



CONTRA COSTA COUNTY

AGENDA

Transportation, Water & Infrastructure Committee

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Monday, December 9, 2024

9:30 AM

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

District 3 Office: 3361 Walnut Blvd.
Suite 140, Brentwood, CA 94513

ZOOM LINK

<https://cccouny-us.zoom.us/j/85061313447>

| Dial: 888-278-0254 |
ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

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 the November 14, 2024, Transportation, Water, and Infrastructure Committee. [24-4206](#)
Attachments: [TWIC 11.14.24 Meeting Minutes](#)
4. RECEIVE update on the Integrated Pest Management Program (IPM) and recent recommendations from the IPM Advisory Committee and DIRECT staff accordingly. [24-4207](#)
Attachments: [Addendum to PWD-Maintenance Decision Documents 2024 0718 Approved](#)

5. RECEIVE the Draft Richmond Parkway Transportation Plan. [24-4208](#)
Attachments: [2024-11-21 Draft Plan Presentation Cover Ltr 241209_TWIC_Mtg](#)
6. CONSIDER Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities. [24-4209](#)
Attachments: [November 2024 State Leg Report](#)
7. RECEIVE Communication, News, Miscellaneous, Items, of Interest to the Committee and DIRECT staff as appropriate. [24-4210](#)
Attachments: [12.07.23 - Fast Company_ Why 2023 was the year of the e-bike and not the self-driving car](#)
[08.14.24 - Momentum Mag_ Study Shows How E-Bikes Are Shifting the Transportation Landscape](#)
[10.30.24 - Streetsblog_ Report-Confronting Car Dependence Wont Just Help...](#)
[11.18.24 - Politico_ Trump taps former lawmaker and reality TV star for Transportation](#)
[11.20.24 - Tom Flood - Rovel Creative via Bluesky](#)
8. **ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting date TBD.**

GENERAL INFORMATION

This meeting provides reasonable accommodations for persons with disabilities planning to attend a the meetings. Contact the staff person listed below at least 72 hours before the meeting. Any disclosable public records 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:

1025 Escobar St., 4th Floor, Martinez,

HOURS:

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

Staff reports related to items on the agenda are also accessible on line 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:

John Cunningham
(925) 655-2915



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-4206

Agenda Date: 12/9/2024

Agenda #: 3.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: December 9, 2024

Subject: REVIEW Meeting Record for November 14, 2024, 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: John Cunningham | DCD

Contact: John Cunningham | (925) 655-2915

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.

SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

APPROVAL of the attached Meeting Record for the November 14, 2024, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

Committee Meeting Minutes - Draft

Transportation, Water & Infrastructure Committee

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Thursday, November 14, 2024

11:00 AM

|| REVISED ||

****SPECIAL MEETING****

**District 2 Office: 1516 Kamole St. Honolulu, HI
96821 |**

**District 3 Office: 3361 Walnut Blvd. Suite 140,
Brentwood, CA 94513**

|| REVISED ||

ZOOM LINK

<https://cccounty-us.zoom.us/j/85061313447>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

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.

Chair Burgis called the meeting to order at 11:01 a.m.

Staff Present: John Cunningham | TWIC Staff

Attendees: Raquel De La Torre, Maureen Toms, John Kopchik, Mark Watts, Jamar Stamps, Samantha Harris, Robert Sarmiento, Will Nelson, Jerry Fahy, Christi Povlsen, Mark De La O, Monish Sen, Steve Kowalewski, District 3 | Brentwood, Lara Delaney, Emlyn Struthers, Jan Warren, Lloyd Suku, Scott Alman, Intern Martin, (925)655-0100

Present: District II Supervisor Candace Andersen and District III Supervisor Diane Burgis

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).

No Public Comment.

3. REVIEW Meeting Record for October 14, 2024, of the Transportation, Water, and Infrastructure Committee.

Attachments: [10.14.24 Minutes FINAL DRAFT](#)

The Committee unanimously ACCEPTED the October 14, 2024 TWIC Meeting Record.

No Public Comment.

4. ADOPT Traffic Resolution No. 2024/4540 to supersede and replace Board of Supervisors Resolution Nos. 77/941 and 75/256, and any other earlier resolutions, policies, or criteria for the placement of stop signs on county roads, as recommended by the Public Works Director, Countywide area.

Attachments: [Traffic Resolution No. 2024-4540](#)
[Criteria for Installation of Stop Signs - 8Aug2024](#)

The Committee expressed support for the resolution, highlighting its clarity and alignment with current vehicle and safety codes.

The Committee ACCEPTED the report to be forwarded to the Board of Supervisors on consent.

No Public Comment.

5. CONSIDER proposed CalTrans Sustainable Transportation Planning Grant application

The Committee ACCEPTED the report and APPROVED it be moved to the Board of Supervisors' Consent Calendar.

No Public Comment.

6. CONSIDER Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities.

Staff reported on MTC's ongoing discussions regarding a regional funding measure, noting Santa Clara County's opposition and the exploration of hybrid approaches. Contra Costa remains a core supporting county, and polling on a 50% citizen threshold initiative was discussed. Legal nuance around majority thresholds for citizen-initiated measures were discussed, citing relevant precedents. Updates included state approval of ABX21, adjustments to the Low Carbon Fuel Standard, progress on the Climate Action Plan for Transportation Infrastructure (CAPTI), and upcoming decisions on active transportation grants and transit revenue solutions.

The Committee ACCEPTED the report.

No Public Comments.

7. DISCUSS and REVISE the County's 2025-26 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate.

- Attachments:** [CCC State Platform--TWIC 2025-26 REVIEW-Nov2024.pdf](#)
[2023-24 Adopted Federal Platform--TWIC 2025-26 REVIEW-Nov2024.pdf](#)
[Joint and Several Liability.pdf](#)
[Proposal to Amend Federal and State Gas Tax Eligibility for Non-Motorized Transportation Corridors.pdf](#)
[Request for Legislative Platform Addition - Active Transportation Funding Maintenance Support.pdf](#)
[CCTA-2024 DRAFT Federal Advocacy Platform_Final.pdf](#)
[CCTA-2024 DRAFT State Advocacy Platform_FINAL.pdf](#)

The discussion introduced three proposals: Expanding gas tax eligibility to include separated trails, requiring funding for maintenance of ATP projects, and addressing liability allocation in transportation lawsuits. The Committee expressed concerns over potential funding competition with road maintenance and highlighted the need for alternative funding sources. The discussion included leveraging job centers to make use of reverse commute capacity to alleviate transportation pressures.

The Committee ACCEPTED the report and APPROVED moving this item to the Board of Supervisors through the County Administrator's process.

No Public Comments.

8. RECEIVE Communication, News, Miscellaneous, Items of Interest to the Committee and DIRECT staff as appropriate.

- Attachments:** [10.22.24 - CBC News Do bike lanes really cause more traffic..](#)
[10.23.24 - Bay Area News Group Q&A Plan to bail out Bay Area public transportation](#)
[10.25.24 - MTC - Transportation Revenue Measure](#)
[11.06.24 - Mass Transit General Election 2024 results-Transit ballot measures fare well at the polls](#)
[11.06.24 - Sacramento Bee Placer County transportation tax behind 2024 election](#)

The Committee ACCEPTED the report.

No Public Comment.

9. ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, December 9, 2024, at 9:30am.

Chair Burgis ADJOURNED the meeting at 11:40am reminding the next scheduled TWIC meeting is on December 9, 2024 at 9:30am.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-4207

Agenda Date: 12/9/2024

Agenda #: 4.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: December 9, 2024

Subject: Integrated Pest Management Program Update

Submitted For: Nicole Heath | Hazardous Materials Programs Director

Department: Contra Costa Health-Hazardous Materials Programs

Referral No: 9

Referral Name: Monitor the implementation of the Integrated Pest Management Policy

Presenter: Nicole Heath - Program Director | Dr. Andrew Sutherland - Urban IPM Advisor

Contact: Nicole Heath | (925) 655-3200

Referral History:

The Transportation, Water, and Infrastructure Committee (TWIC) annually reviews the County's Integrated Pest Management (IPM) Program and monitors the implementation of the IPM Policy.

Referral Update:

The Integrated Pest Management Advisory Committee (IPMAC) approved an addendum to decision documentation regarding vegetation management along roads, rights-of way, and Flood Control properties on July 18, 2024. IPMAC developed decision-making documents that focused on vegetation management along County roads and Flood Control properties in 2017. The documents were revised in 2018. A subcommittee of IPMAC recently worked to revise the documents in order to accurately depict current operations. The first revisionary drafts included extensive deletions to account for the disparity in operational realities between 2018 and the present.

The Subcommittee wished to retain the values noted in the 2018 versions, even though current conditions may not reflect them. A suggestion was made to produce an addendum to the 2018 versions instead of revising them at this time. The addendum is intended to capture specific challenges which are assumed to be temporary. Once vegetation management operations have stabilized, a full revision of Public Works Maintenance Division decision documentation should resume in order to transparently depict how decisions are made in these operations.

The addendum describes complex challenges and makes several recommendations to the Public Works Maintenance Division. IPMAC also recommends that the Board of Supervisors "Direct the Public Works Department to prepare a report on recruitment & retention issues within the vegetation management function of the Maintenance Division. The report should address the problems and impacts identified by the Integrated Pest Management Advisory Committee and include additional context as appropriate."

The addendum is included in the packet and provides background information that produced the recommendations. IPMAC defers to TWIC's discretion on the format of the recommended report and to whom

it should be given.

Recommendation(s)/Next Step(s):

RECEIVE an update about the Integrated Pest Management Program (IPM) and recent recommendations from the IPM Advisory Committee and DIRECT staff accordingly.

Fiscal Impact (if any):

None.

Contra Costa County Integrated Pest Management Advisory Committee (IPMAC)

ADDENDUM TO:

DECISION DOCUMENTATION for VEGETATION MANAGEMENT on County Roadsides and Road Rights-of-Way ([Link](#))

and

DECISION DOCUMENTATION for WEED MANAGEMENT on County Flood Control Channels ([Link](#))

Date: July 18, 2024

Department: Public Works Maintenance Division (PWD-Maintenance)

Introduction: IPMAC is concerned that current conditions elevate wildfire risk and pose additional hazards to County staff and the public. A variety of factors have impacted vegetation management operations since the last revisions to the documents named above. Chief among them are significant recruitment and retention issues that led to sporadic control of problematic vegetation in many areas. Dramatic year-to-year fluctuations of herbicide usage over the last few years appears correlative to how many Vegetation Management Technicians positions were filled during respective reporting periods. Likewise, contemporary occurrences of hazardous overgrowth remain tied to the period between November 2018 and February 2021 when all PWD-Maintenance herbicide applications were paused.

Staffing levels are a critical component to the ongoing implementation of the County IPM Policy. The decision-making impacts of the personnel situation within the PWD-Maintenance vegetation management function has unfortunately eclipsed traditional IPM processes. Therefore, IPMAC has prepared this addendum to capture operational changes since the 2018 decision document revisions—most of which are assumed to be temporary and correctable.

This document is intended to transparently reflect the impacts of current challenges and identify potential areas for refinement. Once vegetation management operations have stabilized, a full revision of PWD-Maintenance decision documentation should resume.

Type of operational changes or other factors to consider since the 2018 revision of applicable decision documentation	<u>Additional context of challenges</u>
What recruitment and retention challenges have impacted the vegetation management function of PWD-Maintenance?	<u>The elimination of the Vegetation Management Supervisor position:</u> <ul style="list-style-type: none">• In 2019, the Board of Supervisors voted to cancel the Vegetation Management Supervisor as recommended by the Public Works Director. The position was vacant from May 2016 to its cancellation in December 2019 as the Department was unable to hire a qualified candidate.• In addition to a Qualified Applicator Certificate (QAC), that position required a Pest Control Adviser license (PCA) with five different pest control categories. The PCA license is a highly specialized qualification that cannot be obtained without meeting strict educational and experiential prerequisites.• Written pest control recommendations from a licensed PCA must be obtained in order to document environmental impacts, worker safety, and plans for using chemical or biological pest control materials on public rights-of-way, creeks, and other sites.• Prior to the cancellation of the Vegetation Management Supervisor position, the IPM Coordinator conducted an informal comparison of equivalent job classifications from adjacent jurisdictions and

shared it with leaders in the Department. That assessment revealed a staggering disparity between relatively higher licensure expectations and a disproportionately low assigned salary. Instead of lowering the minimum qualifications to more closely match the day to day tasks of the position and its assigned salary range, the Department has utilized the position of a Maintenance Supervisor to lead the Vegetation Management Crew (Crew 91), which is consistent with the structure of other crews within PWD-Maintenance.

- The number of licensed PCA's in California has generally decreased over the years, and the number of PCA's who are employed by public agencies has declined even more dramatically. The trend for many municipal service providers is to obtain PCA recommendations from contracted consultants or from product distributors. PWD-Maintenance herbicide applications since 2021 have been performed in accordance with recommendations from contracted PCA's from Blankinship, a multi-disciplinary consultant firm.
- When considering the immense amount of sites and inadequate in-house vegetation-related expertise, there is room for improvement of site monitoring protocols. Hundreds of linear miles of vegetated property need ongoing monitoring and treatment. The contracted PCA has an effective relationship with staff, but there appears to be limitations on the existing contract to expand vegetation tracking. Additionally, there are opportunities to collaborate on regional and statewide weed management pursuits through applications like [Calflora's Weed Manager](#) and other endeavors.

