



CONTRA COSTA COUNTY

AGENDA

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://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 October 14, 2024, of the Transportation, Water, and Infrastructure Committee. [24-3921](#)

Attachments: [10.14.24 Minutes FINAL DRAFT](#)

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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. [24-3922](#)

Attachments: [Traffic Resolution No. 2024-4540](#)
[Criteria for Installation of Stop Signs - 8Aug2024](#)
 5. CONSIDER proposed CalTrans Sustainable Transportation Planning Grant application [24-3923](#)
 6. CONSIDER Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities. [24-3924](#)
 7. DISCUSS and REVISE the County's 2025-26 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate. [24-3925](#)

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](#)
 8. RECEIVE Communication, News, Miscellaneous, Items of Interest to the Committee and DIRECT staff as appropriate. [24-3926](#)

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 in](#)
[2024 election](#)
 9. **ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, December 9, 2024, at 9:30am.**

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:

30 Muir Rd., 1st Floor, 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 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 #: 24-3921

Agenda Date: 11/20/2024

Agenda #: 3.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 20, 2024

Subject: REVIEW Meeting Record for October 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 October 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

Monday, October 14, 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.

Chair Burgis called the meeting to order at 9:30 a.m.

Staff Present: John Cunningham | TWIC Staff

Attendees: Raquel De La Torre, Maureen Toms, Mark Watts, Jamar Stamps, Robert Sarmiento, Joe Smithonic, Jody London, Cora Young, Alicia Nuchols, Jerry Fahy, Justin Lin, Carl Roner, Ryan Hernandez, Craig Standafer, Emily Groth, Ryan Herd, Jan Warren, Cheryl Sudduth, Tammany Brooks, Susanna Thompson, Jennifer Quallick, Elizabeth Ritchie, Steve Kowalewski, District 3 Supervisor's Office

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 the July 8, 2024 Transportation, Water, and Infrastructure

Committee.

Attachments: [Meeting Record Minutes DRAFT](#)

The Committee unanimously ACCEPTED the July 8, 2024, TWIC Meeting Record.

4. ACCEPT the Capital Road Improvement and Preservation Program(CRIPP) for fiscal year 2024/2025 to 2030/2031 and RECOMMEND the Board of Supervisors fix a public hearing for approval of the CRIPP.

Attachments: [CRIPP 2024 Final](#)

The Committee ACCEPTED the report and stated a formal discussion is not necessary amongst the BOS and instead has recommended to bring to the Board as a consent item.

No Public Comment.

5. RECEIVE staff report and RECOMMEND that the Board of Supervisors approve the submission of the grant applications to California Transportation Commission under the Local Partnership Program grant program.

The Committee ACCEPTED the report and DIRECTED the item to be presented to BOS under consent. Additional comments included stating their appreciation on moving this forward.

No Public Comment.

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: [SB 552 County DRP Update](#)

The Committee ACCEPTED the report. Some key points addressed by the Committee was the groundwater basins in East County being healthy due to reliance on surface water from the Delta, with some areas supplementing with groundwater. Questions were raised about water consumption in Delta restoration projects, though no formal conclusions or directives resulted.

PUBLIC COMMENTS:

Water Usage Concerns

- *Agriculture and industry are significant water consumers.*
- *The state often shifts financial burdens to counties for water resource management, creating challenges at the local level.*

Groundwater Awareness

- *Acknowledged the Department of Water Resources' efforts to replenish groundwater.*
- *Shared anecdote about a neighbor unnecessarily using well water to maintain a green lawn, illustrating individual misuse of resources.*

Complexity of Water Management

- *Emphasis on the complicated nature of water resource allocation and expressed*

appreciation for the work being done to address these issues.

Public Comments underscored the importance of sustainable water practices and the need for equitable resource management at local and state levels.

7. CONSIDER Report on Local, State, Regional, and Federal Transportation related legislative and planning activities.

Attachments: [Measure X Progress Report ending 20240630_v1.pdf](#)
[September 2024 State Legislation Report](#)

The committee discussed updates on the Accessible Transportation Strategic Plan under Measure X. A report will be presented to the Board of Supervisors in November.

