees: Raquel De La Torre, Ryan Hernandez, Jennifer Quallick, Vivian Lee, District 5 Office, Jody London, Robert Sarmiento, Samantha Harris, Emily Groth, Michele Mancuso, Allison Knapp, Carl Roner, Wade Finlinson, Mark Watts, Ezra J. Chaaban, Esq., Rinta Perkins - CCCWP, Mina Shahed Behrouz, Duanne Hernaez, Hon. Cheryl Sudduth, Wendy Fabian, Jan Warren, Rochelle Warren, Maggie Dutton, Miranda Murphree

Present: District II Supervisor Candace Andersen and District V Supervisor Shanelle Scales-Preston

2. CONSIDER selecting a committee member to the offices of Chair and Vice Chair for 2026.

The Committee SELECTED Supervisor Shanelle Scales-Preston as Chair and Supervisor Candace Andersen as Vice Chair for calendar year 2026.

Supervisor Andersen proposed Supervisor Scales-Preston as Chair and Supervisor Andersen as Vice Chair, consistent with previously designated assignments. Supervisor Scales-Preston concurred. It was noted that Supervisor Andersen would preside over today's special meeting in the Chair's absence.

NO PUBLIC COMMENT.

3. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).

Cheryl Sudduth, Board Member, West County Wastewater District, addressed the Committee to note that March 18, 2026, is National Transit Day. Vice Chair Andersen acknowledged the significance of transit to the Bay Area region and noted both Committee members serve on transit-related bodies, including the Metropolitan Transportation Commission (MTC). No written public comment was received.

4. REVIEW Meeting Record for November 24, 2025, of the Transportation, Water and Infrastructure Committee.

Attachments: [4a. 11.24.25 TWIC Meeting Minutes - DRAFT](#)

The Committee ACCEPTED the meeting record as written.

Both members reviewed the minutes of November 24, 2025 and indicated no changes or corrections.

NO PUBLIC COMMENT.

5. RECEIVE a presentation on the Regional Alternative Compliance (RAC) System Joint Powers Authority (JPA) and APPROVE the staff recommendation to join the RAC JPA.

Attachments: [5a. RAC JPA Draft Joint Powers Agreement 2.26.26](#)

[5b. CCC RAC System Fact Sheet](#)

[5c. RAC System Overview Presentation](#)

The Committee DIRECTED staff to FORWARD the item to the full Board of Supervisors for consideration.

Allison, Flood Control/Public Works Watershed Program, introduced the item. Michelle Mancuso, Flood Control/Public Works Watershed Program, and Rinta Perkins, Clean

Water Program, presented on behalf of the County Watershed Program, Unincorporated County, and Flood Control District. The presentation provided an overview of the Municipal Regional Stormwater Permit (MRP), which requires implementation of Low Impact Development (LID) and Green Stormwater Infrastructure (GSI) under the C3 provision, including construction of bioretention basins, retrofit of impervious surfaces, and treatment of areas with PCBs and mercury contamination concentrated in old industrial areas along the Bay margin.

The RAC system provides permittees with the option to construct stormwater treatment facilities off-site to satisfy C3 requirements, functioning as a regional in-lieu fee program managed as a credit trading and banking system. Sellers construct GSI projects generating compliance units; buyers purchase those units proportionate to their permit obligation; and a RAC Administrator - the proposed JPA - certifies transactions, collects payment, monitors operations and maintenance (O&M) activities, and prepares annual reports. A Community Facility District (CFD), formed under the Mello-Roos Act, funds ongoing O&M through special taxes on participating private properties.

Sixteen of 21 Clean Water Program member agencies have expressed interest in joining the JPA. The JPA will not hire its own employees, relying instead on member agency staff or third-party contractors, and is anticipated to meet twice per year. Five municipalities are still reviewing participation; non-members will not have access to the RAC system. Contra Costa County's RAC program is the only such system in the state and has received state recognition as a model for other jurisdictions. Caltrans District 4 is in discussions regarding participation for off-site mitigation related to the Highway 37 widening project.

JPA formation is anticipated around late May 2026. The CFD future annexation area is targeted for establishment by September 2026, with the first compliance unit exchanges anticipated in fall 2026. A \$1 million USEPA grant has been received to fund implementation, including \$135,000 for CFD-related costs. There is a strong incentive to complete JPA-related tasks before June 30, 2026 to fully utilize the allocated regional funding.

The Committee expressed support for the program, noting its value as a tool for economic redevelopment, particularly in disadvantaged communities, and its flexibility for cities with constrained downtown development sites.

PUBLIC COMMENT: *Jan Warren addressed the Committee with questions regarding member responsibilities, public education and website resources, fiscal oversight, and exit provisions. Vice Chair Andersen clarified CFD assessment and Teeter system enforcement mechanisms. Miranda addressed the Committee with questions regarding enforcement of on-site mitigation requirements, and received clarification that individual cities retain discretion over their planning and permitting policies.*

6. RECEIVE presentation on progress of drought resilience planning for state small water systems and domestic well communities as required under Senate Bill 552 and DIRECT staff as appropriate.

Attachments:

- [6a. SB 552 Drought Resilience Plan Update Presentation](#)
- [6b. Contra Costa County Drought Resilience Plan Public Draft](#)
- [6c. Contra Costa County Water Shortage Emergency Response Plan Public Draft](#)

The Committee DIRECTED staff to FORWARD the Drought Resilience Plan to the full Board of Supervisors for adoption consideration.

Ryan Hernandez, Assistant Deputy Director, Department of Conservation & Development, presented an update on the County's draft Drought Resilience Plan, as required under SB 552 (2023). The plan covers domestic groundwater wells and small water systems (state-defined: 5 to 14 users; locally defined: 2 to 4 users). The County is not a water purveyor and does not manage large water systems. The plan was prepared using technical assistance from Stantec through the Department of Water Resources, avoiding the cost of hiring an outside consultant.

Key elements presented include the Drought and Water Shortage Task Force, which has met four times since 2024 to review the draft risk assessment and plan; a risk assessment identifying areas of high physical and social vulnerability; short-term response actions focused on domestic wells and emergency water delivery; and long-term mitigation strategies including consolidation of domestic well users into water district systems. A drought resilience planning website is in development, delayed pending ADA compliance updates taking effect April 1, 2026. DCD will convene annual task force meetings each May following review of federal and NOAA drought monitor data.

The Committee noted concern over potential policy conflicts between consolidation efforts, urban limit line policies, urban service area boundaries, and growth-inducing implications, and encouraged careful coordination.

PUBLIC COMMENT: *Jan Warren offered commendation to Ryan Hernandez for his thorough and professional work on the drought resilience planning effort.*

7. CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities.

Attachments:

- [7a. 13A Presentation Board TEP Item 20260218 \(3\)](#)
- [7b. Feb 2026 report for TWIC](#)

The Committee ACCEPTED the report.

Mark Watts, Advocate, Dodd & Chabaan Strategies, LLC, presented a state legislative and budget update. Ezra J. Chabaan, Esq., Partner, Dodd & Chabaan Strategies, LLC, and former Chief of Staff to Senator Bill Dodd, was introduced to the Committee as a new member of the County's advocacy team. Mr. Watts reported that he was required to depart early to attend the Senate Rules Committee confirmation hearing for Dina Eltawansi, former Caltrans District 4 Director, now proceeding through formal confirmation as Caltrans Director.

Mr. Watts reported that the full amount of transit funding promised in the prior year's budget has been included in the current year's budget. However, two concerns emerged: the Zero Emission Transit Capital Program was reduced by \$230 million, with Greenhouse Gas Reduction Fund monies redirected to other programs; and the Administration is proposing a sales tax credit on diesel fuel purchased by sustainable aviation fuel producers, which if adopted would reduce revenues for several programs the county and its transit agencies rely upon, including the Transit Intercity and Intercity Rail Program, the Low Carbon Transit Operations Program, and local streets and roads funding. Mr. Watts confirmed the reduction in zero emission capital funding is directly related to transit providers' challenges with idle zero emission vehicles, a lack of manufacturers, and charging infrastructure shortfalls.

Two bills were flagged for the Committee's awareness: AB 1599, which would require Caltrans to develop a registry of transit stops maintained by local transit agencies; and SB 1408 (Senator Otakine), the Mobility Modernization Program bill set for hearing on April 7th, with negotiations ongoing between the author and the Transit Authority.

Staff also provided an update on the Contra Costa Transportation Authority's (CCTA) development process for the next countywide sales tax transportation measure, following a February 2026 kickoff meeting. Vice Chair Andersen noted the importance of identifying priority projects from each supervisorial district early in the process, including double-tracking, and indicated that internal coordination between DCD and Public Works on district priorities is already underway.

NO PUBLIC COMMENT.

8. CONSIDER referrals to the Committee for 2026, REVISE as necessary, and DIRECT staff to bring the list to the Board of Supervisors for approval.

Attachments: [8a. FINAL TWIC Referrals 2026 - To BOS](#)

The Committee ACCEPTED the referral list as presented with no changes and DIRECTED staff to bring the list to the Board of Supervisors for approval.