Difficulty hiring and retaining qualified Vegetation Management Technicians:

- The following tasks are typical to the Vegetation Management Technician (VMT) classification: Inspect and monitor County-owned creeks, drainage channels, rights-of-way, easements and other County-owned properties for prohibited and restricted noxious weeds and undesirable weed growth; promote desirable vegetation; introduce IPM techniques including herbicides; prepare reports and records; provide lead direction to temporary workers and maintenance workers assisting with herbicide application; other tasks as assigned (taken from [VMT job description](#)).
- The number of filled positions within the classification has seldom matched the number of positions allocated and funded over the last several years. With the exception of fiscal year 2021-22—when four VMT positions were filled—one or zero VMT's were in place during all other years since 2018. There is currently one VMT in PWD-Maintenance.
- One significant barrier to the retention of VMT's is the apparent inaccessibility of advancement to the Senior Vegetation Management Technician position, which also has not been filled for several years. As presently written, the [job classification](#) requires several categories of a PCA license in addition to a QAC. That requirement does not seem compatible with day-to-day realities of the position. Moreover, an individual who meets Senior VMT minimum qualifications could reasonably expect better employment opportunities outside the organization.
- According to a February 2024 PWD-Maintenance organizational chart, there was an 82% vacancy rate of VMT's and Maintenance workers on Crew 91 (9 out of 11 positions were vacant).

Difficulty hiring and retaining qualified Maintenance Workers:

- Incumbents of the Maintenance Worker series ([MWI](#), [MWII](#), [MWIII](#), & [MWIV](#)) perform a wide variety of tasks on all PWD-Maintenance crews. There are five allocated positions on Crew 91 which are primarily dedicated to major tree work. Maintenance Workers from other crews also perform vegetation management activities such as machine & hand mowing and minor tree work.
- Throughout PWD-Maintenance, there is a 38% vacancy rate for Maintenance Workers and VMT's depicted on the document referenced above. While not as drastic as the current state of Crew 91, the impacts of these unfilled positions are evident.
- In April 2024, the Board of Supervisors [approved](#) a 3% salary increase for each classification within the Maintenance Worker series after a salary study was completed. It is probably too soon to determine whether the adjustment influences recruitment and retention trends.

Interruptions to the effective flow of institutional knowledge

- The extended vacancy and ultimate elimination of the Vegetation Management Supervisor position will be noticeable for several years even in a best case scenario with adequate resources and attention.
- There have been perceptible gaps in the exchange of organizational expertise specific to vegetation management. The legacy of former staff members' mastery of site nuance seems largely unavailable. Few records exist that convey information that could strengthen preventative IPM measures.
- It will take time for new staff to fully grasp the dynamic vegetal conditions across the County and their variable responses to diverse environments. Information regarding historical landowner interactions and problematic weed areas has not been passed on in many circumstances. Also, known locations with a history of safety concerns, accidents, or other road challenges are lost with no formal system of knowledge transfer.
- Staff develop customer service proficiencies over time that are adaptable to the wide variance of geographic and political conditions present within this jurisdiction. It is particularly difficult to preserve skills within this realm in any operation. The challenge is elevated when there have been staffing gaps that have limited side-by-side interactions of new and seasoned personnel.

<p>What tactical challenges have arisen or become more prominent?</p>	<p><u>Ineffectively-timed treatments</u></p> <ul style="list-style-type: none"> • Whether a hazardous weed reproduces by seed or vegetatively, the success of control efforts is closely tied to the appropriate and consistent timing of treatments. • Mechanical tactics such as mowing or string trimming can mitigate hazardous conditions in the short term, but can compound long term problems if the treatments occur after the plant has produced viable seeds. In the case of plants that asexually reproduce, there is a higher likelihood that they will reestablish the larger they grow before being mowed. Poor timing of mechanical treatments can assist unwanted cultivation through the spreading of tubers or underground structures. If sites are easily accessible and conducive to multiple service visits throughout the year, mowing can be an effective long-term management tool as long as there is year-to-year consistency. • PWD-Maintenance has increasingly relied on mowing, especially when herbicide treatments were not available or adequate. It is likely that vegetal pest pressures will increase over time due to suboptimal timing at many locations. Also, mowing in dry conditions can often unintentionally ignite wildfires. • There is great variability between effective management techniques for perennial and annual weeds. Current operations do not appear to have capacity to adequately target species within both categories. <p><u>Inconsistent herbicide applications</u></p> <ul style="list-style-type: none"> • The 27-month suspension of herbicide use on Flood Control properties and rights-of-way from 2018 to 2021 was viewed by many as a success story. In reality, the ephemeral achievement of vegetation management goals for these properties has been hindered. Increased resource needs will likely outweigh the perceived benefits of that period. When living organisms such as weeds are combined with deferred maintenance backlogs, conditions do not favor those charged with controlling weeds. • PWD-Maintenance herbicide usage saw a nine-year high in fiscal year 2021-22. Apart from that notable uptick, relatively little use was reported by the Division during 4 of the last 5 years. Because usage during this span seems to be more closely tied to staff availability than to field conditions, chemical controls do not appear to be utilized as an effective tool within the broader context of an integrated program. • Approximately three years of active management is typically required to get annual weeds growing at County properties under control. The desired condition can only be achieved after consistent management strategies have been in place over time. The period of catching up with weed populations really cannot begin until sustained actions are implemented. <p><u>Unintentional neglect</u></p> <ul style="list-style-type: none"> • One potential outcome of the decision-making process is the choice to take no action. That has been the de facto condition in the case of some overgrown properties, but was not a deliberate pursuit. • Unmanaged roadside vegetation promotes shoulder degradation, potholing, and impacts drainage.
<p>What other operational challenges exist?</p>	<p><u>Structural budget deficit issues</u></p> <ul style="list-style-type: none"> • Costs will likely continue to rise and many funding streams may not keep pace with such increases. Executive leadership from the Public Works Department gave a presentation outlining budget challenges within the Flood Control, Roads, and Special Districts Programs to the Board of Supervisors on February 28, 2023. A copy of the presentation slides can be found at this link and a video of item D.2 can be viewed here. Essentially, there are very real fiscal limitations to how this vast network of local infrastructure is managed. • While the vacancy rates referenced in the above staffing section involve positions that are fully funded, historic salary trends within County operations likely impact recruitment and retention and may require further study. <p><u>Competing priorities</u></p> <ul style="list-style-type: none"> • With limited staff availability, many worthwhile maintenance and management endeavors may not receive adequate attention as other Divisional priorities become more urgent. • Vegetation management staff must triage simultaneous work requests to mitigate hazardous conditions. Situations involving hazardous tree removal or wildfire fuel load reduction work are both important, but may pose varying levels of urgency. The timing and scale of prioritized actions is further complicated by the consideration of the actual impact of the hazard. • Prevention is a hallmark of integrated pest management. Reactive maintenance actions tend to compound the issues that increasingly provoke additional costly reactionary efforts. Many expensive repairs to road infrastructure damaged by unmanaged vegetation could have been prevented through investments in maintenance. • The size of the County and the distribution of property locations make it difficult to monitor, manage, and follow up on treatment efficacy. Areas that are unseen by vegetation management personnel will likely be unmanaged. Likewise, if conditions in one part of the County require all the resources at a given moment, urgent matters on the other side of the jurisdiction may not receive attention.

	<p><u>Regulatory limitations</u></p> <ul style="list-style-type: none"> Meeting requirements of regulatory permits or restrictions present technical challenges that limit the availability of several tools. Examples include Lake and Streambed Alteration (LSA) agreements, Routine Maintenance Agreements (RMA), East Contra Costa County Habitat Conservation Plan & Natural Community Conservation Plan (HCP/NCCP) compliance, the Department of Pesticide Regulation's (DPR) Groundwater Protection Program, California red-legged frog injunction, DPR's Pesticide Regulation's Endangered Species Custom Realtime Internet Bulletin Engine (PRESCRIBE), the Goby 11 Pesticide Injunction, and DPR's pollinator protection plan. <p><u>Misconceptions about vegetation treatments</u></p> <ul style="list-style-type: none"> The success of IPM programs is sometimes tied to the reduction or elimination of pesticides. That narrative can also falsely lead to the assumption that non-chemical methods are always preferred or wholly without risk. The County IPM Policy is intended "to protect public health, County resources and the environment." Combined methods are needed to achieve that purpose. There are also environmental tradeoffs associated with mechanical methods that should be considered. Since chemical methods are more regulated and scrutinized than most other tactics, pesticides tend to evoke strong public reactions. The history of pesticide usage merits additional layers of transparency, particularly within democratic systems. The applicator usually bears the greatest exposure risk when performing chemical and non-chemical treatments. Internal discussion within the Department suggests that efforts may be underway to self-impose broad limitations on certain herbicide formulations. <p><u>Climate impacts</u></p> <ul style="list-style-type: none"> Wildfire risks are expected to increase due to growing volatility of droughts, heatwaves, unpredictable precipitation patterns, and other factors. Localized flooding on these properties can contribute to tree damage, the transportation of plant pathogens, sedimentation deposits, and nutrient loading. These issues can dramatically alter the types of vegetation growing in a certain area. Extreme weather events will further limit the availability of staff resources to respond to service needs. Signs of operational adaptive capacity over the last six years are scarce. The failure to demonstrate resilience during the period when de facto herbicide reductions further intensified conditions of overgrowth, points to the need to embrace the full suite of IPM tools.
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<p>Recommendations from the IPM Advisory Committee</p>	<p><u>To the Board of Supervisors:</u></p> <ul style="list-style-type: none"> Direct the Public Works Department to prepare a report on recruitment & retention issues within the vegetation management function of the Maintenance Division. The report should address the problems and impacts identified by the Integrated Pest Management Advisory Committee and include additional context as appropriate. <p><u>To the Public Works Department</u></p> <ul style="list-style-type: none"> When considering vegetation management treatments, prioritize staff safety while pursuing target conditions. It's important to recognize that no single pest control tactic is void of risk. Field personnel should retain access to all available tools in order to produce safe, effective treatments. Increased exposure to roadside traffic hazards should be considered and weighed against the perceived benefit of reducing herbicide use. The concepts contained in the Pesticide Risk Footprint Tool and the advice of licensed Pest Control Advisors should guide Department's herbicide selection criteria. Initiate the process to pursue expanded on-call service contracts to supplement in-house vegetation management efforts. Prioritize contracts that foster mutually beneficial community partnerships that allow County personnel to provide a higher level of service by focusing on core tasks. These should maximize balanced cooperation between organized labor, community-based organizations, as well as employment training enterprises. <p>Whether community based organizations, conventional vegetation management contractors, or a combination of both are retained, the inclusion of effective contract compliance specifications is critical. Robust safety provisions should also be detailed throughout the procurement process. Contracts that reduce wildfire fuel loads should also be prioritized.</p> <ul style="list-style-type: none"> Eliminate the PCA requirement from the Senior Vegetation Management Technician classification. Consider replacing with measurable core competencies related to technical knowledge, innovation, and leadership to meet the needs of the Maintenance Division. Consider expanding the value of the PCA contract to allow for an enhanced level of site monitoring and training in order to better support the ongoing efforts of the Department. There are opportunities to improve IPM training in multiple divisions within Public Works, and this contract is well positioned to support that purpose.
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CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-4208

Agenda Date: 12/9/2024

Agenda #: 5.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: December 9, 2024

Subject: Draft Richmond Parkway Transportation Plan

Submitted For: WEST CONTRA COSTA TRANSPORTATION COMMISSION (WCCTC)

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: 18

Referral Name: Review transportation plans...for specific populations and locations...

Presenter: Jamar Stamps, DCD || Leah Greenblat, WCCTC || Karina Schneider, FEHR & PEERS

Contact: Karina Schneider (510) 851-7711

Referral History:

This is the first presentation to the Transportation, Water, & Infrastructure Committee (TWIC) for the Richmond Parkway Transportation Plan.

Referral Update:

Please see attached cover letter.

Recommendation(s)/Next Step(s):

RECEIVE presentation on the Draft Richmond Parkway Transportation Plan and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

November 21, 2024

Supervisor Diane Burgis, Chair and
Supervisor Candace Andersen, Vice Chair
Contra Costa Board of Supervisors' Transportation, Water, and Infrastructure Committee
County Administration Building
1025 Escobar Street, Martinez, CA 94553

RE: Presentation of Draft Richmond Parkway Transportation Plan

Dear Supervisors Burgis and Andersen:

On behalf of the West Contra Costa Transportation Commission (WCCTC), we are pleased to share with you the *Draft Richmond Parkway Transportation Plan (RPTP)*. Working in partnership with the City of Richmond and Contra Costa County, WCCTC applied for and received a \$562,650 transportation planning grant in 2022 from Caltrans to work with the County and City of Richmond to develop a cross-jurisdictional, transportation plan for the Richmond Parkway.

Throughout its development process, the WCCTC Board received regular updates on the progress of the development of the plan and Supervisor Gioia recently received a briefing on the Draft Plan. Simultaneously, this planning effort has also utilized a Public Advisory Group (PAG) composed of representatives from community and business organizations, as well as its own Technical Advisory Committee (TAC) composed of staff from a wide range of relevant public agencies. To date, there have also been two public outreach phases to gather public comment. These have included pop-up events, community meetings, online advertising in Spanish and English, e-newsletters, and web-based surveys.

During the first week of November, the Draft RPTP, enclosed, was released (and is available on the WCCTC webpage <https://www.westcontracostatc.gov/>), and a third and final phase of public outreach began. In addition to online advertising, WCCTC staff provided the PAG, TAC, and WCCTC Board with sample text that contains information about the Draft Plan, a link to it and an online survey, which can be used in community e-newsletters and websites. Comments on the Draft RPTP may be submitted until approximately November 29, 2024.