Mark Watts provided updates on legislative and policy matters. He discussed three bills of interest: AB 2286, mandating human safety operators for driverless trucks, was vetoed; AB 1777, requiring human-staffed emergency phone lines, was signed into law; AB 3061, mandating data reporting by autonomous vehicle manufacturers, was vetoed. Watts expects similar bills to reappear next year. Watts addressed the Special Legislative Session, highlighting AB 1 (Special Session 2), aiming to manage fuel supply disruptions. The bill faces strong opposition from various industry and labor groups but must be resolved by November 1. Lastly, Watts discussed SB 960 - Complete Streets which focuses on requiring Caltrans to assess and integrate "complete street" components (e.g., pedestrian and cyclist infrastructure) in non-freeway highway segments during major repairs. The mandate to include these components was removed after industry opposition, but opportunities for local influence remain.

The Committee ACCEPTED the report.

No Public Comment.

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

Attachments: [07.19.24 - Mass Transit_MTC to study seamless paratransit trips](#)
[07.22.24 - CC BOS Letter of Support_County Connection Grant](#)
[07.23.24 - KRON4__Oakland speed camera locations announced](#)
[07.23.24 - The Hill__Ebikes & scooters lead to surge in injuries](#)
[07.25.24 - Streetsblog__Paris Plan for Olympic Traffic_More Bike Lanes](#)
[07.30.24 - MercNews_CA Department of Education Housing Plan](#)
[08.02.24 - CCTA RTPC Memo](#)
[08.02.24 - BloombergCityLab__What a Beautiful Bus Stop Can Do](#)
[08.05.24 - Richmondside__What's in Richmond's air - New studies provide clarity on pollution and its sources](#)
[08.26.24 - Bay Area News Group_Regional transportation committee eyes 2026 ballot measure for transit funding](#)
[10.04.24 - CCTA RTPC Memo](#)

The Committee ACCEPTED the report.

No Public Comment.

9. **ADJOURN** until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, November 20, 2024, at 12:30pm.

The Committee ADJOURNED the meeting at 10:28am stating the next scheduled TWIC meeting has been RESCHEDULED to an earlier date: November 14, 2024 at 11:00am.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

DRAFT



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-3922

Agenda Date: 11/14/2024

Agenda #: 4.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 14, 2024

Subject: Authority to place stop signs at intersections consistent with the criteria, or as otherwise permitted by law.

Submitted For: Warren Lai || PUBLIC WORKS | DIRECTOR

Department: PUBLIC WORKS || TRANSPORTATION ENGINEERING DIVISION

Referral No: 1

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

Presenter: Monish Sen || PUBLIC WORKS DEPARTMENT | TRANSPORTATION ENGINEERING DIVISION

Contact: Monish Sen (925) 313-2187

Referral History:

The Contra Costa County Public Works Department, Transportation Engineering Division staff have determined that conditions on County roads have changed since 1977, and staff proposes revising the criteria for installing stop signs to ensure they are consistent with current practices and standards, including the current version of the California Manual on Uniform Traffic Control devices. Vehicle Code section 22450(b) authorizes the Board of Supervisors to establish rules and regulations providing for placement of stop signs at locations along highways in Contra Costa County to enhance public safety. Contra Costa County Code 46-2.004, "Establishment of regulations", allows the director of public works to make traffic orders designating any intersection as a stop intersection and requiring all vehicles to stop at one or more entrances to the intersection.

The Transportation Engineering Division recommends that the Board of Supervisors supersede 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.

Referral Update:

The attached DRAFT resolution is planned to be taken to the Board of Supervisors as a consent item at the next available Board meeting. We are asking that members of the TWIC recommend that the DRAFT resolution should be forwarded to the Board of Supervisors for adoption.

Recommendation(s)/Next Step(s):

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.

Fiscal Impact (if any):

No fiscal impact.

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

Adopted this Traffic Resolution on December 17, 2024 by the following

vote: AYES:

NOES:

ABSENT:

ABSTAIN:

TRAFFIC RESOLUTION NO. 2024/4540
Countywide

SUBJECT: Authority to place stop signs at intersections consistent with the criteria, or otherwise permitted by law. Countywide.

WHEREAS, on March 31, 1975, the Board of Supervisors adopted Resolution No. 75/256, to establish criteria for installing stop signs at County Road intersections.

WHEREAS, Resolution No. 75/256 recognized the conditions on County roadways had changed significantly over nearly 20 years since the Board of Supervisors last approved criteria for stop signs on October 2, 1956.

WHEREAS, on November 8, 1977, following a public workshop, the Board of Supervisors adopted Resolution No. 77/941 establishing criteria for installing stop signs at uncontrolled intersections in residential areas.