Both members reviewed the current referral list. No revisions were requested.

NO PUBLIC COMMENT.

9. REVIEW Status Report on 2025 Referrals to TWIC and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

Attachments: [9a. TWIC 2025 Referral Report](#)

The Committee ACCEPTED the TWIC 2025 Referral Report as presented and DIRECTED staff to forward the report to the Board of Supervisors.

Both members reviewed the TWIC 2025 Referral Report as submitted and indicated no

revisions.

NO PUBLIC COMMENT.

10. REVIEW and REVISE as appropriate, and ADOPT the 2026 Transportation, Water, and Infrastructure Committee Calendar.

Attachments: [10a. 2026 TWIC Calendar - DRAFT](#)

The Committee ADOPTED the 2026 Committee Calendar as presented.

Both members reviewed the meeting calendar and indicated no changes. The next scheduled meeting is Monday, April 27, 2026.

NO PUBLIC COMMENT.

11. RECEIVE Communication, News, Miscellaneous Items of Interest to the committee.

Attachments: [11a. Politico - Labor is driving the robotaxi conversation](#)
[11b. Metropolitan Transportation Commission - Governor Signs Bi Authorizing Loan](#)
[11c. Richmondside - Richmond area poised to receive nearly \\$40M](#)

The Committee RECEIVED the communications. No action taken.

Staff highlighted articles regarding robo-taxi labor issues, MTC loan repayment activity, and potential \$40 million in funding for the Richmond area. Vice Chair Andersen added brief remarks from a recent tour of a robo-taxi manufacturer in Alameda County, noting the substantial behind-the-scenes staffing still required to manage passengers, monitor safety, and coordinate with first responders.

NO PUBLIC COMMENT.

12. **ADJOURN until the next Transportation, Water & Infrastructure Committee meeting to be held on Monday, April 27, 2026, at 1:00pm.**

Vice Chair Andersen inquired whether any items were anticipated for the April 27, 2026 meeting. Staff indicated they would continue to monitor and prepare accordingly.

Vice Chair Andersen ADJOURNED the meeting at 2:31pm.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-2245

Agenda Date: 5/28/2026

Agenda #: 4.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: May 28, 2026

Subject: CONSIDER Fiscal Year 2026/2027 Road Maintenance and Rehabilitation Account Annual Project List for Unincorporated Contra Costa County

Submitted For: Warren Lai || Director | PUBLIC WORKS DEPARTMENT

Department: PUBLIC WORKS DEPARTMENT

Referral No: 1

Referral Name: Review legislative matters on transportation, water, and infrastructure

Presenter: Jeff Valeros || Sr. Civil Engineer || PUBLIC WORKS DEPARTMENT - TRANSPORTATION ENGINEERING DIVISION

Contact: Jeff Valeros | (925) 313-2031

Referral History:

A landmark transportation funding package titled the Road Repair and Accountability Act of 2017 (Senate Bill 1), was signed into law by Governor Brown on April 28, 2017, to generate new revenue to fund California's significant funding shortfall to maintain the State's multimodal transportation network.

Senate Bill 1 (SB1) increased several taxes and fees to raise over \$5.4 billion annually in new transportation revenues. SB1 prioritizes funding towards maintenance, rehabilitation and safety improvements on State highways, local roads and bridges and to improve the State's trade corridors, transit and active transportation facilities.

SB1 funds were made available to cities and counties starting in FY 2017/2018 and comprise two components- an increase in the original gas tax revenue (Highway Users Tax Account, or HUTA) that local agencies have been receiving prior to 2017 and Road Maintenance and Rehabilitation Account (RMRA) program funds.

SB1 includes annual performance and reporting requirements of local public agencies to be eligible to receive their apportionment of RMRA funds. The information and recommendations contained in this report will fulfill these requirements upon approval by the Board of Supervisors.

Referral Update:

The California State Association of Counties (CSAC) annually provides an estimate of the total gas tax revenues the County can expect to see from the transportation bill, broken down by HUTA and RMRA funding. CSAC estimates the County will receive about \$50.7 million in total transportation funding for FY 2026/2027, with about \$23.4 million of that amount from the RMRA program.

SB1 legislation emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Prior to receiving its apportionment of RMRA funds from the State Controller, the

County must submit to the California Transportation Commission (CTC) a list of projects (including maintenance activities) proposed to be funded with RMRA funds prior to the beginning of the ensuing fiscal year. All projects proposed to receive RMRA funding must be reviewed and approved by the County Board of Supervisors at a regular public meeting.

The list of projects must include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement (see Attachment A). The project list does not limit the flexibility of an eligible city or county to fund other projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in Streets and Highways Code Section 2030. Example projects and uses for RMRA funding include, but are not limited to the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete streets components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic control devices

Streets and Highways Code Paragraph 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement to obtain state or federal funds for types of projects as stated above.

The County currently expends the majority of the gas tax funds towards public roadway maintenance and rehabilitation of the 660-mile roadway network in unincorporated Contra Costa County. These funds are also used as the local funding match to leverage funds from State and Federal grant programs for capital projects that ensure safe and convenient public travel in a variety of modes (i.e. driving, walking and bicycling).

In FY 2026/2027 all RMRA funds are proposed to be used for road maintenance and rehabilitation activities and bridge replacements. The selection of the roads for these activities considers factors such as their pavement condition and geographic equity.

Public Works staff historically presents the proposed project list in the May TWIC meeting prior to the start of the ensuing fiscal year. Presenting in the May TWIC meeting ensures there is sufficient time to have this proposed project list be adopted by the Board of Supervisors and is subsequently submitted to the CTC by the July 1 deadline.

Recommendation(s)/Next Step(s):

REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill (SB1) funded road projects and RECEIVE public comment.

Fiscal Impact (if any):

If the project list is not approved by the Board of Supervisors and submitted to the CTC by the July 1, 2026, deadline, the County would not be eligible to receive its portion of RMRA funds for FY 2026/2027.

Attachment A

Local Streets and Roads Project List for FY 2026/2027

As required by the Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding, Road Maintenance and Rehabilitation Account (RMRA)

General Information

Name: Unincorporated Contra Costa County

Point of Contact:

Jeff Valeros
Senior Civil Engineer
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
(925) 313-2275
Jeff.Valeros@pw.cccounty.us

Legislative Districts:

- Senate – 3, 7, 9
- Assembly – 11, 14, 15, 16

Jurisdiction's Average Network PCI and date/year of measurement:

- County Average PCI = 70 (as of 4/2026)

Fiscal Year (FY): 2026/2027

Rationale for Project List Selection for FY 2026/2027 RMRA Allocation

Staff has developed a recommended list of projects for the Transportation, Water and Infrastructure Committee and the Board of Supervisors to consider for submission to the California Transportation Commission.

The following criteria will be used by staff when developing the current and future project list for RMRA funds:

- Eligibility criteria for RMRA funds as shown in the text of Senate Bill 1 (SB1)
- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety
- Expiring grants where local funds are necessary to complete the funding package
- Geographic equity
- Multimodal benefits in accordance with the Board of Supervisor's Complete Streets policy
- Positive impact on Road Program performance metrics
- Meeting customer expectations

The County currently uses the majority of the total gas tax funds received towards public roadway maintenance and repair of 660 miles of the roadway network in the unincorporated areas to ensure reliable and convenient public travel in a variety of modes: driving, walking, and bicycling. These funds are also used to improve traffic safety throughout the County by using it as the local match to leverage funds from state and federal grant programs.

The California State Association of Counties (CSAC) annually provides estimates of the total gas tax revenues counties can expect in the upcoming fiscal year, including the total estimated revenue from RMRA program funds. These estimates are based on California Department of Finance statewide revenue estimates released with the Governor's FY 2026/2027 Proposed Budget released in January. CSAC currently estimates the County will receive about \$50.7 million in total transportation funding for FY 2026/2027 from SB1, with about \$23.4 million of that amount from the RMRA program.

In FY 2026/2027 it is proposed to designate all the RMRA funds for maintenance activities. The selection of the roads for these maintenance activities considers factors such as their pavement condition and geographic equity. The range of proposed projects in future years is expected to broaden as the amount of RMRA funds increases.