The WCCTC Board received a presentation on the Draft RTP on October 25, 2024 and the Richmond City Council received a presentation on November 19, 2024. In the coming months, the Draft RTP will also be shared with the Contra Costa Transportation Authority (CCTA) Board. For the TWIC meeting, members of the project team will deliver the PowerPoint presentation attached to this letter.

In January, the Final Draft Plan will go to WCCTC, the County Board of Supervisors and the Richmond City Council for final acceptance.

Should you have any questions about the RTP, please feel free to contact me at the email address below.

Sincerely,



Leah Greenblat

Transportation Planning Manager, WCCTC

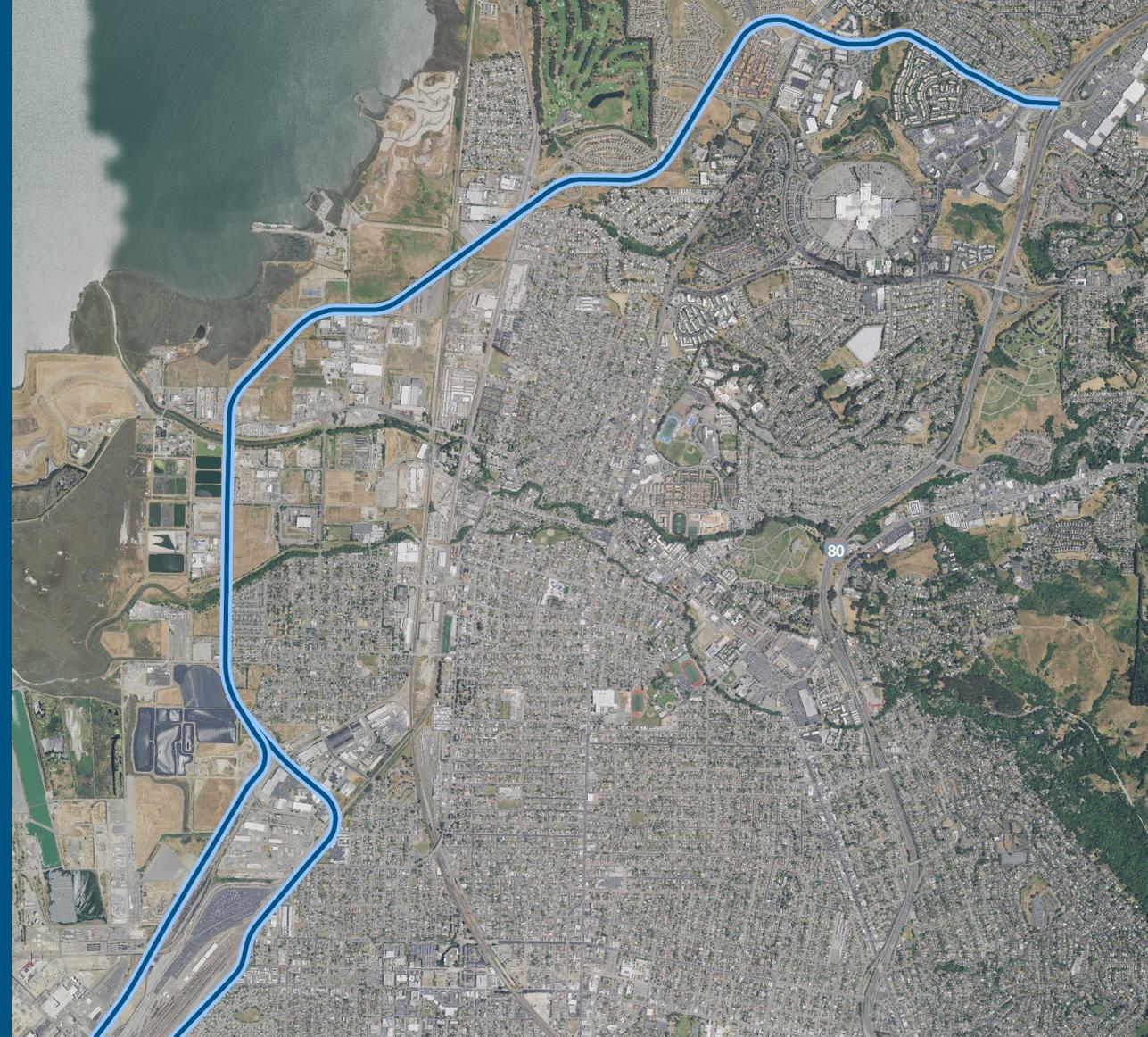
LGREENBLAT@WestContraCostaTC.gov

Enclosures

RICHMOND PARKWAY TRANSPORTATION PLAN

County Board of Supervisors Transportation, Water, and Infrastructure Committee Meeting

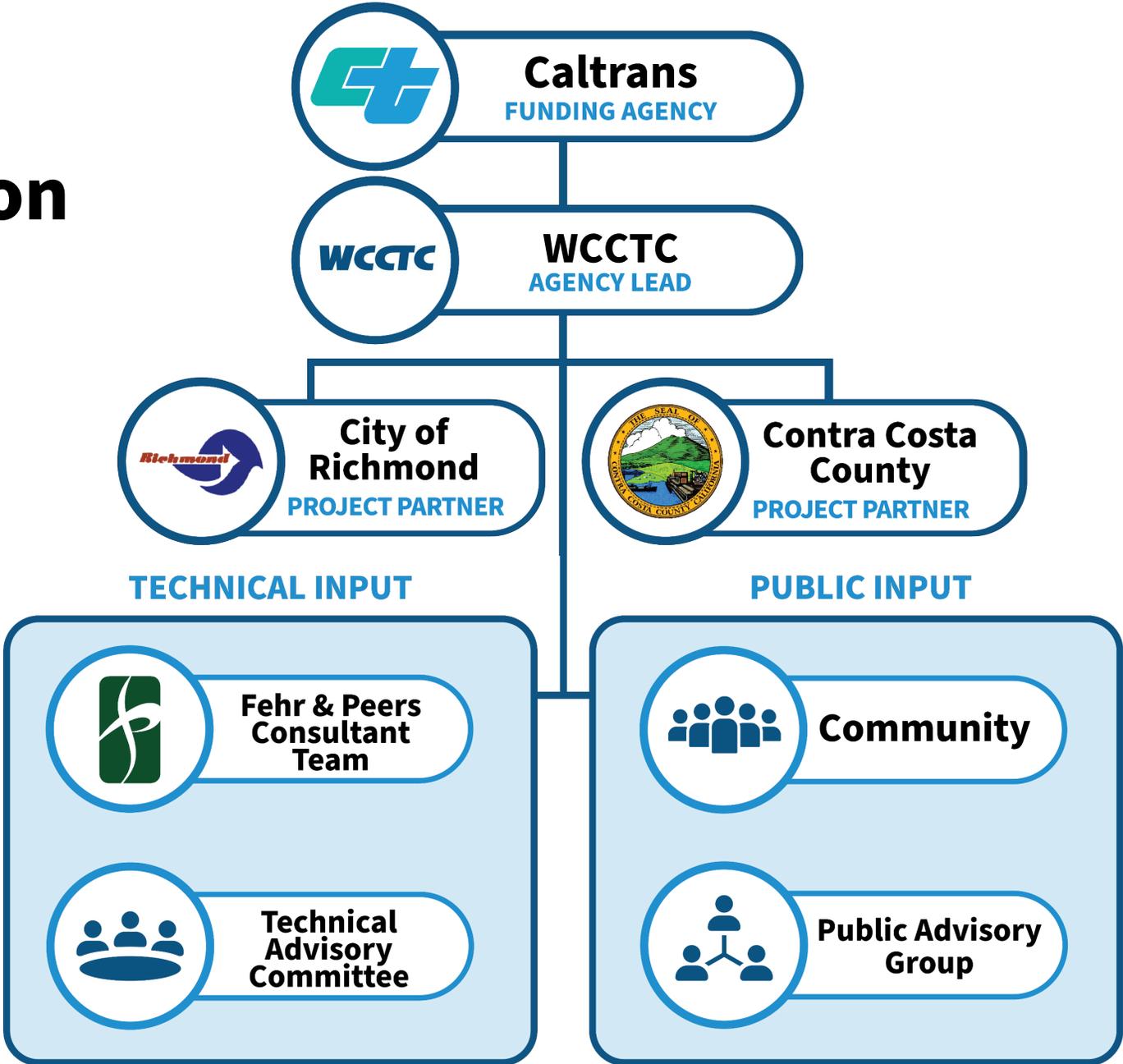
Draft Plan Presentation Project Overview and Priority Strategies



December 9, 2024

www.WestContraCostaTC.gov

Project Organization



Agenda

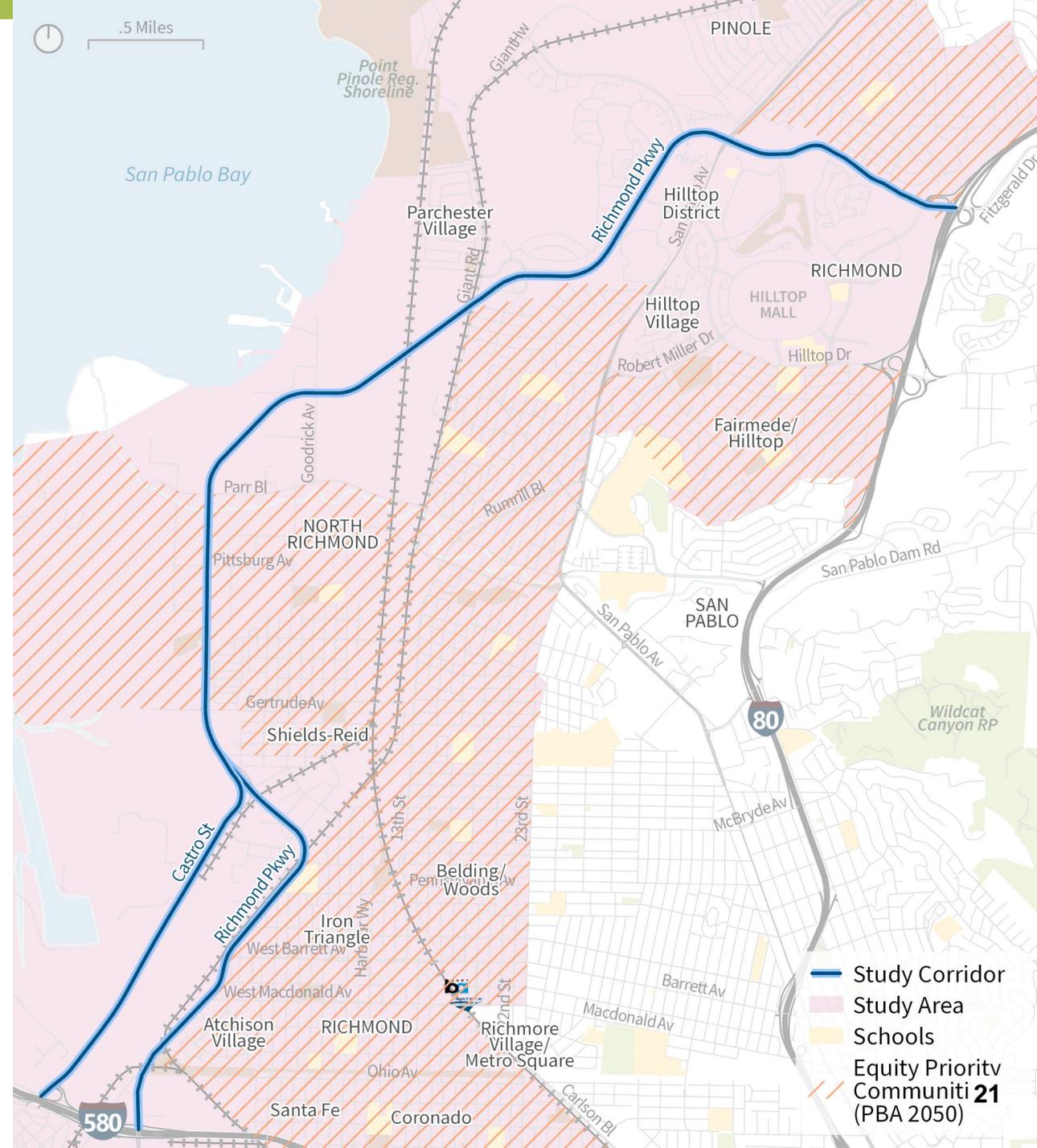
- **01** Project Overview
- **02** Priority Strategies
- **03** Funding & Implementation
- **04** Next Steps



Project Overview

Review of Project Corridor

- Includes Richmond Parkway and Castro Street between I-580 and I-80
- Falls within City of Richmond and Unincorporated Contra Costa County
- Local and regional connector
- Includes segments of the Bay Trail
- Impacts Equity Priority Communities
- Planned industrial and residential growth