WHEREAS, Public Works Department, Transportation Engineering Division staff have determined that conditions on County roads have changed since 1977, and staff proposes revising the criteria for installing stop signs to ensure they are consistent with current practices and standards, including the current version of the California Manual on Uniform Traffic Control Devices.

WHEREAS Vehicle Code section 22450(b) authorizes the Board of Supervisors to adopt a resolution to establish rules and regulations providing for the placement of stop signs at locations along highways within Contra Costa County to enhance public safety.

NOW, THEREFORE, the Contra Costa County Board of Supervisors hereby resolves, as follows:

1. The Board of Supervisors ADOPTS the attached Criteria for Installation of Stop Signs, which includes Criteria for Installation of Stop Signs for Uncontrolled Intersections, and Criteria for Installation of Multi-Way Stop Signs, to govern the placement of stop signs at locations along county highways to enhance public safety.
2. The Board of Supervisors delegates to the Public Works Director, or designee, the authority to place stop signs at intersections consistent with the criteria, or as otherwise permitted by law. This resolution supersedes and replaces Board of Supervisors Resolution Nos. 77/941 and 75/256, and any earlier resolutions, policies, or criteria for the placement of stop signs on county roads.

TRAFFIC RESOLUTION NO. 2024/4540

I hereby certify that this is a true and correct Copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

I hereby certify that this is a true and correct Copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: _____
Monica Nino, Clerk of the Board of Supervisors and County Administrator

MS:cp

Orig. Dept: Public Works (Traffic)
Contact: Monish Sen, 313-2187

cc: California Highway Patrol
Sheriff Department



TRAFFIC OPERATIONS SECTION

CRITERIA FOR INSTALLATION OF STOP SIGNS

These criteria, or “warrants” for installation of stop signs are intended for analysis purposes. Meeting these criteria may warrant consideration for installation of stop signs, although meeting the criteria should not automatically result in stop sign installation, neither is the County Traffic Engineer, or designee, prevented from approving, or asking the Board of Supervisors to approve, the installation of a stop sign due to particular circumstances that justify deviation from these criteria. Professional discretion and judgment should be utilized by staff when making a final decision on whether to install a stop sign. A stop sign may not be approved despite meeting these criteria if it is determined that safety or efficiency could be reduced by the installation.

Temporary stop signs may be installed for construction or emergency purposes regardless of meeting warrants, if approved by the County Traffic Engineer or designee.

The criteria for the installation of multi-way stop signs vary according to roadway vehicular volumes on major roadways and residential district roadways. “Residential District” roadways are defined in Section 515 of the California Vehicle Code. Multi-way stop signs are installed on the major roadway where the minor roadway is controlled by an existing stop sign. The criteria for installation of a stop sign on an uncontrolled intersection is used where the intersection has no existing stop sign controls. The criteria set forth will be used by the Public Works Director, or designee, when considering installation of a stop sign absent Board approval of a stop sign installation.

HIGH-VOLUME ROADWAYS (OVER 4,000 VEHICLES PER DAY)

Multi-way stop sign installation may be considered if any TWO (2) of the following conditions exist:

1. Minimum Traffic Volumes:

- a. The total vehicular volume entering the intersection from all approaches must average at least 450 vehicles per hour for any eight (8) consecutive hours of an average day, AND
- b. The combined vehicular and pedestrian volume entering the intersection from the minor roadway averages at least 300 vehicles and/or pedestrians per hour for the same eight (8) consecutive hours.
- c. When the 85th percentile approach speed exceeds 40 mph, the minimum volume requirements in Sections 1(a) (vehicles per hour) and 1(b) (vehicles and/or pedestrians per hour) shall be reduced to 70% of the above standards.

2. **Collisions:** Collision history at the location includes three (3) or more reported collisions within a 12-month period, or five (5) or more reported collisions within a 24-month period, of a type susceptible to correction by a multi-way stop sign installation. Collisions that are susceptible to correction by a multi-way stop sign installation are those collisions resulting in citations issued by law enforcement identifying the primary collision factor to be right-of-way conflict.
3. **Visibility:** The stopping sight distance per CA MUTCD, 2014 Edition, Rev. 6, Table 6C-2 on the approaches to the major roadway are less than recommended for the given design speed and cannot be improved by clearing the sight obstruction(s).