PROPOSED PROJECTS (Total RMRA = \$23,374,210)

Proposed Project No. 1: Road Drainage Maintenance (RMRA = \$2,050,000) (Countywide)

Descriptions:

- Ditch Cleaning (6U2303) – This routine item includes utilizing County staff to perform drainage ditch cleaning to remove debris and vegetation, which may obstruct the passage of stormwater and cause local flooding. (RMRA = \$600,000)
- Flush Culvert (6U2306) – This routine item includes utilizing County staff to perform work associated with the cleaning of culverts by flushing with water and removing debris to ensure proper drainage and reduce flooding. (RMRA = \$500,000)
- Clean Catch Basins (6U2308) – This routine item includes utilizing County staff to perform cleaning of sediment and preventing obstructions of catch basins (drainage inlets) and related pipe systems. (RMRA = \$250,000)
- Inspect Catch Basins (6U2316) – This routine item includes utilizing County staff to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issues concerning the inlets. (RMRA = \$200,000)
- Letitia Road Storm Drain Outfall Desilt (6U2320) – This routine work includes desilting and maintenance on the Letitia Road storm drain system and outfall area in the Montalvin Manor area. (RMRA = \$350,000)

- Maintain Hydraulics (6U2508) – This routine item includes utilizing County staff to clean, flush, and repair hydraulics equipment. This work includes inspecting the complete hydraulic manifold system. (RMRA = \$150,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 15–40 years (ditches/dirt roadway to concrete V-ditches)
- 50 years (culverts)
- 40 years (concrete structures)

Proposed Project No. 2: Traffic Safety Devices Maintenance (RMRA = \$3,090,000) (Countywide)

Description:

- Replace Pavement Markers (6U2405) – This routine item includes utilizing County staff to replace pavement markers on the roadway as needed. (RMRA = \$100,000)
- Repair and Replace Guardrails (6U2502) – This routine item includes utilizing County staff to install new guardrails and repairing existing guardrails. (RMRA = \$150,000)
- Traffic Sign Refacing (6U2503) – This routine item includes utilizing County staff to replace roadway signage to meet new sign requirements. (RMRA = \$40,000)
- Traffic Signage (6U2504) – This routine item includes utilizing County staff to repair, replace, and install roadway signage. (RMRA = \$500,000)
- Traffic Striping (6U2505) – This routine item includes utilizing County staff to install traffic striping, routine repainting of traffic striping, and replacement of pavement striping along County roadways to enhance public safety. (RMRA = \$400,000)
- Paint Pavement Markings (6U2506) – This routine item includes utilizing County staff to paint new pavement markings or refresh existing pavement markings along County roadways. (RMRA = \$400,000)
- Curb Painting (6U2510) – This routine item includes utilizing County staff to paint new curbs or refresh existing curb painting along County roadways. (RMRA = \$150,000)
- Inspect and Maintain Guardrails (6U2527) – This routine item includes utilizing County

staff to inspect and maintain County-maintained guardrails along County roadways. Work includes inspection of condition, tightening of nuts and bolts, and other adjustments of blocking. (RMRA = \$200,000)

- Thermoplastic Pavement Markings (6U2537) – This routine item includes utilizing County staff to install new striping and maintain and replace existing thermoplastic pavement markings. (RMRA = \$50,000)
- Safety Lighting (6U2801) – This routine item includes utilizing County staff to replace and maintain safety lighting along County roadways. (RMRA = \$100,000)
- Signals and Flashers (6U2802) – This routine item includes utilizing County staff to repair, install, and replace County-maintained signals and flashers. (RMRA = \$1,000,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 10 years (roadway signage)
- 5–7 years (roadway striping – thermoplastic)
- 10–20 years (guardrails)
- 7–10 years (signals and flashers)

Proposed Project No. 3: Structure Maintenance (RMRA = \$1,950,000) (Countywide)

Description:

- Bridge Repair (6U2507) – This routine item includes utilizing County staff to maintain and repair existing bridges to restore rails and surfaces. (RMRA = \$100,000)
- Repair and Replace Curbs and Sidewalks (6U2511) – This routine item includes utilizing County staff to repair and replace cracked, broken, or displaced sidewalk sections. (RMRA = \$150,000)
- Repair and Replace Culverts (6U2512) – This routine item includes utilizing County staff to repair and replace culvert and drainage facilities that are collapsed, rusted out, nonstandard, or damaged. Work includes inspecting the complete drainage system. (RMRA = \$1,000,000)
- Repair and Replace Retaining Walls (6U2514) – This routine item includes utilizing

County staff to repair or replace damaged or deteriorated section of retaining walls near County roadways. (RMRA = \$200,000)

- Repair Drainage Structure (6U2545) – This routine item includes utilizing County staff to repair and revamp existing drainage structures to restore facility to operable conditions. (RMRA = \$100,000)
- Repair Minor Landslides (6U2546) – This routine item includes utilizing County staff to regrade and rebuild existing retaining walls near County roadways after minor landslides to enhance public safety. (RMRA = \$150,000)
- Repair/Repair Fencing (6U2547) – This routine item includes utilizing County staff to repair or replace chain link, wire, cable, and wood fencing near County roadways. (RMRA = \$250,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 10–15 years (bridge repairs)
- 40 years (concrete curbs and sidewalks)
- 50 years (culverts and drainage structures)
- 10–20 years (landslide repairs)
- 15–30 years (fencing)

Proposed Project No. 4: Road Shoulder Maintenance (RMRA = \$770,000) (Countywide)

Description:

- Spot Shoulder Repair (6U2201) – This routine item includes utilizing County staff to repair and restore existing roadway shoulders at isolated locations along County roadways from issues such as drop offs and rutting. (RMRA = \$200,000)
- Major Shoulder Repair (6U2202) – This routine item includes utilizing County staff to rehabilitate continuous sections of shoulders by adding fill material, reshaping, and compacting. (RMRA = \$100,000)
- Reshaping Shoulder (6U2203) – This routine item includes utilizing County staff to regrade and reshape existing shoulders by adding minimal material to correct pavement edge drop offs, rutting of shoulders, buildup of material, and excessive weed growth.

(RMRA = \$100,000)

- Embankment Grading (6U2204) – This routine item includes utilizing County staff to regrade embankments adjacent to County roadways to restore proper functionality and drainage. (RMRA = \$20,000)
- Slide Material Removal (6U2205) – This routine item includes utilizing County staff to collect and remove material resulting from minor landslides. (RMRA = \$150,000)
- Erosion Control (6U2206) – This routine item includes utilizing County staff to replace material removed by erosion to restore the designed cross section of the roadway. (RMRA = \$100,000)
- Cut Bench Maintenance (6U2813) – This routine item includes utilizing County staff to regrade and maintain existing benches, associated access points, and adjacent ditches to restore proper flowline and grade. (RMRA = \$100,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 7 years (shoulder repairs)
- 10–20 years (embankment and erosion repairs)

Proposed Project No. 5: Pavement Repairs and Preparation (RMRA = \$4,430,000)
(Countywide)

Description:

- Pothole Patching (6U2101) – This routine maintenance item includes utilizing County staff to perform pothole and broken edge patching along County roadways to eliminate surface hazards. (RMRA = \$350,000)
- Pavement Fabric Patching (6U2102) – This routine maintenance item includes utilizing County staff to perform pavement fabric patching along County roadways to correct minor pavement defects and prevent further cracking. An area of existing damaged asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$100,000)
- Pavement Failure Repair – Backhoe (6U2103) – This routine maintenance item includes

utilizing County staff to remove and restore badly cracked or broken pavement, shoulder, or base material on County roadways. (RMRA = \$400,000)

- Pull Box Paving (6U2104) – This routine maintenance item includes utilizing County staff to restore pavement, shoulder, or base material on County Roadways. (RMRA = \$1,000,000)
- Hand Patching (6U2105) – This routine maintenance item includes utilizing County staff to place material on localized minor settlements and small base failure repairs to provide a smooth level riding surface on County roadways. (RMRA = \$200,000)
- Crack Sealing (6U2106) – This routine maintenance item includes utilizing County staff to clean and fill random cracks to prevent passage of water to base and subgrade of County roadways. (RMRA = \$400,000)
- Leveling (6U2107) – This routine maintenance item includes utilizing County staff to conduct major leveling of settlements, depressions, surface irregularities, and large base failure repairs along County roadways. (RMRA = \$150,000)
- Pavement Grinding – Bobcat (6U2108) – This routine maintenance item includes utilizing County staff to use machine grinding to remove flaws and tripping hazards such as high spots or curb edges along County roadways. (RMRA = \$200,000)
- Pavement Rating (6U2109) – This routine maintenance item includes utilizing County staff to conduct site visits to evaluate pavement conditions of County roadways. (RMRA = \$30,000)
- Grinder Follow-Up Paving (6U2115) – This routine maintenance item includes utilizing County staff to pave a County-maintained roadway after grinding and removal of material. (RMRA = \$600,000)
- Pavement Failure Repair – Grinder (6U2123) – This routine maintenance item includes utilizing County staff to remove badly cracked or broken pavement, including base material as needed. (RMRA = \$1,000,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 7 years (pavement repairs)

Proposed Project No. 6: Countywide Surface Treatments (RMRA = \$8,217,000) (District V)

Description:

- 2026 Rodeo Fiberized Slurry Seal and Overlays (6U2040) – This project will install curb ramps and apply surface treatments on various roads including fiberized slurry seals or cold planing and overlays in the Rodeo area. Work will involve vegetation removal, edge grinding, removal of existing thermoplastic stripes and pavement markings, removal of existing curb and sidewalk, setting survey monuments, and placement of thermoplastic striping and pavement markings. (RMRA = \$6,009,000)
- 2026 Crockett – Port Costa Overlays (6U2186) – This project will install curb ramps and apply cold planing and overlays on various roads in the Crockett and Port Costa areas. Work will involve tree trimming, removal of existing curb and sidewalk, setting survey monuments, and placement of thermoplastic striping and pavement markings. (RMRA = \$2,208,000)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Rodeo, Crockett, and Port Costa communities