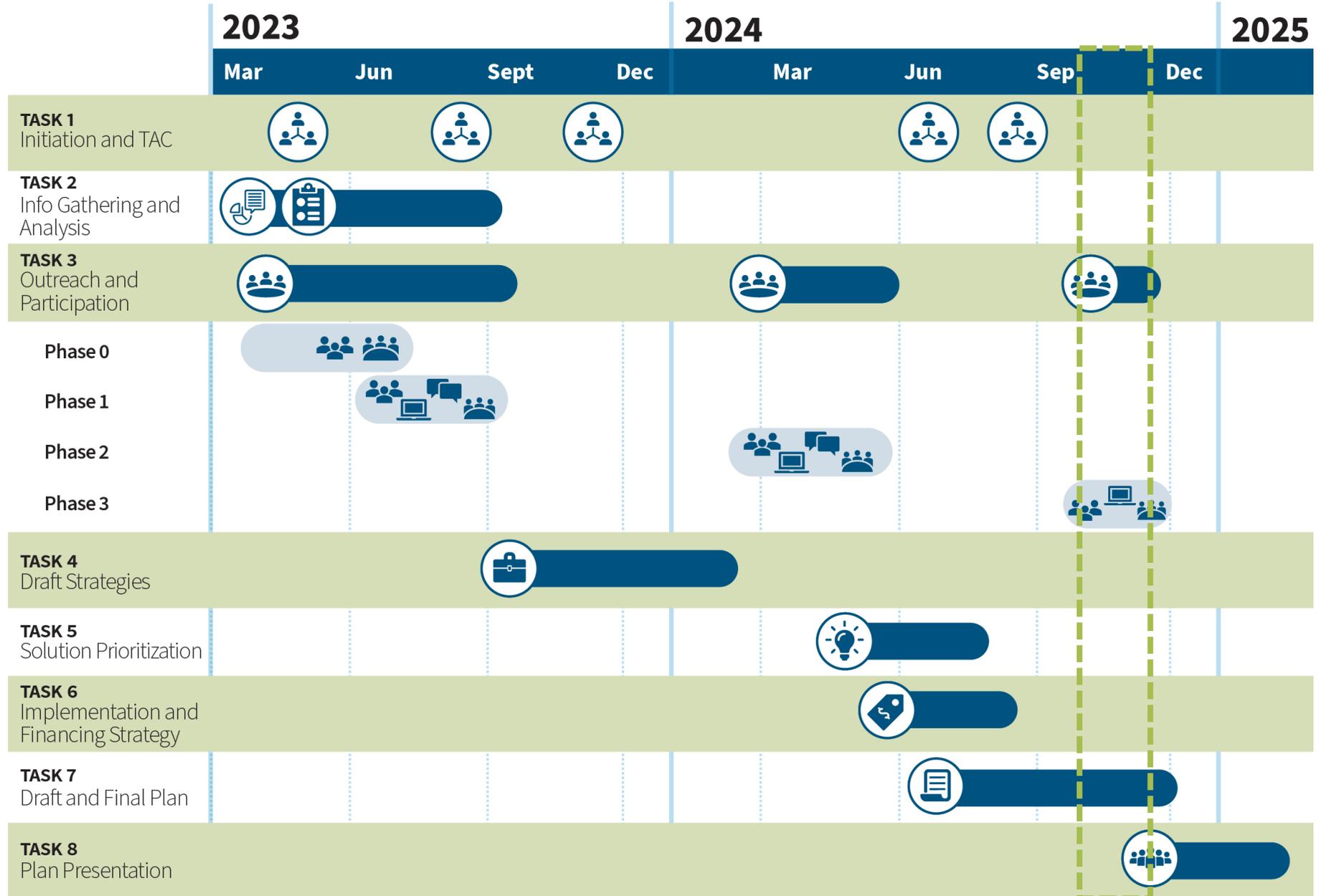
Schedule

Phase 3 Opportunities for Public Input

 Public Advisory Group Mtg

 Digital Engagement

 WCCTC Board Mtg



Public Engagement Plan

Phase 1

IDENTIFY NEEDS

-  3 Pop-up events and 3 community meetings
-  Digital engagement
-  WCCTC Board Mtg #2
-  PAG Mtg #2

Phase 2

EXPLORE STRATEGIES

-  PAG Mtg #3
-  WCCTC Board Mtg #3
-  2 Pop-up events and 4 community meetings
-  Digital engagement

Phase 3

REFINE SOLUTIONS

-  PAG Mtg #4
-  WCCTC Board Mtg #4
-  Digital engagement



We reached a broad range of community members

5 Pop-ups



With **142** people providing feedback



71 people were Spanish speakers



3 online engagement tools



With **253** responses

from **211** contributors

7 Community Meetings

- North Richmond Municipal Advisory Council (2)
- Parchester Village Neighborhood Council (2)
- Iron Triangle Neighborhood Council (2)
- City of Richmond District 2 Meeting (1)



Strategies Categories

The strategies are designed to be responsive to the Plan’s goals and the needs identified through existing conditions analysis and community engagement findings.

Public Health

Strategies that **reduce truck cut-through traffic** and **reduce or capture vehicle emissions**.

Safety

Strategies that **reduce vehicle speeds** and **address intersection conflict** points.

Walking and Biking

Strategies that **support comfortable walking and biking** on the Parkway and the Bay Trail.

Driving and Goods Movement

Strategies that **encourage carpooling, optimize signal timing,** and **improve wayfinding** for drivers.

Maintenance

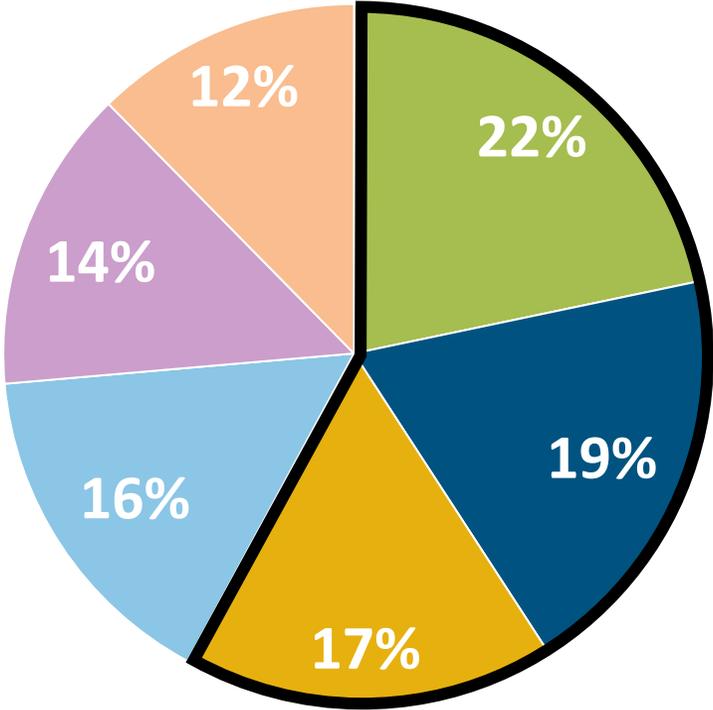
Strategies that holistically address corridor and Bay Trail **maintenance and reduce illegal dumping**.

Transit

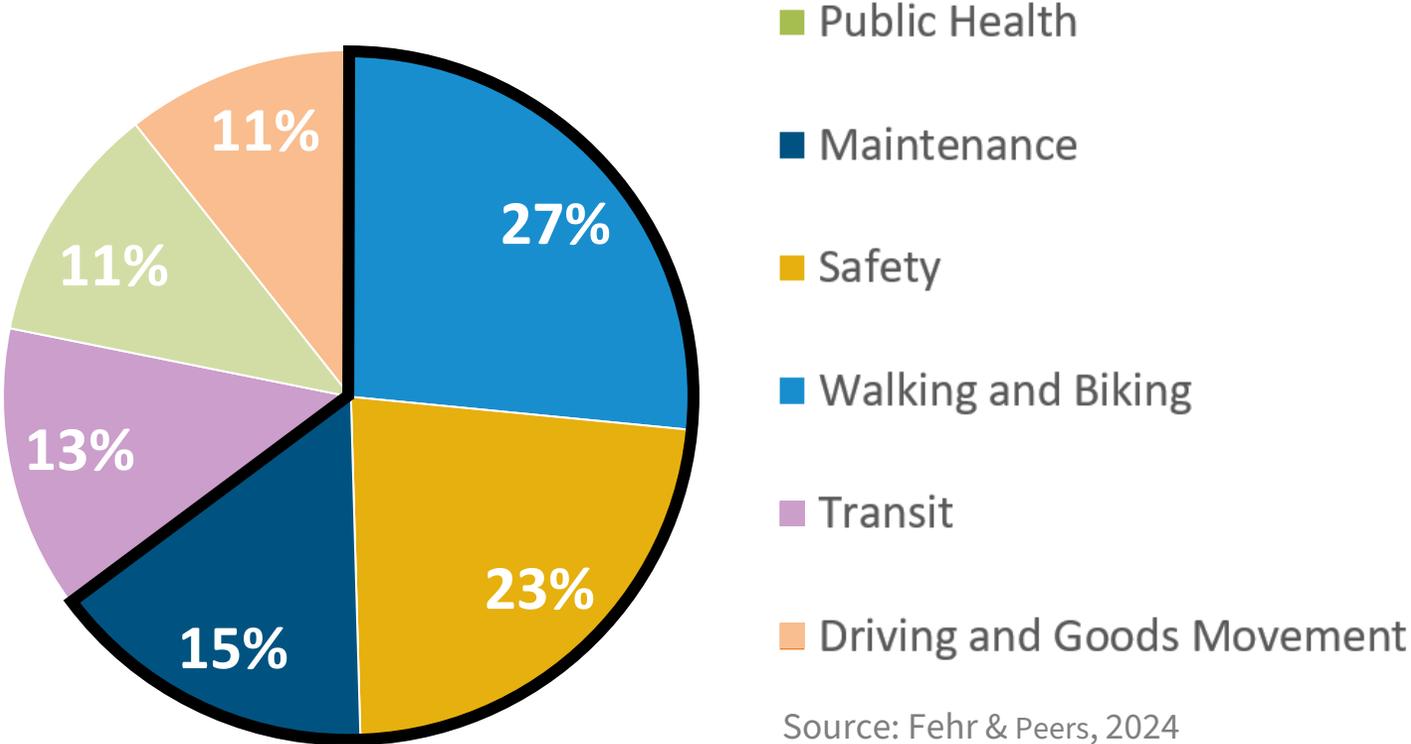
Strategies that improve access and circulation at the **Richmond Parkway Transit Center** and **encourage transit ridership**.

We used community input to develop and confirm strategies

Pop-Up Votes by Category



Online Survey Votes by Category¹



1. Online survey respondents skew Whiter and wealthier than residents living along the Parkway.



Priority Strategies

The Priority Strategies Respond to Community Feedback and Meet Many or Most Goals

Goals of the Plan



Improve Safety for All Users



Increase Access to Key Destinations



Improve Health



Advance Placemaking

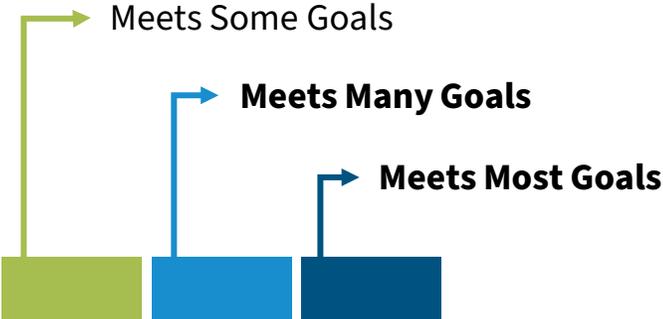


Enhance Travel Time Reliability and Efficiency



Support Feasible Strategies

All priority strategies meet at least many of the goals.



Priority Strategies

Category	Cost	Strategy
Public Health	\$\$\$\$	A Incorporate trees and greening into all infrastructure projects on the corridor
	\$	B Update designated truck routes in North Richmond
	\$	C Implement no truck idling or parking zones near sensitive land uses
Safety	\$\$\$\$	D Install safety treatments at intersections along the corridor
	\$	E Implement measures to reduce speeding and lower the speed limit
Walking and Biking	\$\$\$\$	F Upgrade bikeways and the Bay Trail and connect sidewalk gaps
	\$\$	G Install at-grade signalized Wildcat Creek Trail crossing
Maintenance	\$\$\$\$	H Implement a cross-jurisdictional Roadway Pavement and Maintenance Management Program
Driving & Goods Movement	\$\$\$	I Upgrade and coordinate signals along the Parkway
Transit	\$\$	J Improve access to the Richmond Parkway Transit Center

Key: \$: <\$1M \$\$\$: \$6-\$10M
 \$\$: \$2-\$5M \$\$\$\$: >\$11M



Funding and Implementation

Priority Strategies Implementation

Action	Priority Strategies	Immediate Steps	Future Steps
Advance design concept for northern segment	A D E F G J	Pursue funding sources that cover multiple strategy categories to finalize design and construct project.	Pursue funding to develop concepts for remaining segments of the Parkway and Bay Trail.
Implement new truck routes	B	Assess existing staffing and funding capacity to advance planning component.	Apply for funding if needed.
Prohibit truck parking and idling	C		
Implement Roadway Maintenance Management Program	H	Confirm the City and County's interest in pursuing the action by approving an MOU to advance the program.	Negotiate agreement and determine guidelines for program development.
Upgrade and coordinate traffic signals	I	Confirm recommendations in the 2019 Program for Arterial System Synchronization (PASS) Report.	Apply for funding.

Priority Strategies Implementation

Action	Priority Strategies	Immediate Steps	Future Steps
Implement Roadway Maintenance Management Program	H	Confirm the City and County's interest in pursuing the action by approving an MOU to advance the program.	Negotiate agreement and determine guidelines for program development.

Project partners can explore both existing and new potential sources of funding

Guaranteed Source

Regional Measure 3

Potential Existing Sources

- Federal, State, and regional grant funding sources, such as the:
 - RAISE Grant : ~\$16M
 - Local Partnership Programs: ~\$13M
 - One Bay Area Grant Program: ~\$4M
 - Local Highway Safety Improvement Program: ~<\$1M

Potential New Sources

- Countywide Transportation Sales Tax
- Regional Measures such as sales tax, property tax, or increased tolls
- Enhanced Infrastructure Financing District
- Benefit Assessment District
- Subregional Transportation Mitigation Program

Current Source

RM3

Regional Measure 3 is a Bay Area-wide regional measure funded via increased bridge tolls that funds transportation projects included in the expenditure plan.