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MODERATE-VOLUME ROADWAYS (4,000 OR FEWER VEHICLES PER DAY)

Multi-way stop sign installation may be considered if any TWO (2) of the following conditions exist:

1. **Minimum Traffic Volumes:**
 - a. The total vehicular volume entering the intersection from all approaches must average 300 vehicles per hour for any eight (8) consecutive hours of an average day, and
 - b. The vehicular and pedestrian volume entering the intersection from the minor roadway during the same eight (8) consecutive hours must average at least 200 vehicles and/or pedestrians per hour.
2. **Collisions:** Collision history at the location includes four (4) or more reported collisions within a 12-month period of a type susceptible to correction by a multi-way stop sign installation. Collisions that are susceptible to correction by a multi-way stop sign are those collisions resulting in citations issued by law enforcement identifying the primary collision factor to be right-of-way conflict.
3. **Visibility:** The stopping sight distance per CA MUTCD, 2014 Edition, Rev. 6, Table 6C-2 on the approaches to the major roadway are less than recommended for the given design speed and cannot be improved by clearing the sight obstruction(s).

RESIDENTIAL STREETS (ANY TRAFFIC VOLUME)

Multi-way stop sign installation may be considered if ALL the following conditions exist:

1. **Minimum Traffic Volumes:**
 - a. The total vehicular volume entering the intersection from all approaches for any eight (8) consecutive hours of an average day must average 180 vehicles per hour, and

- b. The vehicular volume entering the intersection from the minor road(s) for the same eight (8) consecutive hours must average at least one-third (1/3) of the total volume entering the intersection (*i.e.*, at least 60 vehicles per hour).
2. **Collisions:** There are three (3) or more vehicle collisions susceptible to correction by multi-way stop signs within any 12-consecutive-month period. Collisions that are susceptible to correction by a stop sign are those collisions resulting in citations issued by law enforcement identifying the primary collision factor to be right-of-way conflict.
3. **Visibility:** The stopping sight distance per CA MUTCD, 2014 Edition, Rev. 6, Table 6C-2 on the approaches to the major roadway are less than recommended for the given design speed and cannot be improved by clearing the sight obstruction(s).
4. **Speed:** Each of the intersecting roadways has residential frontage with an existing 25 mph speed limit.
5. **Other (all criteria must be met):**
 - a. Neither intersecting roadway is designated as a Through Street.
 - b. Neither intersection roadway exceeds forty feet (40) of roadway width.
 - c. No existing stop sign or traffic signal is located on the more heavily traveled road within a distance of 800 feet from where the multi-way stop would be located.
 - d. The intersecting roadways extend 800 feet or more away from the intersection.
 - e. The intersection is at a location where many elementary school children cross (minimum of 30 children for rural areas and 40 children for urban areas crossing).

UNCONTROLLED INTERSECTIONS

Stop signs may be considered if any three (3) of the following conditions exist:

Traffic: Peak hour traffic of 50 vehicles or more on the higher volume roadway. Peak hour traffic means the traffic volumes during the one-hour period when the greatest volume of traffic uses the road system within a 24-hour period.

Collisions: There are two (2) or more vehicle collisions susceptible to correction by stop signs within any consecutive 12-month period. Collisions that are susceptible to correction by a stop sign are those collisions resulting in citations issued by law enforcement identifying the primary collision factor to be right-of-way conflict.

Visibility: The stopping sight distance per CA MUTCD, 2014 Edition, Rev. 6, Table 6C-2 on the approaches to the major roadway are less than recommended for the given design speed and cannot be improved by clearing the sight obstruction(s).

CRITERIA FOR INSTALLATION OF MULTI-WAY STOP SIGNS

Page 4 of 4

Other: The intersection is at a location where many elementary school children cross (minimum of 30 children for rural areas and 40 children for urban areas crossing).

EXCEPTIONS

Any requests for exceptions based on any proposed deviation from these criteria may be subject to consideration by the Board of Supervisors.

COUNTY DISCRETION

In addition to the above criteria, the Contra Costa County Public Works Department may approve or deny a request for stop signs based on other factors. Other factors that may be evaluated may include intersection capacity, pedestrian activity, bicycle traffic, delays, intersection approach speeds, through traffic, diversion of traffic to local streets, road geometry, location of public facilities and traffic control devices at adjacent intersections.

Stop controls are right of way control devices and should not be installed to address speeding concerns. A proliferation of unwarranted stop controls can diminish their effectiveness.

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CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-3923

Agenda Date: 11/14/2024

Agenda #: 5.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 14, 2024

Subject: CONSIDER proposed Caltrans Sustainable Transportation Planning Grant application

Submitted For: TRANSPORTATION, WATER, AND INFRASTRUCTURE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: 2

Referral Name: Review applications for transportation, water, and infrastructure grants to be prepared by the Public Works and Conservation & Development Departments.