Proposed Schedule for Completion:

- Anticipated construction year – FY 2026/2027

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project No. 7: Bridge Replacements (RMRA = \$2,867,210) (District IV)

Description:

- Morgan Territory Road Bridge 5.0 Replacement (6U4160) – This project will replace a timber bridge with reinforced concrete bridge on concrete pile foundations and two soldier pile retaining walls. Work includes constructing a temporary stream diversion system, rock slope protection, drainage systems, guard railing, grading and paving. (RMRA = \$1,034,620)
- Morgan Territory Road Bridge 5.2 Replacement (6U4178) – This project will replace a timber bridge with reinforced concrete bridge on concrete pile foundations and two soldier pile retaining walls. Work includes constructing a temporary stream diversion system, utility pole relocation, rock slope protection, drainage systems, guard railing, grading and paving. (RMRA = \$1,832,590)

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Morgan Territory communities

Proposed Schedule for Completion:

- Anticipated construction year for Morgan Territory Road Bridge 5.0 Replacement – FY 2026
- Anticipated construction year for Morgan Territory Road Bridge 5.2 Replacement – FY 2027

Estimated Useful Life:

- 50–100 years (bridge replacement)



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-2246

Agenda Date: 5/28/2026

Agenda #: 5.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: May 28, 2026

Subject: CONSIDER the revised draft referrals to the Committee for 2026 and revise as necessary

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT || TRANSPORTATION PLANNING

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This is an annual administrative item of the Committee.

Referral Update:

The revised draft 2026 referrals are attached to this report. Staff recommends TWIC discuss and revise as necessary. Once finalized by the Committee, the revised 2026 referrals list will be forwarded to the Board of Supervisors for consideration.

Staff recommends adding referral #27 to address General Plan implementation items related to transportation infrastructure and public facilities. The County Board of Supervisors adopted the 2045 County General Plan in November 2024. The new General Plan provides various implementation actions like establishment of development impact mitigation fees to support new public facilities (e.g., libraries). Proposed TWIC referral #27 would ensure proposed impact mitigation fees and related items are reviewed before being advanced to the full Board.

Recommendation(s)/Next Step(s):

CONSIDER the revised draft referrals to the Committee for 2026 and revise as necessary.

Fiscal Impact (if any):

None.

Revised DRAFT 2026 Referrals to the Transportation, Water and Infrastructure Committee

(Submitted to TWIC for consideration at their May Meeting.)

1. Review legislative matters on transportation, water, and infrastructure.
2. Review applications for transportation, water, and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.
3. Monitor the Contra Costa Transportation Authority including efforts to implement Measure J.
4. Monitor EBMUD and Contra Costa Water District projects and activities.
5. Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, drought resilience planning, development of an ordinance regarding polystyrene foam food containers, monitor waste diversion initiatives, and water quality, supply and reliability, consistent with the Board of Supervisors adopted *Delta Water Platform*.
6. Review and monitor the establishment of 1) Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act, and 2) a standing county drought and water shortage task force (Task Force) and Drought and Water Shortage Risk Mitigation Plan (Drought Resilience Plan) as required by Senate Bill (SB) 552.
7. Review issues associated with County flood control facilities.
8. Monitor creek and watershed issues and seek funding for improvement projects related to these issues.
9. Monitor the implementation of the Integrated Pest Management policy.
10. Monitor the status of county park maintenance issues including, but not limited to, transfer of some County park maintenance responsibilities to other agencies and implementation of Measure WW grants and expenditure plan.
11. Monitor and report on the East Contra Costa County Habitat Conservation Plan.
12. Monitor the implementation of the County Complete Streets, Active Transportation, and Vision Zero Policies.
13. Monitor and report on the Underground Utilities Program.
14. Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa.
15. Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and trucks that transport hazardous materials, the planned truck route for North Richmond; freight issues related to the Northern Waterfront (and coordinate with the Northern Waterfront Ad Hoc Committee as needed), and the deepening of the San Francisco-to-Stockton Ship Channel.
16. Monitor the Iron Horse Corridor Management Program.
17. Monitor and report on the Contra Costa Transportation Authority's Integrated Transit Plan.
18. Review transportation plans and services for specific populations and locations, including but not limited to Coordinated Human Services Transportation Plan for the Bay Area, CCTA East County Ferry Feasibility Study, Olympic Corridor Trail Connector Study Implementation, and the Contra Costa County Accessible Transportation Strategic Plan.
19. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/transportation network companies, and navigation apps.
20. Monitor the statewide infrastructure bond programs.
21. Monitor efforts at the State to revise school siting guidelines and statutes.
22. Monitor issues related to docked and dockless bike share programs.
23. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.
24. Monitor the County's conversion to solar/distributed energy systems.
25. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.
26. Monitor development of a historic preservation ordinance.
27. Review and monitor implementation of County General Plan actions related to transportation infrastructure and public facilities.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-2247

Agenda Date: 5/28/2026

Agenda #: 6.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: May 28, 2026

Subject: CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || TWIC Staff - Principal Planner | DCD; Mark Watts || Senior Advisor & Advocate | Dodd & Chaban Strategies, LLC

Contact: Jamar Stamps | (925) 655-2917

Referral History:

The transportation, water, and infrastructure legislation and planning report is a standing item on the Committee's agenda.

Referral Update:

In developing transportation-related issues and proposals to be brought forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee.

This report includes four sections; 1: **Local**, 2: **Regional**, 3: **State**, and 4: **Federal**.

1. **Local:** No report.
2. **Regional:** No report.
3. **State:** Report from Mr. Mark Watts, the County's legislative advisor and advocate, is attached for May.
4. **Federal:** No report.

Recommendation(s)/Next Step(s):

CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Issues and take ACTION as appropriate.

Fiscal Impact (if any):

None.

Dodd & Chabaan Strategies, LLC

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DODD AND CHABAAN STRATEGIES, LLC

May 21, 2026

MEMORANDUM

To: Jamar Stamps

From: Mark Watts
Senior Adviser & Advocate

Subject: **May 2026 Report, Budget & Administrative Updates**

I am pleased to provide the following report on recent legislative advocacy and other legislative and administrative updates.

NOTE – ADDENDUM; I have added this as there were hearings in both houses this past 7-10 days on this vital topic.

CARB's Proposed 2026 Cap-and-Invest Amendments Impact on Transit Agency Operations

CARB's proposed amendments to the **Cap-and-Invest program** (formerly Cap-and-Trade), scheduled for a Board vote on May 28-29, 2026, are intended to align the program with 2030 climate targets, extend it to 2045 (per 2025 legislation AB 1207/SB 840), and address affordability and emissions leakage.

The most direct and significant concern for state program revenues affects regional and local transit agencies. This is due to the projected **potential sharp reduction in Greenhouse Gas Reduction Fund (GGRF)** revenues. These funds support key transit programs like:

- **Low Carbon Transit Operations Program (LCTOP)** - BART, county transit entities, Caltrain
- **Transit and Intercity Rail Capital Program (TIRCP)** – BART, county transit entities, Caltrain
- **Affordable Housing and Sustainable Communities (AHSC)** (which includes transit-oriented development)

Legislature

May 15 was the deadline for measures with a fiscal impact to pass from the fiscal committees; this typically frames the release of hundreds of bills from the respective house's Suspense files,

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setting up a couple of key weeks that sees only work undertaken on the budget and floor actions on bills.

State Budget, Transportation information

Senate Budget Subcommittee No. 2 heard Governor Newsom’s proposals on the expenditure of Greenhouse Gas Reduction Fund (GGRF) revenues for FY 2026-27 on April 9, following a corresponding hearing in Assembly Budget Subcommittee No. 4 on March 11. Transit advocates as well as regional agencies lined up to express concerns about the Governor’s GGRF expenditure plan, which excludes \$230 million for the Zero Emission Transit Capital Program (ZETCP) in 2026-27. This funding, along with an additional \$460 million in FY 2027-28, was part of the SB 125 deal in 2023 that allows regional agencies (MTC in the Bay Area) to flex funding between capital and operational needs to support transit recovery.

Transportation and public transit advocates are also pushing for funding certainty for the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) in the GGRF. Due to the restructuring of the GGRF expenditure plan last year, several consecutive weak auctions, and proposed California Air Resources Board (CARB) regulations implementing the cap-and-invest program that would increase the climate credit rebate, GGRF revenues could be reduced to approximately \$2 billion annually. At this level of funding, there would be no additional GGRF available for TIRCP and LCTOP in 2026-27.

Budget subcommittees have yet to take any formal action on the Administration’s GGRF expenditure plan. The Governor will submit his revised budget proposal to the Legislature by May 15. It will reflect updated revenue and expenditure estimates and may include new or amended policy proposals, including proposals related to GGRF expenditures. The Legislature will hold subsequent budget hearings prior to negotiating with the Administration to pass a balanced budget by the June 15 constitutional deadline.