Regional Measure 3 (RM3)

RM3 funds a package of 35 projects and programs, including Richmond Parkway designated funds. In addition, active transportation Parkway projects may be competitive for Safe Routes to Transit and Bay Trail funding pot under RM3; however, that category prioritizes access to rail transit.



Source: KQED (2023)

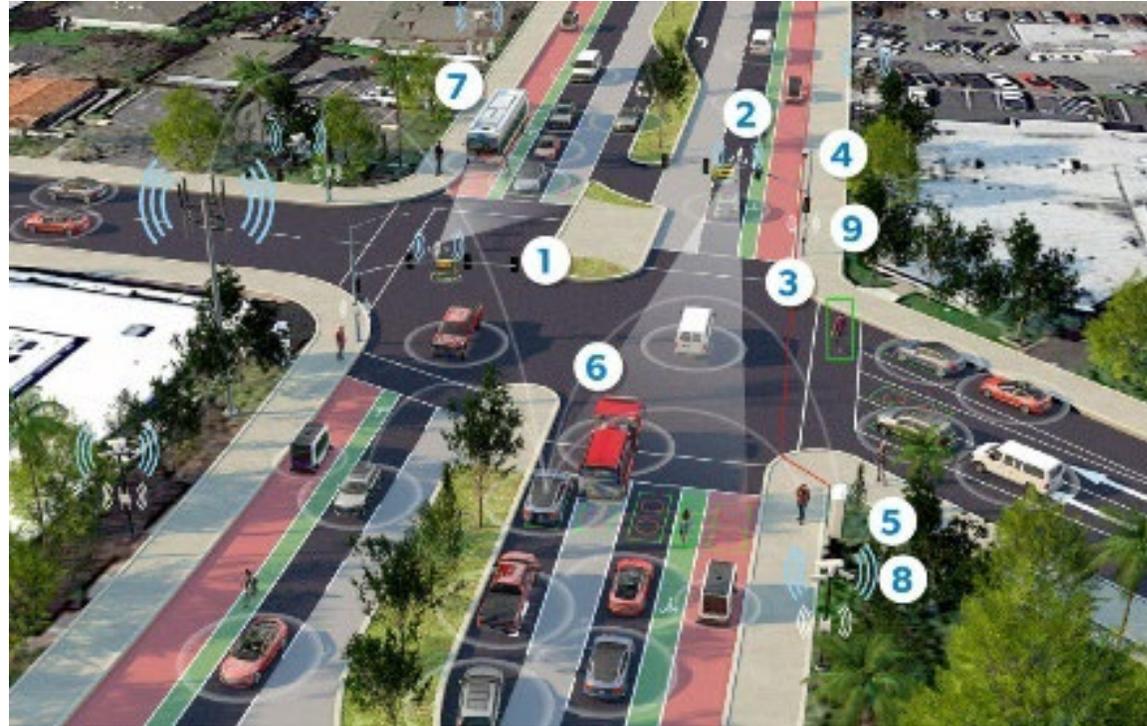
Potential New Sources

Countywide Transportation Sales Tax

A new Contra Costa transportation sales tax could generate stable funding for capital and operating uses laid out in an Expenditure Plan. Requires 2/3 voter support.

Contra Costa County Measure J

Tax revenues from Contra Costa's Measure J, approved by voters in 2004, funds an Expenditure Plan of transportation program and projects, such as the Smart Signals Project.



Source: Smart Signal Project, Contra Costa Transportation Authority (2024)

Potential New Sources

Regional Measure

A new Bay Area-wide regional measure - such as a sales tax, property tax or further increased tolls - could fund transportation projects included in an expenditure plan.

Potential Regional Transportation Measure for 2026

A new transportation revenue measure for the Bay Area is being crafted and may be on a future ballot as early as November 2026. The measure is expected to generate at least \$1 billion annually and is currently considering a wide range of options for its revenue source.



Source: Transform (2024); MTC (2024).

Potential New Sources

Enhanced Infrastructure Financing District (EIFD)

EIFDs use tax increment financing (TIF) to reallocate a portion of future property taxes to fund infrastructure projects. A separate government entity can be created to finance infrastructure projects with community-wide benefits.

City of Placentia/County of Orange EIFD

The City of Placentia and County of Orange was the first city/county partnership to form an EIFD in 2019. The EIFD was formed to fund transit-supportive infrastructure in the communities near the upcoming Placentia Metrolink Station.



Source: City of Placentia EIFD StoryMap, SCAG (2024)

Potential New Sources

Benefit Assessment Districts

Benefit Assessment Districts are established for a specific geographic area where impacted parcel owners vote to tax themselves to fund infrastructure benefits like street lighting and maintenance.

City of Richmond's Hilltop Landscape Maintenance Assessment District

City of Richmond's Hilltop Landscape Maintenance Assessment District provides maintenance and landscaping services in the northern area of Richmond, such as this section of Lakeside Drive just south of Richmond Parkway.



Source: Google Maps (2022)

Discussion

Strategy	Cost	Sales Tax	Regional Measure	EIFD	BAD
A. Trees and Green Infrastructure	\$\$\$\$	x		x	x
B. Implement New Truck Routes	\$	x			
C. No Truck Parking and Idling Zones	\$	x			
D. Safety Improvements at Intersections	\$\$\$\$	x	x		
E. Reduce Speeding	\$	x	x		
F. Upgrade Bikeways and Paths	\$\$\$\$	x	x	x	
G. On-Street Wildcat Creek Trail crossing	\$\$	x	x	x	
H. Roadway Maintenance Program	\$\$\$\$	x	x	x	x
I. Upgrade and Coordinate Traffic Signals	\$\$\$	x	x		
J. Richmond Parkway Transit Center Access	\$\$	x	x	x	

1. Which of the priority strategies do you think are most important to implement?
2. Do the priority strategies all seem like realistic options for the City/County to explore, particularly the Maintenance program?
3. Are there other funding options that should be considered?
4. Which funding option should be prioritized?

Key:

\$: <\$1M

\$\$: \$2-\$5M

\$\$\$: \$6-\$10M

\$\$\$\$: >\$11M



Next Steps



Next Steps

Nov



Release Public Review Draft online

Present to Richmond City Council, 11/19

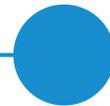
Dec



Present to County Board of Supervisors Transportation, Water, and Infrastructure Committee, 12/9

Prepare the Final Draft Plan

Jan



Present to CCTA Board, 1/15

City of Richmond, Contra Costa County, and WCCTC Adopt Final Plan

Feb



Lead agencies to initiate immediate actions for implementing priority strategies



Thank you

**FOR ADDITIONAL QUESTIONS OR
INFORMATION CONTACT:**

Leah Greenblat

Transportation Planning Manager
lgreenblat@WestContraCostaTC.gov

TO LEARN MORE VISIT:

www.WestContraCostaTC.gov



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-4209

Agenda Date: 12/9/2024

Agenda #: 6.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: December 9, 2024

Subject: 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: 1

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

Presenter: John Cunningham - DCD

Contact: John Cunningham | (925) 655-2915

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 bring 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 in December.

2. Regional

Metropolitan Transportation Commission (MTC): As discussed at the November TWIC meeting, MTC will meet in the afternoon of Monday, December 10th to consider options for a regional transportation measure. As of the posting of this agenda, meeting materials were not yet available but will eventually be available at the link below:

<https://mtc.ca.gov/meetings-events>

Staff will provide a summary of the materials to the December TWIC meeting.

3. State

The County's legislative advocate will be at the December meeting to provide an update, his report is attached.

4. Federal

No report in December.

Recommendation(s)/Next Step(s):

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

Fiscal Impact (if any):

None.

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

December 4, 2024

To: Transportation, Water, and Infrastructure Committee
c/o John Cunningham, Committee Staff

From: Mark Watts

Re: December 2024 State Report

The following is a report on the activities in the final month of the 2023-24 Session:

LEGISLATIVE UPDATE

Regarding the upcoming 2025-26 Legislative Session, I am anticipating legislation affecting the following areas to be submitted: transportation grants and possible new funding concepts to replace the fuel tax, housing, and climate related issues focusing on the transportation sector. The last day to submit bills in February 21.

Transportation Legislation

SB 1 Grant eligibility. CalCOG is considering sponsorship of proactive legislation around SB 375 implementation and Transportation California may be proposing to co-sponsor legislation with CalCOG and the Self-Help Counties Coalition (SHCC) on SB 1 competitive grant eligibility.

Initiatives. Additionally, CALCOG together with Self Help Counties Coalition (SHCC) will be seeking new legislation to authorize local and regional transportation agencies to have standing provided through their tax authority to permit local initiative tax measures to be introduced.

Climate-related. I anticipate meaningful conversations around cap-and-trade reauthorization, reintroduction of anti-state highway investment legislation, and the Administration's renewed push to codify the Climate Action Plan for Transportation Infrastructure (CAPTI).

State VMT Policies. Monitoring a variety of local or regional transportation agencies in their efforts to deal with VMT and mitigation, it appears that existing practice can overestimate VMT created by highway projects, increases overall project costs due excessive mitigation requirements, and may impact on the ability of the state and regions to deliver on promises made to taxpayers and voters. I anticipate legislation in this policy area.

2024 General Election Update

California Races. Despite significant gains for Republicans nationally and in a handful of California state legislative races, Democrats will continue to enjoy decisive supermajorities in both the Assembly, where they are projected to hold 60 of 80 seats, and the Senate, where the majority will likely stand at 31 of the 40 total seats.

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

In a historic first, women are poised to constitute a majority of California State Senate seats (22 of 40), as well as both the Senate Democratic and Republican caucuses (16 of 30 members and 5 of 8 members, respectively). The Assembly will also be close to gender parity, with 36 women serving as Assemblymembers.

Over a quarter of California's 120 state legislators will be new to their offices during the 2025-2026 legislative session. The anticipated roster of new members includes 11 new Senators – most with prior legislative experience – and 22 new Assemblymembers. Two additional Senators and one Assemblymember were elected to other offices in November, which will bring the total number of new members to 36. Significant changes in policy committee leadership will also take place, as the chairs of 10 standing committees will not be returning to the Legislature in December.

State Ballot Measures

Voters approved \$20 billion in General Obligation bonds for school facilities and climate and natural resources purposes, but efforts to reduce voter approval thresholds for local bond measures failed. While un-enforceable language restricting same-sex marriage was stricken from the California Constitution with the passage of Proposition 3, other measures for a progressive outlook failed passage and a major roll-back of recent criminal justice reforms passed by a healthy margin. At the local and regional level, there were also mixed results for transportation funding, with measures passing in Napa and Madera counties, and failing in Placer, San Diego and San Francisco counties.

SPECIAL SESSION

Governor Newsom called a special session of the Legislature, which was gavelled in on Monday, December 2, to provide funding for the California Department of Justice for anticipated litigation costs related to the challenging Trump Administrative actions, or to defend against litigation and other federal enforcement actions against California.

Governor Newsom has indicated he will seek authority to replace any federal electric vehicle-incentive reduction at the federal level with a state incentive, although no funding source was identified along with this announcement.

ROAD USER CHARGE

I monitored the [Road User Charge \(RUC\) Technical Advisory Committee \(TAC\)](#) meeting on [November 15](#) to receive updates on: (1) the CTC role in the initial development of a 10-year statewide transportation needs assessment pursuant to SB 1121 (Gonzalez, 2022); (2) a report on the financial impacts of imposition of a RUC on “super-commuters”; and (3) a review of the potential impacts of a RUC on rural communities.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-4210

Agenda Date: 12/9/2024

Agenda #: 7.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: December 9, 2024

Subject: 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: John Cunningham | DCD

Contact: John Cunningham | (925) 655-2915

Referral History:

This is a standing item on the TWIC Agenda.

Referral Update:

December 7, 2023 - Fast Company: *Why 2023 was the year of the e-bike and not the self-driving car*

August 14, 2024 - Momentum Magazine: *Study Shows How E-Bikes Are Shifting the Transportation Landscape*

October 30, 2024 - StreetsBlog: *Report: Confronting Car Dependence Won't Just Help With Climate Change; It's a \$6.2 Trillion Opportunity*

November 18, 2024 - Politico: *Transportation Secretary Nomination: Trump taps former lawmaker and reality TV star Sean Duffy*

November 20, 2024 - Tom Flood - [Rovelo Creative <https://www.instagram.com/rovelocreative/>](https://www.instagram.com/rovelocreative/) via Bluesky: *Schoolbus - Autoculture*

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.



We built an API that lets customers redeem their rewards in-store.

That's technology at Capital One.

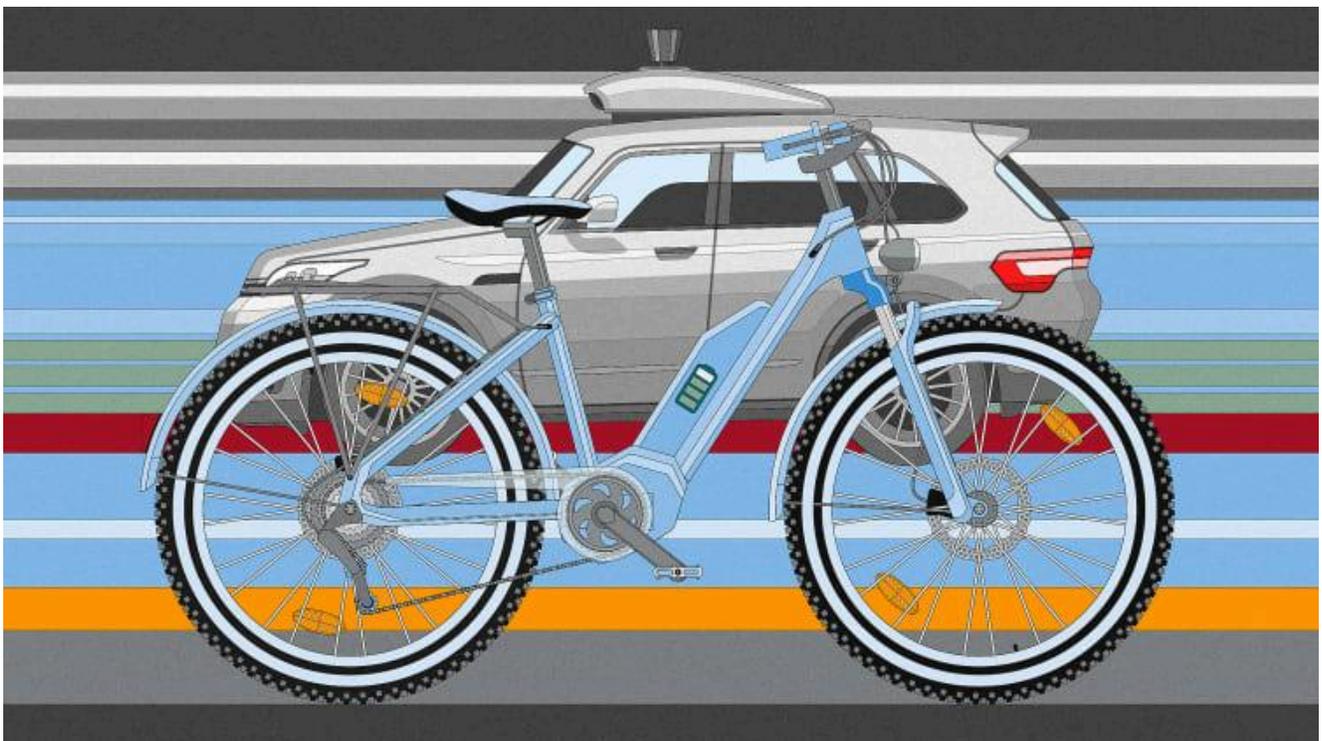
[Learn More](#)



12-07-2023 | IMPACT

Why 2023 was the year of the e-bike and not the self-driving car

E-bikes and self-driving cars both entered the year with momentum. Only one maintained it.



BY **DAVID ZIPPER** 8 MINUTE READ

Eleven months ago, as calendars flipped to 2023, self-driving cars and e-bikes both had momentum on their side—especially in San Francisco. Fleets of robotaxis from Cruise and Waymo were whisking travelers along the city’s streets, while a growing number of bicyclists were using battery power to conquer its famous hills. “San Franciscans Are Buying E-Bikes Like Never Before,” declared a January **headline** in the local Streetsblog website.

What a difference a year makes. The self-driving car companies that once seemed ready to conquer San Francisco—followed by the rest of urban America—now face headwinds from impatient investors, skeptical residents, and wary regulators who have **suspended** Cruise’s driverless permit in California after a horrific crash (and an alleged coverup).

Compared to self-driving cars, and just about any other mobility mode, e-bikes have flourished in 2023, posting strong sales despite a slowdown in the overall bike industry. Many governments now provide a tailwind, with states and cities launching new rebate programs, **opening parks** to e-bike riders, and even establishing “**e-bike libraries**” where curious residents can try one out.

If 2023’s trendline continues, the humble e-bike, not the flashy self-driving car, will be poised to reconfigure American transportation.



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Until recently, the autonomous vehicle industry looked like a juggernaut. Cruise and Waymo were flush with cash from deep-pocketed corporate benefactors (General Motors and Alphabet, respectively), while states like Texas **enacted laws** to attract self-driving deployments. Rather than make AVs available for purchase, the companies focus their efforts on offering robotaxi services that could bring in revenue while allowing them to maintain control over their fleets.

Over the last year, Kyle Vogt, Cruise's chatty CEO, became a fixture in media coverage. During the summer, Vogt claimed that San Francisco **could handle 10 times more Cruise vehicles** than the roughly 300 that then plied city streets; a few weeks later, Cruise vowed to **expand** into numerous markets from Seattle to Miami. Waymo, meanwhile, began serving a broader area of San Francisco and **announced** new service in Austin.

Despite the self-driving bullishness, a few warning signs had been flashing. In October 2022, the **AV company Argo.ai folded** after receiving billions of investment dollars, leading some to wonder whether developing a fully autonomous car would require more money and patience than backers were prepared to offer. A handful of technical experts **cautioned** that AV operations on public roads had a long way to go before they were reliably safe, a concern **echoed by San Francisco officials** who highlighted a litany of incidents where self-driving cars mucked up traffic, blocked transit, or obstructed emergency response.



PRESENTED BY
BEDROCK



How Detroit's enduring automotive ingenuity legacy shapes the future of transportation

For a while, the self-driving companies could brush such critics aside. But as 2023 unfolded, they found themselves facing something unprecedented: A multipronged public campaign against them.

The trigger was a request from Waymo and Cruise that California regulators allow the companies to deploy unlimited robotaxis throughout San Francisco. Although the city had no official say in the matter, local police, fire, and transportation leaders **implored** the state to decline, citing safety concerns. They were joined by a new movement of Bay Area residents who worried not only that robotaxis were dangerous, but that they could **undermine efforts to replace car trips with transit, walking, and biking**. Activists created a viral social media video encouraging locals to **place a yellow cone** atop a robotaxi's hood, freezing it in place.

In August, Waymo and Cruise ultimately won that California regulatory battle, but only after mounting all-out PR and lobbying campaigns. Over the summer, a **Waymo editorial in the *San Francisco Chronicle*** and a **full-page newspaper ad from Cruise** made similar arguments: If people want to reduce crashes, they must welcome self-driving cars.

That safety argument, already **iffy at best**, imploded on October 2, when a hit-and-run driver struck a San Francisco pedestrian who landed beneath a Cruise robotaxi—which then dragged her 20 feet, potentially worsening her injuries. Later that month, the California Department of Motor Vehicles **suspended** Cruise's driverless permit, accusing executives of trying to conceal what had happened. A few

days later, the company **halted** driverless operations nationwide. Within a few weeks, Vogt **was out** as CEO.

Self-driving defenders have scrambled to **draw a bright line** between Cruise and other, potentially more safety-conscious AV companies. Nevertheless, skepticism of the entire industry is now ascendant. “When it comes to autonomous vehicles,” a former mayor of Mountain View, California (home to Waymo’s headquarters) **wrote** in the *San Francisco Chronicle* in October, “the challenges are many.” In November, Los Angeles Mayor Karen Bass **called on** California regulators to exercise caution deploying *any* robotaxi services in her city—regardless of the company providing them.

Looking ahead, high interest rates and **escalating automaker labor costs** suggest that longtime self-driving investors may grow wary of financing rapid expansions (GM has already **announced** a reduction in its investment in Cruise). For now, at least, moving fast and breaking things is out; expanding slowly and safely is in. Cruise’s new leaders have signaled that a relaunch will happen in just one city—**and not in San Francisco** (perhaps an acknowledgment that operating self-driving cars in a complex, multimodal place is harder than expected).

ADVERTISEMENT

Even if self-driving companies tighten their belts and solve their technology challenges, they have yet to address a fundamental question underlying the recent backlash from San Franciscans: Why should urban residents want these things in the first place? As I wrote [previously in *Fast Company*](#), if self-driving cars are able to scale, they will induce more car use and exacerbate traffic congestion and pollution. It remains unclear that a city full of autonomous vehicles would be better, not worse, for its inhabitants.

E-bikes raise no such existential concerns. On the contrary, [all signs indicate](#) that a city full of e-bikes would be safer, healthier, cleaner, and less congested than one dominated by cars—no matter how they are driven. And e-bikes really are car replacers: The addition of a battery can enable even mobility-constrained cyclists to conquer hills, haul packages, or beat the heat. Better yet, families can save tens of thousands of dollars by using an e-bike in lieu of a second or third car. And lest we forget: E-bikes are [fun](#).

With new models flying off the shelves, e-bikes are [outselling](#) electric cars in the United States (and also [offsetting](#) more gasoline use worldwide). Although 2023 sales numbers aren't yet available, Ash Lovell, the electric bicycle policy director at industry group People for Bikes, told me that “e-bikes have remained the fastest growing category across the bike industry this year,” with sales of e-cargo bikes—designed to transport children or cargo—showing particular strength.

Many government officials have been praising e-bikes' societal benefits for a while. This year, their encouraging words were increasingly backed by supportive policies.

Following Denver's **wildly popular offer of e-bike vouchers worth hundreds of dollars**, a parade of cities created their own e-bike programs in 2023, including **Boulder**, the **District of Columbia**, and **Pasadena**. States have done so as well, including **Colorado**, **Connecticut**, and **Hawaii**. "The state and local incentives have been an incredibly important driver for e-bikes becoming more popular," said Lovell. As an added bonus, the new e-bikers could add their voices to those of local residents **calling for safer biking infrastructure** that can further expand the ranks of e-bikers.

Public-sector support for e-bikes now frequently extends beyond rebates. San Francisco, for instance, **launched** a pilot program to encourage delivery workers to transport goods using an e-bike instead of a car. In October, Austin **announced** that all pedal bikes in its bikeshare system will be replaced with e-bikes next year. Meanwhile, e-bike libraries are popping up from **California** to **Vermont**.

All of that being said, 2023 wasn't without challenges for e-bike believers. VanMoof, a venture-backed Dutch company offering luxury models, went **bankrupt**, freaking out owners who **feared** being locked out of the company's bespoke app, which provided access to their bike controls. More ominously, a **series of fires** in New York City were linked to electric two-wheelers (the vast majority of the incidents were traced either to under-the-radar e-bike repair shops or cut-rate, imported models used by delivery workers). Although the fire risk of a store-bought e-bike is negligible, a few skittish property managers like **Fordham University** banned e-bikes from their premises. Encouragingly, efforts are now underway to help deliveritas **replace unsafe electric models** and to ensure that all two-wheelers sold in the U.S. **meet fire safety standards**.

Will 2024 bring a course correction, with self-driving cars reclaiming lost momentum while the popularity of e-bikes crests? It's possible, but I suspect the fortunes of these two transportation technologies will diverge further. The reason is simple: E-bikes have proven use cases, and self-driving cars do not.

At some point in the far-off future, self-driving vehicles might be available for purchase, but for now, the only way to take an autonomous car trip is through a robotaxi. And if you look past robotaxis' state-of-the-art sensors and computer systems, the service they provide is virtually indistinguishable from the ride-hail trips that are already universally available throughout the U.S. Case in point: Uber and Waymo recently **unveiled** an integration in Phoenix that lets local Uber users request a Waymo robotaxi instead of an Uber X or Uber Black. A new variation on the standard ride-hail trip may be innovative, but it's not a mobility breakthrough (nor is it one we should celebrate, based on how ridehail has already **increased driving and undermined transit**).

E-bikes, on the other hand, provide an unprecedented mobility cocktail of affordability, healthfulness, convenience, and fun. As their strong sales demonstrate, a growing number of Americans recognize their value. In contrast to the regulatory pushback against robotaxis, enthusiastic public-sector support has encouraged e-bike adoption.

Of course, 2023 is just one year; perhaps in 2024 self-driving cars will rise, phoenix-like, to conquer urban neighborhoods, while e-bikes turn out to be a passing fad. But if I were a gambling man, events of the last year would lead me to wager that e-bikes, not self-driving cars, will be the vehicles that revolutionize how Americans travel.

*The application deadline for Fast Company's **World Changing Ideas Awards** is Friday, December 6, at 11:59 p.m. PT. **Apply today.***

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Study Shows How E-Bikes Are Shifting the Transportation Landscape

NEWS



August 14, 2024

Study Shows How E-Bikes Are Shifting the Transportation Landscape

E-bikes are becoming a common sight in urban environments around the world. They are changing how residents travel by providing an essential and approachable addition to transportation options. How big an impact can e-bikes have? Well, a recent study highlights the benefits of e-bikes, including reduced reliance on cars and increased mobility for people of [...]

Written by: **Ron Johnson**

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E-bikes are becoming a common sight in urban environments around the world. They are changing how residents travel by providing an essential and approachable addition to transportation options. How big an impact can e-bikes have? Well, **a recent study highlights the benefits of e-bikes, including reduced reliance on cars and increased mobility for people of all ages.**

"Despite the significant surge in e-bike popularity and global sales, there is limited known data on the extent to which e-bikes impact car use and other travel modes," the study read.



the extent to which e-bikes



Focusing on the dual-mode households of Shanghai's Jiading District, the study by Ailing Yin, Xiaohong Chen, Frauke Behrendt, Andrew Morris and Xiang Liu explores how e-bikes can significantly impact daily travel habits. These findings could help urban planners and policymakers design more sustainable transportation systems in cities globally, encouraging a broader adoption of cycling as a key part of urban mobility.



e-bike

Car Light

Dual-mode households—those with both cars and e-bikes—are at the forefront of this change. The concept of car-lite living is trending around the world. And this study supports that notion.

The study found that these households can reduce their car use by up to 19 per cent compared to those solely reliant on cars. This reduction in car dependency is particularly noticeable for shorter trips, which are now more frequently covered by e-bikes. And, moving forward it will allow households to move to one car and adopt a so-called 'car light' lifestyle and just use the car for certain and infrequent trips.