Draft VMT Mitigation Guidelines Released

The Governor’s Office of Land Use and Climate Innovation (LCI) is seeking to establish a new statewide Vehicle Miles Traveled (VMT) Mitigation Program. The draft guidelines provide a framework for how projects may mitigate transportation impacts under the California Environmental Quality Act (CEQA) using this new, opt-in approach for state and local lead agencies.

The draft guidance outlines how the program will operate, including:

- **Mitigation Structure:** Projects with significant VMT impacts may contribute funds to the Transit-Oriented Development Implementation Fund (TDIF) as an optional mitigation strategy, with contribution amounts tied to estimated VMT reduction outcomes.

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- **Regional Framework:** Mitigation investments are prioritized within the same region as the project, with limited flexibility to fund projects in adjacent regions based on defined proximity criteria.
- **Location-Efficient Areas:** Priority is given to areas with lower-than-average VMT, strong transit access, and infill characteristics, ensuring a nexus between project impacts and mitigation investments.
- **VMT Reduction Methodology:** Credits are based on differences in trip generation and travel behavior between affordable and market-rate housing.
- **CEQA Compliance:** The program is structured to meet CEQA requirements, including nexus, proportionality, additionality, and enforceability.

AB 130 introduces a new, state-level mitigation option that could reshape how transportation impacts are addressed under CEQA. While it offers a potentially streamlined pathway, key questions remain regarding cost, implementation, and applicability across different regions – particularly for land development and transportation projects outside transit-rich areas. LCI is accepting public comments on the draft guidance through May 8, 2026. AB 130 requires LCI to adopt final guidance by July 1, 2026.

Bills of Interest

SB1408 (Arreguin), This bill sponsored by the Contra Costa Transportation Authority (CCTA), extends the authorization to impose a transportation sales tax. The measure has passed Senate committees and is pending consideration on the Senate Floor.

AB 2679 (Hadwick), this bill, sponsored by Placer County Transportation Planning Agency (PCTPA) on behalf of local cities, was amended in April to meet concerns that the introduced version would have resulted in a “shift” of a modest amount of revenues from moderate and large cities. The measure successfully passed the Assembly Transportation Committee unanimously on April 21 and is expected to be heard later this week in the Assembly Appropriations committee.

AB 2560 (Schultz) this bill would codify the current goals of Governor Newsom’s Climate Action Plan for Transportation Infrastructure (CAPTI) was significantly amended in the Assembly Transportation Committee to address of both the Committee and various stakeholders, including the Self-Help Counties Coalition and the California Association of Councils of Government (CALCOG).

The April amendments removed language that would have applied the current CAPTI goals to six specific formulaic and competitive state transportation funding programs and authorized the California State Transportation Agency (CalSTA) to continue to update CAPTI goals in the future.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-2248

Agenda Date: 5/28/2026

Agenda #: 7.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: May 28, 2026

Subject: RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || TWIC Staff - Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This is a standing item on the TWIC Agenda.

Referral Update:

- April 8, 2026: CalMatters || *California wants to fund green jet fuel - by raiding your road repair budget*
- April 27, 2026: Bay City News || *Suisun Bay sewage spill draws record \$5.6M penalty from regional water board*
- May 1, 2026: CalMatters || *Will California ever build the Delta tunnel? Major battles ahead as Newsom era nears end*
- May 4, 2026: East Bay Times || *Contra Costa's anti-sprawl boundary draws fire as housing pressures grow*

Recommendation(s)/Next Step(s):


RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.



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ENVIRONMENT

California wants to fund green jet fuel — by raiding your road repair budget



BY ALEJANDRO LAZO
APRIL 8, 2026

Republish



A United Airlines plane takes off from San Francisco International Airport on Nov. 7, 2025. Photo by Justin Sullivan, Getty Images

IN SUMMARY

- California wants to drain road repair funds to subsidize green jet fuel that critics say costs 10x more than effective climate solutions.
- The proposal was shaped behind closed doors — a Houston oil company quietly lobbied Newsom's office to craft it.

Gov. Gavin Newsom is advancing a plan that could funnel hundreds of millions in road dollars to a struggling oil refinery — pitching it as a cleaner jet fuel initiative. The credit, drawn from funds voters designated for highways and local streets, could also raise gas prices for most drivers.

UC Berkeley economists warn it could raise California gas prices. And while the plan is pitched as a climate measure, the analysis finds it could cut emissions at more than 10 times the cost economists consider effective, one of the authors told CalMatters.

The proposal is expected to receive a final legislative hearing on Thursday. It has drawn backing from lawmakers and labor groups, who say it preserves jobs at facilities like the Rodeo refinery in Contra Costa County and helps the state achieve its climate goals.

But the plan has drawn criticism from an unlikely mix of voices: oil industry representatives, the Legislature's nonpartisan analyst — who is urging lawmakers to [reject the proposal](#) — and environmentalists who argue California is underfunding cleaner, more effective alternatives like mass transit.

Phillips 66 leads the subsidy line

The governor's [four-page proposal](#) is a straightforward mechanism granting a tax credit to producers in a small corner of the jet fuel market — with potentially far-reaching implications for most drivers.

Only two companies currently produce state-certified jet biofuel and also owe diesel excise tax in California — the conditions required to claim the credit, said

Andrew March, a Department of Finance budget analyst. Of those, only Phillips 66 has publicly confirmed it would qualify for the credit. The company spent \$1.25 billion converting its Rodeo refinery in Contra Costa County from traditional petroleum refining to biofuels.



A passenger plane taxis on a water-soaked runway at San Francisco Airport while passengers wait for flights on Nov. 21, 2024. Photo by Andy Bao, AP Photo

Jets do not run on gasoline; they run on a fuel refined from petroleum by oil companies that also produce gasoline for cars and diesel for trucks. Because jet fuel requires less processing than gasoline or diesel, it is generally cheaper to produce. But sustainable aviation fuel, made from products like used cooking grease and animal fat, costs significantly more, roughly twice the price of conventional jet fuel, due to the expense of converting refineries and processing organic materials.

Under the proposal, producers would earn credits for selling the fuel here and use those credits to offset the diesel taxes they owe.

The formula for credits isn't flat — the cleaner the fuel, the bigger the credit, ranging from \$1 to \$2 per gallon.

The state estimates that Newsom's proposal could cost between \$165 million and \$300 million, but California's nonpartisan [legislative analyst warns](#) that figure could be far higher. That's because the tax

credit is so high that it could incentivize companies outside California to acquire California companies with diesel tax liabilities, said Helen Kerstein, who evaluates climate programs for the Legislative Analyst’s Office. A major California refiner like Chevron could also buy a renewable fuel company elsewhere and ship the fuel here, she said.

If more companies claim the credit than expected, diesel tax revenues could fall more sharply — driving the program’s cost higher than anticipated. In February, a team of UC Berkeley economists [estimated the proposal](#) could cause diesel tax receipts to fall by as much as 75%.

“They’re going to incentivize a whole lot more sustainable aviation fuel than they’re planning,” Aaron Smith, a Berkeley economist who co-authored the report, told CalMatters. “That is going to be a huge hit to the state’s diesel tax receipts, and so it’s going to be a huge hole in the budget.”

March, the budget analyst, disputed Smith’s findings, saying it assumes an 8-to-10-fold surge in sustainable aviation fuel flowing into California. Other states that have passed similar credits haven’t experienced such growth, he said. The program is designed to grow over time, as more companies begin producing sustainable aviation fuel and become eligible, March said.

One refinery’s bet

Last year, Assemblymember Anamarie Ávila Farías and a dozen colleagues [toured the Rodeo refinery](#), which sits along the shores of the San Pablo Bay, in the Concord Democrat’s district. What they learned alarmed them, Ávila Farías said.

Phillips 66 officials told lawmakers that [due to the loss of federal incentives](#) — and because California’s own low carbon fuel program wasn’t generating enough revenue — projects like the refinery conversion were struggling, she said.

Phillips 66 lobbied the Governor’s office directly near the end of 2025. Newsom included the tax credit in his budget proposal. Ávila Farías and 40 of her colleagues joined in a “bipartisan” push for the measure.

“In 2026, these facilities are on the brink of closure,” Ávila Farías said in written responses to CalMatters questions.



The Phillips 66 refinery in Wilmington, on Sept. 30, 2025. Photo by Stella Kalinina for CalMatters

Phillips 66 declined to answer basic questions about the proposal it lobbied to help shape: whether the Rodeo facility is profitable, whether it faces closure without the credit or how much it expects to claim if the credit is approved. Neither the governor’s office nor the company would say what role it played in shaping the proposal.

In 2025, the company made \$4.4 billion in profits. The Houston-based company’s renewable fuels segment, which is anchored by the Rodeo complex, lost \$380 million in 2025, worse than the \$198 million loss it posted the year before, according to the company’s annual report.

Disclosures [filed with the California Secretary of State](#) show Phillips 66 lobbied the Governor’s Office directly on a [“proposed sustainable aviation fuel incentive package”](#) in the last three months of the year — after the legislative session had concluded but budget planning for the next year is [typically underway](#). An [earlier disclosure](#) specifically referenced ‘diesel excise taxes’ alongside the fuels incentive package.