A New Way to Travel

E-bikes offer more than just an eco-friendly and easier commute. They encourage a wider variety of non-commuting activities, such as grocery shopping or visiting friends or travelling, which might otherwise require a car. This flexibility is a game-changer, especially in a district like Jiading, where narrow streets and scarce parking make cars less practical for local trips.

But it's not just about convenience. The study highlights the enhanced travel autonomy that e-bikes provide to the elderly. With an e-bike, older residents can cover longer distances without the physical strain of a traditional bike, opening up a new world of mobility and inc



The Ripple Effect on Public Transport

Interestingly, according to the study, the rise of e-bikes has a minor negative impact on public transport use. As the independence of e-bikes, the need for buses and trains slightly diminished in this study area. However, this effect is carving out a unique niche rather than replacing public transit options.





Solar e-bike charging station in Basalt, Colorado

JIADING DISTRICT: A CASE STUDY

The Jiading District, located in the northwest corner of Shanghai, serves as an ideal backdrop for this study. With a population of 1.8 million and a modal share where e-bikes account for 27% of transportation (second only to cars at 33%), Jiading appears to be a microcosm of urban transportation challenges and solutions. The district's densely populated neighborhoods are well-suited for e-bikes, which can navigate tight spaces and avoid the pitfalls of urban car travel, such as parking issues and congestion.

BEYOND THE CAR: A SUSTAINABLE VISION

The study doesn't just stop at identifying current trends; it looks to the future. By employing machine learning approaches, researchers have pinpointed effective distance ranges where e-bikes are most likely to influence travel mode choices. This data is invaluable for urban planners and policymakers who aim to reduce car dependency and promote sustainable transportation.

EMBRACING THE FUTURE

As cities around the world grapple with the challenges of urban mobility, the insights from this study provide more information and data to use towards creating a more sustainable and efficient transportation future. By reducing car dependence and offering a viable, flexible alternative, e-bikes are more than just a trend—they're a cornerstone of tomorrow's urban landscape.

"Our findings reveal a notable difference in travel patterns between dual-mode owners (those owning both cars and e-bikes) and e-bike mode owners: dual-mode owners enjoy enhanced autonomy for local journeys, facilitated by e-bikes, while exclusive car owners have concluded."

This study underscores the potential of e-bikes not just as a replacement for cars, but as a critical component of

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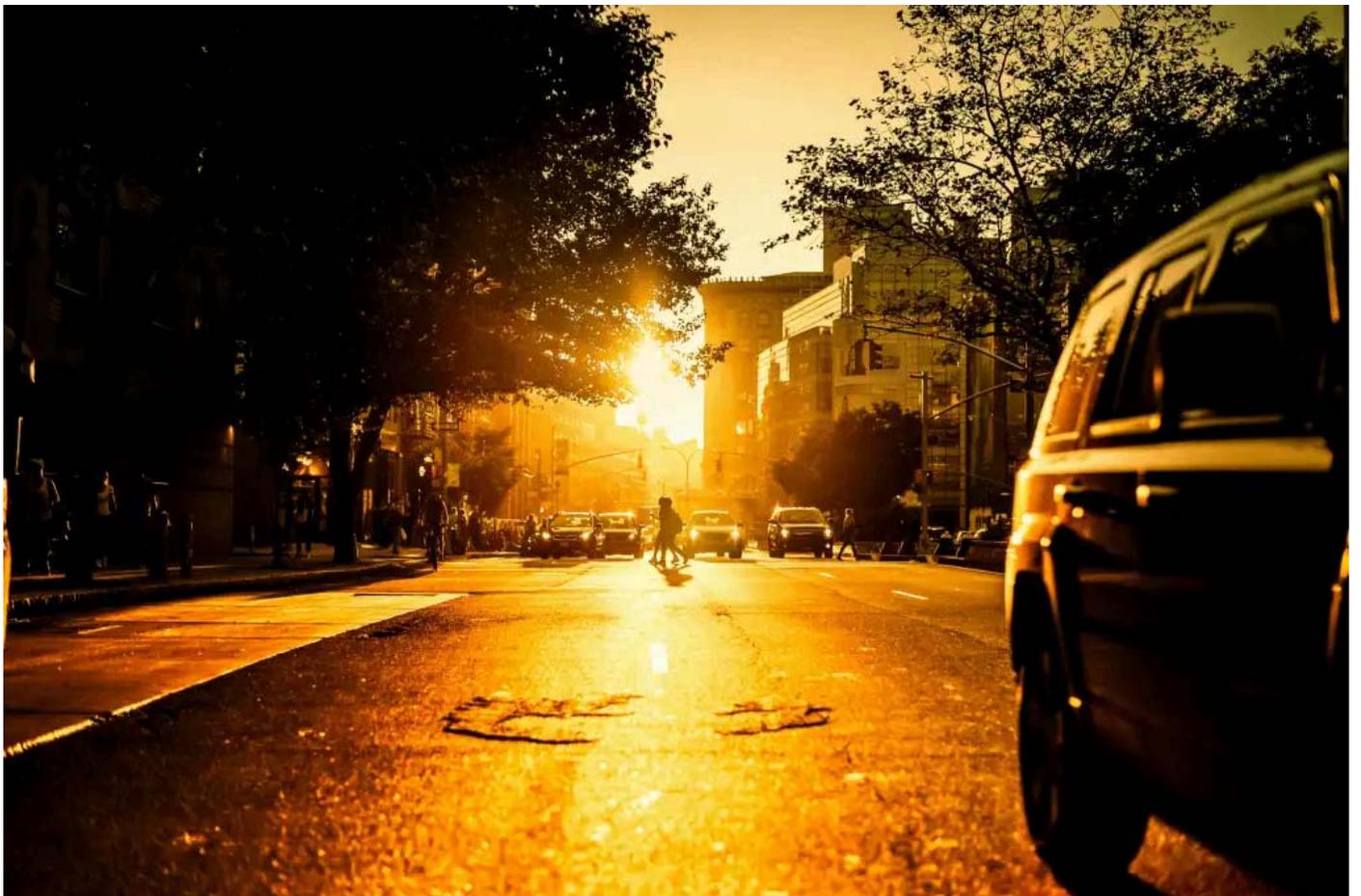
CAR DEPENDENCE

Report: Confronting Car Dependence Won't Just Help With Climate Change; It's a \$6.2 Trillion Opportunity

Making driving truly optional can save the planet – and save American households trillions of dollars.

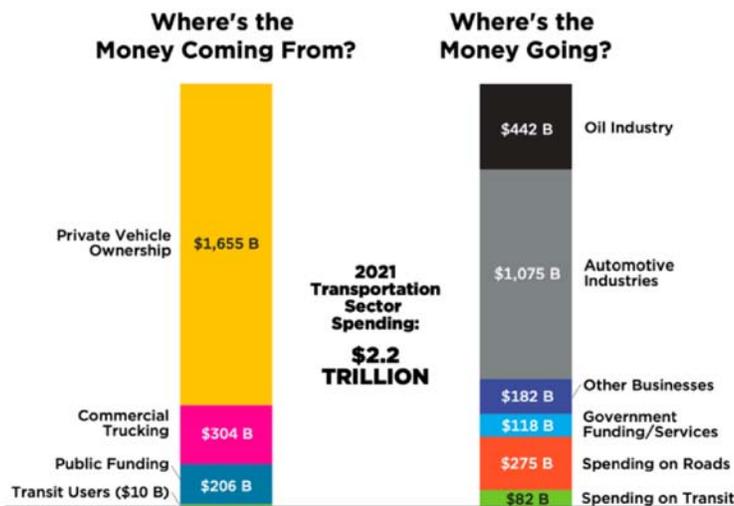
By **Kea Wilson**

6:51 AM EDT on October 30, 2024



Strong policies aimed at reducing how much Americans need to drive wouldn't just decarbonize the transportation sector and make our communities more healthy and equitable, a new study finds – it would also save us \$6.2 trillion *more* than focusing on vehicle electrification alone, the vast majority of which will go directly back into the pockets of U.S. residents.

The Union of Concerned Scientists' provocatively titled [report](#), "Freedom to Move," states that giving Americans the freedom to choose among multiple modes of travel is "key to the climate transition" – and that making "visionary but feasible" changes, like shifting land use patterns and investing in walking, biking, and transit, could get our country to the critical net zero milestone.



Click to view larger. | Graphic: Union of Concerned Scientists

More specifically, the report says that by slashing vehicle miles traveled by about 27 percent from 2035 to 2050 – an amount *lower* than the VMT reduction goals already in place in California and Washington – America wouldn't have to build about \$201 billion in new energy infrastructure that would be necessary to power millions of

electric cars *and* the gas-powered cars that would still be produced as the fleet transitions.

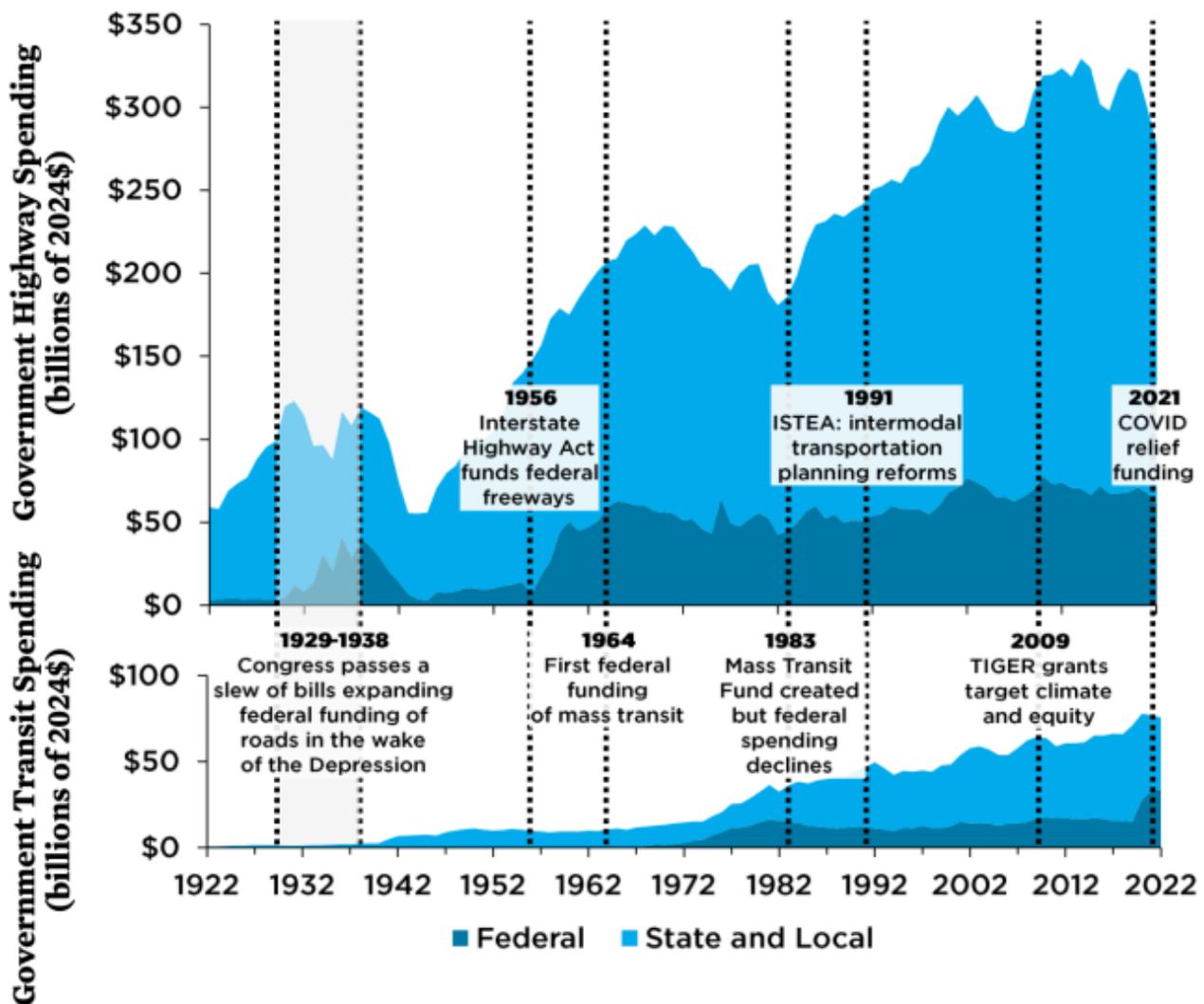
It would also save the country \$128 billion in avoided public health costs from tailpipe emissions, as well as the fine pollutants like tire particles and brake dust that heavier electric cars emit even more of. And then there's the staggering costs of car crash deaths themselves, 250,000 of which could be

avoided if VMT was cut, along with 3.7 million crash injuries that often cost far more than a fatality.

Most staggeringly, though, U.S. *residents* would save a collective \$5.9 trillion in avoided car payments, fuel, insurance, and other vehicle-related costs if we took car dependence seriously — even if most households didn't give up driving outright.

"What we find is that reducing VMT and making sure to provide more transit options would be the most equitable way to make these kinds of changes, and would provide the most benefits to the people out there," said Kevin Shen, the lead author of the report. "And even in more car-oriented communities, this doesn't mean that everybody has to ditch their car. It could just mean that ,instead of buying a second car per household, you shed a car. Or a certain percentage of your trips to the grocery store or to the doctor are met by an e-bike, because your town is is planned [so that] the places you've got to go are more centralized."

Figure 4. Federal, State, and Local Government Road Investments Have Overshadowed Transit Investments over the Decades



Even if he believes that reducing car dependence is within our reach, Shen acknowledges that doing so will require fighting against roughly a century of car culture and all the biases it's ingrained.

Virtually since they were first created, the researchers say that autocentric industries have been "rigging the rules to constrain our options to only driving fossil-fueled cars," and that dismantling their influence will be a steep uphill battle. In 2023 alone, the auto, fossil fuel, and road-building industries spent a whopping \$104 million in documented lobbying time and \$14 million more in political contributions – and those were only the lobbying groups that signed

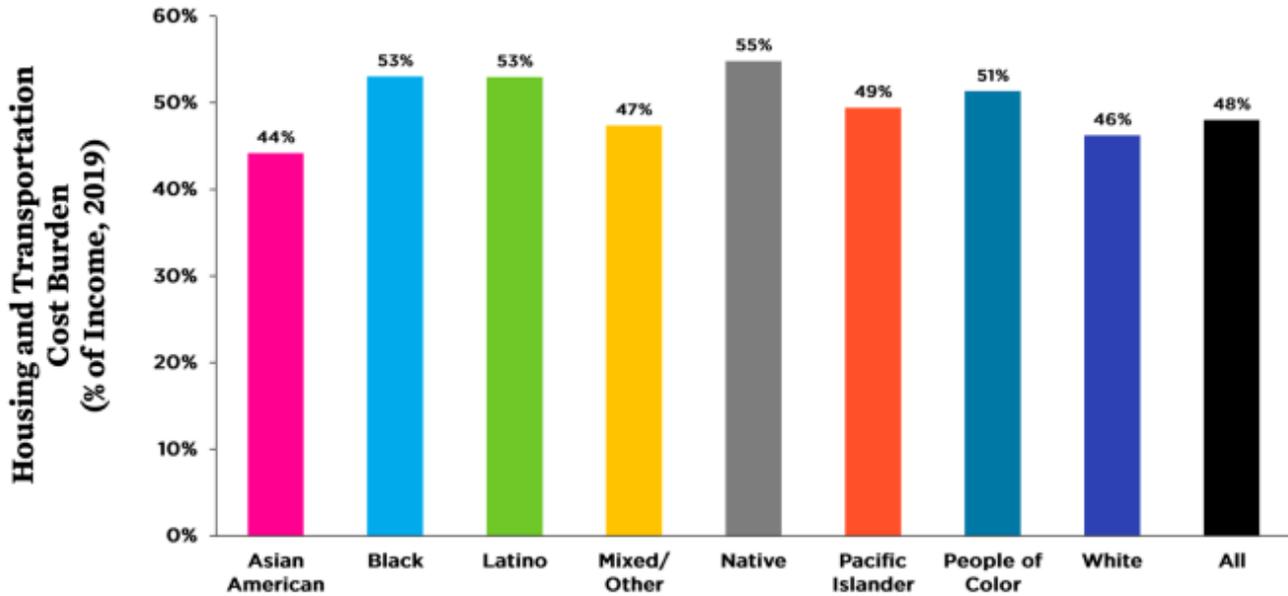
onto a single letter that successfully opposed a rule that would have required states to report their transportation-related greenhouse gas emissions.

All that lobbying, though, hasn't just won government subsidies for highways that have dwarfed transit spending for generations. It's also created a car-dependent world where the American people are functionally required to line the pockets of automakers and oil companies, or else sacrifice opportunities and basic resources that are only reachable with a private automobile.

Put it all together, and the researchers say that auto and oil industries "receive up to around 75 percent of all the money – private and public funds – that we spend on transportation."

"This is not just a 'today' problem. ...The automotive lobby has [mounted] a very coordinated campaign for years," continued Shen. "They used all these arguments to try and reframe what the use of the street should be, like the term 'jaywalker.' And in general, this campaign wound up making it so that streets were no longer for people in all sorts of different modes, but largely privileged fast-moving automobiles. Anything defying that norm was seen as morally wrong."

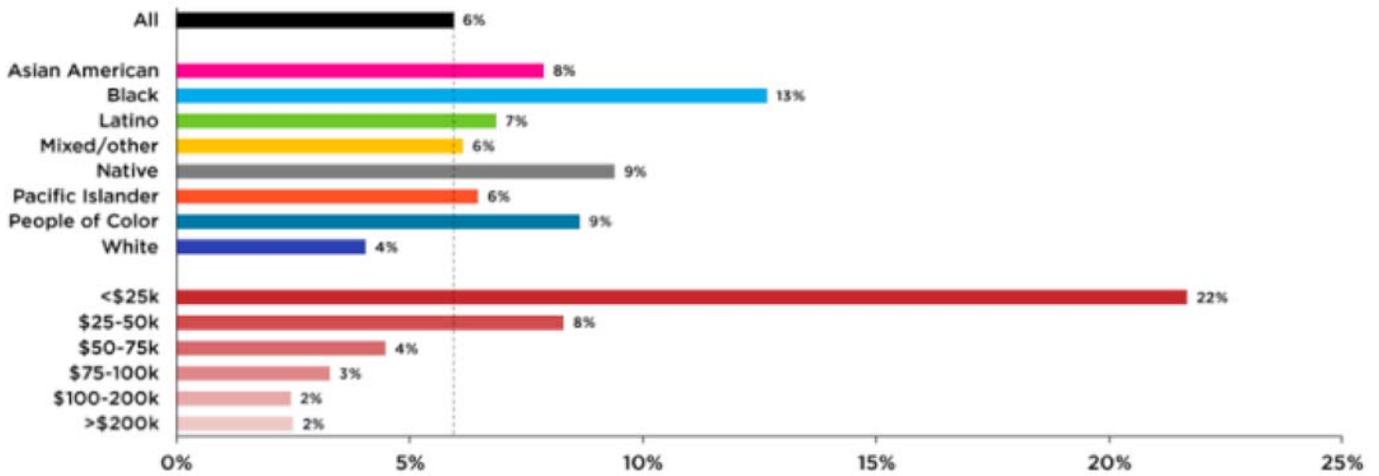
Figure 7. Housing and Transportation Cost Burdens Are High for All, Especially Households of Color



Building enough energy infrastructure to electrify our car-dependent status quo, though, won't be easy, either – and it will be far more expensive and less equitable than the alternative, especially for America's most vulnerable communities.

The researchers point out that roughly 30 percent of U.S. residents don't drive, whether because they are too young, because they have disabilities that make driving impossible, because they can't legally get a license, or even because they simply can't afford to. About 60 percent of Americans live in neighborhoods where the combined costs of housing and transportation are unaffordable, the researchers found, and people of color were 14 percent more likely to be cost-burdened by these basic necessities.

"We titled our report 'Freedom to Move' for a reason," added Shen. "Freedom has long been associated with automobiles. ... But we envision a different kind of future: one where invoking the word 'freedom' doesn't mean just 'freedom to drive,' but the freedom for everyone to have choices."



Percentage of People Living in Households Without a Vehicle by Race/Ethnicity and Household Income

If America can understand the massive benefits of ending car dependence before it's too late, Shen and his fellow researchers hope we can chart a better course to curing climate change — even if their own field has played a role in putting us on our current path.

"Especially as the Union of Concerned Scientists, we have to bring up that for the longest time, the car-dependent status quo has been propped up by antiquated science and modeling," he added. "[But] if you look into the more recent research [about] what actually benefits people in the U.S., it is not automobility. Providing a multitude of options — that's what actually benefits people."



Kea Wilson

Kea Wilson has more than a dozen years experience as a writer telling emotional, urgent and actionable stories that motivate average Americans to get involved in making their cities better places. She is also a novelist, cyclist, and affordable housing advocate. She previously worked at Strong Towns, and currently lives in St. Louis, MO. Kea can be

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– **OldGuy75** 3 weeks ago

Having other options would also reduce uninsured motorist and those driving with suspended license. I remember helping a co-worker with suspended license find a safe route to ride a bike to work. We did a test ride on a quiet Sunday morning. It only took 15 minutes longer than driving and it felt safe. After a week he was back illegally driving a car.

I asked what happened and he said after being run off of the road twice and almost hit, it was too dangerous, sometimes you just have to break the law to stay safe.

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– **cmedred** 3 weeks ago

Good story, Kea. But the UCS missed one of the strongest talking points. Yes, "more transportation options such as transit, walking, and biking, are good for the environment, the economy, and social equity," but what might be far more important is that transportation options such as walking and biking have the potential to increase physical activity in a country facing a deadly slothdemic.

The decline in physical activity (PA) has left U.S. increases in life expectancy lagging years behind life expectancies in Japan, Switzerland, Australia, Italy, Spain, France and on and on. We are now 48th in the world just behind Panama.

Not to mention the U.S. being a world leader in Covid deaths because U.S. society was burdened by so many with physiologically compromised cardiovascular systems, and we may be on the way to becoming a world leader in long Covid for the same reason.

These are problems in the here and now, not off in the future as is climate change.

A JAMA study just warned against the risks of long-Covid in obese and overweight American children and young adults, but the authors conceded their conclusions were limited by a lack of information on physical activity.

https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2825391?guestAccessKey=9d7dd22b-f588-434d-b553-1acba5948840&utm_source=for_the_media&utm_medium=referral&utm_campaign=ftm_links&utm_content=tf1&utm_term=102824

Obesity itself has, of course, been linked to a lack of PA with another JAMA study just this spring concluding that "genetic risk for obesity is not deterministic but can be overcome by increasing physical activity."

<https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2816822>

Add in the fact that the vaccines do not appear fully protective against post-acute sequelae of SARS-Cov-2 (ie. long Covid) plus the already \$173 billion cost of obesity in this country, and it becomes obvious that modifying American transportation systems to get Americans up and moving tomorrow is arguably far more important need than getting them out of MVs to deal with the climate change threats of the future.

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TRANSPORTATION

Trump taps former lawmaker and reality TV star for Transportation

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President-elect Donald Trump expressed faith in former Rep. Sean Duffy's (R-Wis.) ability to rebuild the country's infrastructure. | Jacquelyn Martin/AP

By **CHRIS MARQUETTE, SAM OGOZALEK, ORIANA PAWLYK** and **CASSANDRA DUMAY**
11/18/2024 06:14 PM EST



President-elect Donald Trump plans to nominate former lawmaker and Fox News contributor Sean Duffy, who also had a turn on MTV's "Real World," to be the next secretary of Transportation.

In an announcement posted to Truth Social, Trump applauded Duffy's congressional relationships and expressed faith in his ability to rebuild the country's infrastructure, adding that he will "greatly elevate the Travel Experience for all Americans!"



If he's confirmed, Duffy will take the helm of an agency that oversees the safety of Americans on roads, rails, buses, airplanes and hazardous materials transportation. Duffy inherits a department in the middle of dealing with a rash of near-collisions on runways across the country, aging aviation equipment and an overworked cadre of air traffic controllers.

He also would take the reins in the middle of rolling out the billions in spending made available by the 2021 infrastructure law, which Republicans on Capitol Hill have threatened to try to gut.

Duffy's name had surfaced as a potential pick over the weekend. He ultimately got the nod despite having criticized Trump in the past — he told Fox News in 2017 that a debt ceiling deal [Trump struck with Democrats](#) was a “bad,” “foolish” deal that [“missed the target.”](#)

Duffy currently serves as a co-host of “The Bottom Line,” which airs on Fox Business.

He has also disparaged electric vehicles on Fox News, potentially putting him at odds with Elon Musk, who has had Trump's ear in recent weeks. In a segment last year, Duffy criticized EV trucks as not suitable for rural driving, quoting an unnamed Ford EV truck owner who called the vehicles “the biggest scam of modern times.”

Regardless, in announcing his plans to nominate Duffy, Trump praised his time in Congress as a stint where he “was a respected voice and communicator in the Republican Conference” who worked in a bipartisan manner to “build the largest road and bridge project in Minnesota History.”

Duffy was elected to Congress in 2010, where he served on the House Financial Services Committee, the Budget Committee and the Joint Economic Committee. His resume on transportation from his time in Congress is light, having introduced just four bills that were referred to the Transportation Committee, according to a POLITICO review of his record.

Three of them, related to waiving certain truck size limits on a Wisconsin interstate, fines for blocked grade crossings and seeking to penalize EPA for not satisfying various regulatory requirements, did not make it out of

committee. Another bill concerning a national lakeshore in Wisconsin stalled in the Senate.

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Two transportation bills he co-sponsored became law — one was the tax title for a recurring surface transportation bill, and another was a measure to carve out an exemption to exempt commercial truck drivers delivering critical heating fuels during a shortage from rules restricting how long they can drive.

Since leaving Congress in 2019, [Duffy joined Republican-leaning lobbying firm BGR Group](#) as senior counsel. BGR has represented corporate clients like Comcast and Pfizer, as well as the governments of Bahrain, Bangladesh, India and South Korea. The majority of interests Duffy has represented for BGR are from the investment, securities, transportation and finance sectors, [according to OpenSecrets](#).

Rep. Garret Graves (R-La.), who was in the running for the job, said he congratulated Duffy on the selection and had been texting with him.

“Sean’s a great guy. He’s a friend,” Graves said. When asked if it was a good pick Graves said, “It’s crystal clear to me that the president’s got a type.”

Duffy also beat out Rep. Sam Graves (R-Mo), the current chair of the House Transportation Committee.

Prior to his election to Congress, Duffy was on the popular MTV reality TV show “The Real World,” where a focal point was his experience with lumberjack games. He went on to become a district attorney in Ashland, Wisconsin.



Tom Flood

@tomflood.bsky.social

The fact that a massive yellow bus that transports CHILDREN with flashing red lights was still not enough that we needed to add an extended arm (with cameras) with a second flashing stop sign to physically block the road from drivers tells me all I need to know about our auto culture.



November 20, 2024 at 5:24 AM Everybody can reply