Phillips 66 was a member of the Western States Petroleum Association, the state’s main oil lobby, until the end of last year. The association has not taken an official position on the tax credit, though its chief lobbyist has urged lawmakers to stay focused on keeping California’s traditional petroleum refineries open.

Phillips 66 has been a significant contributor to state campaigns through 2024, donating a total of [more than \\$1.1 million to legislators](#), according to the CalMatters Digital Democracy database. Since 2024, the company has continued to fund legislative campaigns, including those of Ávila Farías, Secretary of State data shows.

For workers at the Rodeo plant, the stakes are high. Joe Jawad, president of United Steelworkers Local 326, represents roughly 250 workers there, many from families who have worked the refinery for generations. In total, the refinery employs more than 400 workers.

“If this incentive passes, it’s my understanding this place stays here for years to come,” Jawad said. “That’s what we’re looking for.”

But the transition has concerned local environmental justice advocates. Community organizer Daphney Saviotti-Orozco, who grew up in the unincorporated community of Rodeo, a few blocks from the refinery, worries biofuels could still pollute local air quality with methane, nitrogen oxides and fine particulate matter.

“There’ll be more pressure to make even more,” she said.

A hit to California’s highways and byways

California has long protected fuel tax money for roads. Newsom’s proposal could drain those funds.

In hearings, lawmakers have specifically raised concern about the use of road dollars for green jet fuel.

“We don’t have sustainable funding for our transportation system,” said [Lori Wilson](#), a Democrat from Suisun City, who chairs the Assembly transportation committee, [speaking at a March 11 hearing](#). “It does give me cause for concern.”

The [state constitution](#) protects gas and diesel excise taxes: they must fund highways, local streets and transit infrastructure. Voters reinforced that mandate in 2010, when they passed [Proposition 22](#), which barred the state from borrowing or redirecting those funds.

Newsom’s proposal wouldn’t technically violate the rules, but the proposal would have a similar impact, said Kerstein, of the legislative analyst’s office.

“Every dollar that goes to this credit is one fewer dollar that goes to local streets and roads, and the state highway system,” Kerstein said. “That’s the trade-off.”

March disputed the framing, saying there were other sources of money for transportation funds.

“The projected impact on road repairs is not a dollar for dollar trade,” he wrote.

The credit would pull money from three programs: Caltrans highway maintenance, local street and road funding and competitive freight grants. California’s roads are already starved for cash.

Current funding only covers [about 61% of projected highway needs](#), according to Caltrans, while more drivers switching to electric vehicles are likely to shrink gas tax revenue. Local streets and roads face [a \\$74 billion funding gap](#), according to a survey from the California State Association of Counties, which advocates for local jurisdictions.

“We definitely need road repairs, but we can’t miss this chance on jet fuel,” Ávila Farías wrote. “We must do both.”

A costly climate fix

But the plan’s primary beneficiary isn’t the climate; it’s a refinery whose parent company lost hundreds of millions on renewable fuels last year. And while supporters say the jet fuel credit would cut carbon emissions, critics say it could do so at a steep cost.

The plan would cost \$1,000 to \$2,700 per ton of emissions reduced — more than 10 times what economists consider [a cost-effective way to cut climate pollution](#), according to the Berkeley analysis.

That’s because California is already getting most of the climate benefits from renewable fuels — also made from plant and animal materials — through its low carbon fuel standard, a program that pushes producers to make what they sell here progressively cleaner. Many of those fuels today go into diesel trucks.

Berkeley’s report contends that the credit would mainly shift the same limited supply of used cooking oil, animal fats and other raw materials into jet fuel instead of replacing fossil fuels.

March said the state has invested in similarly-priced and more expensive policies in the past in order to boost emerging technologies. “Public investment does what private capital won’t,” March said.

Matthew Botill, a division chief with the California Air Resources Board, said boosting sustainable aviation fuel is critical because demand for jet fuel is expected to grow and state policies aim to cut fuel use in trucking by shifting to electric vehicles.

Without stronger incentives for sustainable aviation fuel, petroleum use in aviation will rise as more people fly, undermining the state’s climate goals, Botill said at a [March 11 hearing](#).

But by diverting renewable diesel from trucks, producers could drive gas and diesel prices up by 10 to 15 cents per gallon, according to Smith and the Berkeley economists – pushing trucks back toward petroleum and making the fuel mix dirtier and more expensive to clean up.

“Markets chase the subsidies,” said Danny Cullenward, an energy policy researcher who agreed with the Berkeley findings. “You make a very attractive subsidy, and people say, ‘Well, I’d rather be delivering that thing.’”

Environmentalists say the state would be better off investing in proven, emission-cutting solutions like electric cars and trucks and mass transit.

“We’re not funding the low-hanging fruit,” said Christina Scaringe, California climate policy director at the Center for Biological Diversity. “There’s just a very basic argument that we don’t have a lot of money.”

March, the state budget analyst, told CalMatters that predictions about the governor’s biofuel proposal’s impact on gas prices are “highly uncertain.”

Lawmakers, including Ávila Farías, have compared jet biofuel to solar or wind power in their early stages arguing California “must act boldly now,” to support sustainable aviation fuel.

Smith is skeptical sustainable aviation fuel will ever get cheap enough to stand on its own. And the economics have only worsened since the U.S. began strikes on Iran in late February, sending fuel prices sharply higher.

Before the conflict, conventional jet fuel [ran about \\$2.50](#) a gallon, according to Argus Media – which also tracked sustainable fuel’s cost at [more than twice that](#) — \$5.48. Since the strikes on Iran, both have climbed. At west coast airports this week, Globalair.com [reports](#) the price of sustainable fuel has reached \$10.20.

“You need a lot of government support to make it work,” Smith said. “I just don’t ever see that happening.”

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LOCAL NEWS

Suisun Bay sewage spill draws record \$5.6M penalty from regional water board



by Pete Young, Bay City News

April 27, 2026



FILE: An aerial view shows wetlands in Suisun Marsh in Solano County, Calif., on March 7, 2022. A sanitation district in neighboring Contra Costa County was fined a record \$5.6 million for a 2024 sewage spill that released millions of gallons of untreated wastewater into marshland connected to Suisun Bay. (Kelly M. Grow/California Department of Water Resources via Bay City News)

A sanitation district in eastern Contra Costa County has been fined a record \$5.6 million for a sewage spill in Suisun Bay.

The San Francisco Bay Regional Water Quality Control Board approved the settlement with Delta Diablo for discharging more than 23 million gallons of untreated wastewater into marshland connected with the bay in 2024.

“This \$5.6 million administrative civil liability is the largest penalty ever approved by the regional water board,” it said Friday in a statement.

Delta Diablo Sanitation District treats sewage for about 218,000 customers in Antioch and Pittsburg, and the unincorporated community of Bay Point, according to the district’s website.

The spill began around Nov. 5, 2024, when an underground line broke beneath a marsh, the water board said. It continued until being discovered on Dec. 2. Delta Diablo repaired a 20-foot section of the pipeline within two days, stopping the discharge by Dec. 4.

“Sewage spills of this magnitude pose serious risks to water quality, wildlife habitat, and public health,” said Eileen White, executive officer of the water board. “This settlement holds the discharger accountable while making critical investments to modernize infrastructure and reduce the risk of future spills.”


Most of the settlement will be used to install a new force main parallel to the existing pipeline at the Shore Acres Pump Station, the board said. The treatment plant will also retrofit its discharge outfall with check valve.

The water board said it calculated the penalty in accordance with the State Water Resources Control Board’s Water Quality Enforcement Policy.

Factors included the volume of the spill, the discharger’s response and corrective actions, and the potential effect on water quality, the board said.



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ENVIRONMENT

Will California ever build the Delta tunnel? Major battles ahead as Newsom era nears end



BY RACHEL BECKER
MAY 1, 2026

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Flowers bloom on a ranch leased by Duane Martin for cattle grazing in the Delta region of Sacramento County, southwest of Elk Grove, on April 22, 2026. Martin said the land and his cattle business would be negatively affected by the Delta Conveyance Project. Photo by Miguel Gutierrez Jr., CalMatters

IN SUMMARY

- California's Delta tunnel largely cleared a key hurdle last week — but far bigger obstacles still stand in the way.
- Among the next battlegrounds: the state's largest agricultural recycled water project and a cattleman's pasture.

In what Gov. Gavin Newsom hailed as a major milestone, his \$20 billion Delta tunnel largely cleared another chokepoint last week — but it still faces obstacles of a different magnitude.

For more than [half a century](#), California's leaders have debated rerouting water around, rather than through, the network of rivers, farmland and marshes of the Sacramento-San Joaquin Delta. Newsom's version would pipe Sacramento River water through [a 45-mile bypass](#) to a reservoir on the California Aqueduct, in an effort to shore up state supplies and send more water south.

Delta communities call the plan a water grab that would devastate one of the country's largest estuaries and [destroy towns, wildlife and generational farms](#). State officials and major water suppliers say it's necessary to safeguard water for two-thirds of Californians against the threats of climate change and natural disasters.

Tasked with refereeing the fight, a state agency called the Delta Stewardship Council weighed opponents' many challenges to the project and last week voted [six-to-one](#) to require the Department of Water Resources to address just two of them.

Newsom [declared victory](#), saying “we are closer than ever to seeing this important piece of infrastructure completed.”

Maybe closer than ever, California water watchers say, but still far from complete. Far bigger obstacles loom: court rulings that have upended California's financing plans, critical water rights decisions still to come from state regulators, and water agencies that have yet to decide whether the tunnel's water will be worth the cost.

“These are all existential,” said Jeffrey Mount, a senior fellow at the Public Policy Institute of California. “You've got some pretty tough hurdles ahead.”

A dying Delta

The Sacramento-San Joaquin River Delta is the heart of California’s nature-defying water systems, where state and federal pumps send Northern California river water coursing to cities and farms in the lower half of the state.

The Delta is [collapsing under the strain](#) — wracked by algal blooms, degraded water quality and fish species spiraling towards extinction. Residents, environmentalists and [the fishing industry](#) fear that diverting freshwater through a tunnel will push it over the edge.

Voters [beat back](#) the first-generation tunnel — a peripheral canal — in the 1980s, during Gov. Jerry Brown’s first stint as governor. But governor after governor has [continued the push](#). The canal eventually became the twin tunnels that became Newsom’s Delta Conveyance Project, which remains mired in planning.

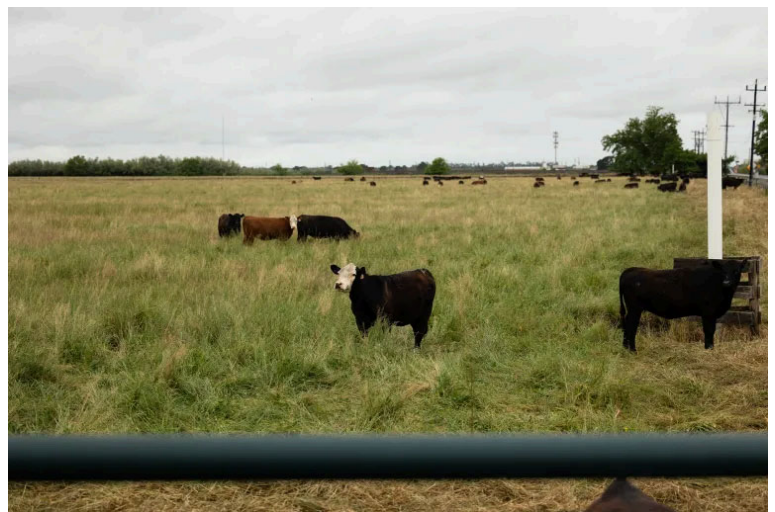
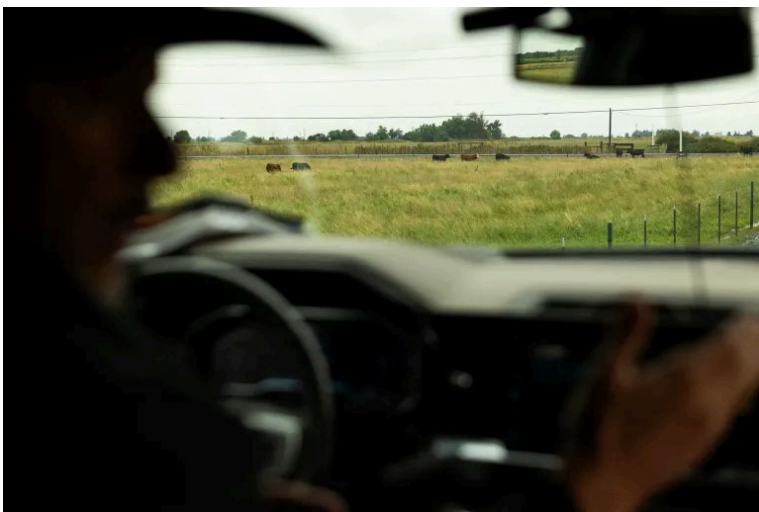
Carrie Buckman, environmental program manager for the tunnel project at the Department of Water Resources, is optimistic that construction could start as soon as 2029 and would last around 13 years.

But with Newsom in his [last year as governor](#), the clock is ticking. And the region’s residents continue in limbo — bracing for a project that would carve through their communities, farms and waterways.

“Nobody seems to care about the people out here on the ground,” said Duane Martin Jr., a third-generation cattleman in the Delta.



Duane Martin stands on April 22, 2026, near the Sacramento County pasture, southwest of Elk Grove, where he has grazed cattle for 20 years, and where California water managers plan to build a major construction complex for the Delta tunnel. Photo by Miguel Gutierrez Jr., CalMatters



Martin, a third-generation cattleman, bought his first cows when he was 10 with money he borrowed from his grandfather. Now, his daughters' cattle graze in the pasture outside his Delta home. Photos by Miguel Gutierrez Jr., CalMatters

Martin steered his pickup down country roads, along the orchards and pastures of Sacramento County. Great egrets strutted the edges of fields to snatch small, struggling creatures from the grass, and red-winged blackbirds clung to golden stalks of mustard.

Martin worries for his cattle operation. His father was a cattleman. His grandfather was a cattleman. Now a father himself, his daughters' cattle graze in the pasture outside his home.

He's outraged by the prospect of the truck traffic, the noise, the churn of the concrete batch plant and the roughly 200-acre pile of tunnel muck planned for land where he's been grazing cattle for decades.

But more than that, he said, gruff beneath his Stetson, "It's the community that they're going to impact — those of us that have lived here most of our lives."

"They're going to change the Delta area forever."

An unending water war

The Delta's vulnerability is real: levees are at risk of crumbling under age, earthquakes and climate-fueled storms; sea level rise threatens to flood the system with too much saltwater.

For Buckman, it's simple: As climate change makes California's swings from wet to dry more extreme, "It's about water supply."

Mount, like the water suppliers supporting the project, believes construction is inevitable. "If you don't build it in this generation, you'll build it in the next," he said. "Build a tunnel, or start a very painful process of really cutting back on water supplies from the Delta."

The costs are high; around [\\$20.1 billion](#) by the Department of Water Resources' estimate, [\\$60 to more than \\$100 billion](#), by an economic assessment commissioned by opponents.

California doesn't yet have a way to pay for it. State water managers planned to issue revenue bonds, to be paid back by water agencies receiving water from the tunnel — and their customers.

But a trial court said that the water code did not give the Water Resources "carte blanche to do as it wishes" and the financing plan "exceeded its delegated authority." The Third District Court of Appeal agreed, and in April, the California Supreme Court [refused to review the case](#).

Buckman said that the department still plans to issue bonds and is figuring out its next steps.

As yet, no water agency has committed to paying for a tunnel — and no agency likely will, until the department can finance it, according to Kelley Taber, an attorney representing tunnel opponents.

The federal government and the powerful irrigation districts it supplies have already opted out, Buckman said.



The Delta community of Isleton, visible from the banks of the Sacramento River on April 1, 2025. Photo by Miguel Gutierrez Jr., CalMatters

“Ag, at large, cannot afford to pay for large infrastructure projects,” said Jennifer Pierre, general manager for the State Water Contractors, an association of public water agencies that receive water from California’s massive delivery system, the State Water Project. But she said the costs don’t diminish the need.

That leaves the bulk of the bill with urban water suppliers and their customers.

Metropolitan Water District, the Southern California water import giant that supplies half the state's population, is already paying nearly half the tunnel's planning costs — but it's also [heavily investing](#) in local recycled water supplies.

Its board isn't expected to vote on whether to shoulder much of the tunnel's construction costs [until 2027](#). No construction commitment before then means no commitment before a new governor takes office.

Meanwhile, major water rights questions remain unresolved.

State regulators are [holding hearings](#) that could last through the summer about whether to allow the Department of Water Resources to divert Sacramento River water into the proposed tunnel intakes.

Newsom has [advocated for a Delta tunnel](#) since his first days as governor. Four Newsom appointees sit on the seven-member Delta Stewardship Council that just advanced the tunnel project, minus a couple speedbumps. He has also championed unsuccessful legislative fixes to [financing and other roadblocks](#).

The question is whether the next governor will continue the push. Pierre said they must — the need for the tunnel is clear.

Mount isn't as sure. It will depend on the next governor's priorities — and who they put in key leadership positions.

“Whoever they appoint, that is really where it happens,” he said. “It's hard for me to imagine that if Brown and/or Newsom weren't all in on this, it would have gotten this far.”

‘They’re gonna have to take it’

Martin pulls his pickup to the side of the road next to a lush pasture he leases that's more prairie than Pacific. This is one of the next battlegrounds for the tunnel project.

In the spring and summer, Martin grazes hundreds of cows and their calves here. And in the winter, the Sacramento Area Sewer District plans to pipe recycled water onto the fields, creating seasonal feeding grounds and rest stops for the [protected](#) sandhill crane and [other birds traveling the Pacific Flyway](#).

It's part of the largest agricultural recycled water project in the state, [Harvest Water](#), to provide highly treated wastewater to 16,000 acres of farmland in the region and take the pressure off local groundwater supplies.

California has already awarded more than \$400 million for Harvest Water, but the funding hinges on the environmental benefits like habitat the project will provide, according to the sewer district’s Jofil Borja. It’s an ideal spot, between the Stone Lakes National Wildlife Refuge and the Cosumnes River Preserve.

And that’s where it runs up against the tunnel project. The pastures where Martin grazes his cattle and the sewer district plans to create seasonal habitat are also in the Department of Water Resources’ sights. State water managers plan to build a nearly 600-acre construction complex — with a permanent 214-acre mound of excavated tunnel materials up to 15 feet tall — [right here](#).



First: A sign for the Sacramento Area Sewer District, which is working on a major recycled water project to irrigate farmland and create wildlife habitat in the Delta. **Last:** A barn and metal corrals on a ranch leased by Duane Martin for cattle grazing in the Delta region of Sacramento County, southwest of Elk Grove, on April 22, 2026. Photos by Miguel Gutierrez Jr., CalMatters

“You tell me if you want to be the neighbor that lives right there, lookin’ out his front yard at this pile of muck,” Martin said, gesturing at a house across the road. Right now, its view is a sea of grass that disappears into a darker line of trees.

In refereeing the fight over this land, the Delta Stewardship Council last week ordered the Department of Water Resources to resolve its conflicts with Harvest Water over the site, or explain why that isn’t possible, [the council’s staff report said](#).

Kelley Taber, the attorney representing the sewer district, is celebrating the mixed victory.

“I always thought that this was going to be (the department’s) Achilles heel,” Taber said. Among the “multitude of disastrous impacts to the Delta,” she said, it’s “the most obvious fatal flaw.”

Buckman disputed staff’s assessment of the siting conflict in a letter to the council, saying that the tunnel project can’t avoid the entire Harvest Water footprint, and that the habitats don’t exist yet. But, she added, the department would “work promptly” to address the issue.

If it does, to the council’s satisfaction, state water managers will still need to buy or seize the land. The landowner declined to speak on the record.

Martin expects it will be a fight — and he’s ready for it. Under eminent domain, the state can forcibly take property for a public purpose. The landowner can contest it. But he’s unlikely to stop it.

“They’re gonna have to take it,” Martin said. “I’ve got a lot of friends that leave, but I ain’t about to quit. I’m a fighter, and I’m going to stay here and fight for it to the death.”

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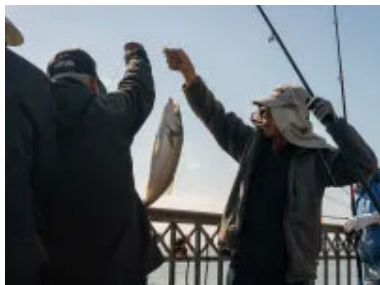
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OCTOBER 8, 2024

Contra Costa's anti-sprawl boundary draws fire as housing pressures grow



By [SIERRA LOPEZ](#) | slopez@bayareanewsgroup.com | Bay Area News Group

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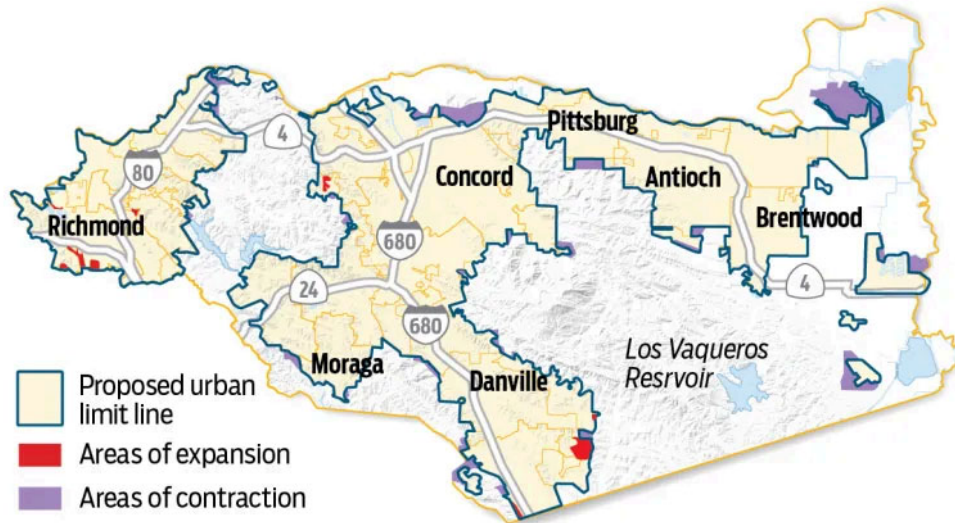
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MARTINEZ — A decades-old anti-sprawl policy in Contra Costa County is drawing new opposition as critics argue extending it could worsen the region's housing shortage.

Since 1990, [a voter-approved boundary meant to prevent suburban sprawl and protect open space](#) has been on the books. The goal has been to maintain a 65/35 land preservation standard, with only 35% of county land used for urban development.

By preventing sprawl and focusing development near existing infrastructure and services, the county could prevent what it calls an “inefficient use of land” that would add to greenhouse gas emissions and pollution.

“Protecting Contra Costa County’s open space and agricultural lands, discouraging urban sprawl, and reducing future traffic congestion, are issues that matter to County residents,” supervisors said in the ballot argument in favor of Measure A.



Source: Contra Costa County

BAY AREA NEWS GROUP

Measure A would renew the 2006 county line with some minor changes primarily to account for existing development restrictions on public property and constraints such as steep hillsides and high fire danger.

In addition to all five county supervisors, Measure A supporters include the [Greenbelt Alliance](#) and [Save Mount Diablo](#), both environmental advocacy groups; Rep. Mark DeSaulnier, who represents much of Contra Costa County at the federal level; and the [East Bay Leadership Council](#), a business-centered policy advocacy group.

Zoe Siegel, director of Climate Resilience at Greenbelt Alliance, said the county’s Urban Limit Line has largely been noncontroversial. Over its 36-year lifespan, it’s been adjusted six times with little opposition.

The Greenbelt Alliance, Sierra Club, California Association of Family Farmers and Mount Diablo Audubon Society did oppose the original Urban Limit Line ballot measure in 1990, but that was because they preferred an alternative measure also on the ballot that year they felt went beyond what the county was aiming to do.

Today, Siegel said Greenbelt Alliance feels comfortable with the lines proposed under Measure A, which she said will encourage housing growth in

“Greenbelt Alliance has been following the Urban Limit Line since before it was even a measure, working with the county to ensure the lines being drawn are protecting open spaces and encouraging growth in the right places,” Siegel said. “We do both those things. We want to encourage infill housing and also make sure the open spaces we love are protected.”

But not all are happy with the lines drawn in Measure A, [namely the Contra Costa Taxpayers Association](#). The group argues the proposed Urban Limit Line would tie the hands of local decision-makers when it comes to housing decisions. It would also limit where new homes can be built, going against the state’s goals of developing more housing amid a shortage and affordability crisis.

Regional housing policy has focused on increasing density in cities by encouraging multiunit infill and transit-oriented housing, the thought being that residents would benefit from being near amenities.

Not all want to live in apartments, though, Contra Costa Taxpayers Association President Marc Joffe argued. And jurisdictions around the country have figured out how to extend amenities like water and public safety.

“We’ve developed a land use policy that promotes a form of living that some people don’t want,” Joffe said. “If we want a vibrant population, we have to cater to all.”

Also a concern are the 9,460 acres of net land being removed from within the Urban Limit Line, meaning that property could not be developed, Joffe said, noting potential development in places like Clayton and Byron would be disrupted under the proposal.

Speaking for himself, Joffe said he personally would not have opposed the Urban Limit Line, had the county allowed more land to be developed.

People are waking up, Joffe said, to what he described as unsuccessful housing policies that don’t aid in the affordability crisis.

“This is the beginning of educating people to the point that you simply can’t solve the housing affordability crisis by simply building apartments near BART. It’s just not going to work,” Joffe said. “This is something other states like Texas and Arizona have figured out.”

The Taxpayers Association's opposition to Measure A came as a surprise, Siegel said. The new lines proposed are largely unchanged from what was adopted in 2006, and either shift to align with existing city boundaries or to take into consideration property where development would be infeasible, she said.

An additional 11,100 acres will no longer be developable under the new Urban Limit Line boundaries, but much of that land is made up of steep hills or in fire or flood zones, according to a county map. Some of that land is also owned by the East Bay Regional Parks District, which is being turned into public space.

Just more than 1,600 acres are being added to developable land, though, creating the 9,460 net change.

Siegel called the Taxpayer Association's arguments against Measure A concerning. Its website is persuasive because it warps facts around issues people care about, she said.

Rebutting arguments, Siegel said Measure A wouldn't take away local control because it's Contra Costa County residents who will decide whether or not to keep it in place. If approved, plenty of space for housing will remain within the Urban Limit Line boundary.

"I think they're playing on important issues people care about and morphing them into something that's not true," Siegel said.

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