Presenter: Robert Sarmiento || DEPARTMENT OF CONSERVATION & DEVELOPMENT

Contact: Robert Sarmiento (925) 655-2918

Referral History:

TWIC review of grant applications is an ongoing activity of the Committee.

Referral Update:

In October 2024, Caltrans released final grant guidelines and a call for projects for the 2025-26 Caltrans Sustainable Transportation Planning Grant Program. The grant program annually provides funding to encourage local and regional planning activities that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.

This cycle includes approximately \$17 million in Senate Bill (“SB”) 1 statewide competitive funding. The maximum grant award is \$700,000, and a minimum 11.47% match is required (cash or in-kind contribution). Applications are due January 22, 2025.

Staff from both the Department of Conservation and Development and Public Works Department collaborated and determined that it will re-submit the Bay Point Enhanced Bicycle and Pedestrian Improvements Study proposal. This application was previously submitted for the 2023-2024 and 2024-2025 cycles of the grant program but was not funded, both times just missing the award threshold according to Caltrans staff. Given how close the application was to being funded, County staff integrated Caltrans feedback on an improved application.

The study will evaluate potential enhanced bicycle and pedestrian improvements, including Class IV separated bicycle facilities and green infrastructure in Bay Point, specifically along Willow Pass Road, Port Chicago Highway, and a short segment of McAvoy Road to McAvoy Harbor and the Bay Point Regional Shoreline. The improvements to be evaluated will provide multiple benefits to the Bay Point community, including enhancing multimodal safety for all users, including children and elderly and disabled people, enhancing the pedestrian and bicycling experience, inducing mode shift towards more active transportation modes, reducing GHG emissions, and expanding the low-stress bicycle network.

Recommendation(s)/Next Step(s):

CONSIDER the proposed Caltrans Sustainable Transportation Planning Grant candidate project, REVISE as appropriate, FORWARD to the full Board of Supervisors for approval, and/or DIRECT staff as appropriate.

Fiscal Impact (if any):

None to the General Fund. Staff time for recommended activities is covered under existing budgets (50% Road Fund and 50% Measure J Fund).



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-3924

Agenda Date: 11/20/2024

Agenda #: 6.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 20, 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 | Mark Watts - Smith, Watts, & Hartmann, LLC.

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 November.

2. Regional

No Report in November.

3. State

The County's legislative advocate may be at the November meeting to provide a verbal update.

See Legislative Platform update item for other State items of interest.

4. Federal

No Report in November.

See Legislative Platform update item for other Federal items of interest.

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.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-3925

Agenda Date: 11/14/2024

Agenda #: 7.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 14, 2024

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

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 || DEPARTMENT OF CONSERVATION & DEVELOPMENT

Contact: John Cunningham (925) 655-2896

Referral History:

The Transportation, Water, and Infrastructure Committee (TWIC) conducts a biennial review of the State and Federal Legislative Platforms for revisions to sections under its purview. Recommendations are forwarded to the full Board of Supervisors who then adopts the platforms in January.

Lara Delaney, the County's staff lead on legislation, sent out a request for review and comment on the platform. This item is in response to that request.

Referral Update:

Revisions are included in the marked up State and Federal Platforms which are attached to this report. Staff commentary including rationale and relevant discussion on proposed revisions are discussed below and in the document in [*brackets and italics*]. Additional revisions may be brought verbally for consideration by the Committee at the November 14th Committee meeting.

Also attached to this staff report are the Contra Costa Transportation Authority's State and Federal Platforms. The County typically reviews these documents and looks for opportunities to collaborate.

State

Three legislative platform proposals are attached for the Committee's consideration:

1. Joint and Several Liability Reform
2. Active Transportation Funding that Integrates on-going Maintenance Support
3. Proposal to Amend Federal and State Gas Tax Eligibility for Non-Motorized Transportation Corridors

Staff will be available to discuss the options for each of the above proposals at Thursday's meeting.

Federal

1. Consider combining the two multi-use trail enhancement planks, "*Iron Horse Corridor Enhancement*",

and "*East Contra Costa Multi-Use Trail Network*". Requests were made for facilities in other parts of the County. Rather than have geographic specificity on projects, a countywide program would provide staff the flexibility to tailor requests to available funding.

2. Vasco Road - Byron Highway Connector clarification, this is a subset of the (eventual) SR-239 program of projects.

Formatting/Miscellaneous Edits

1. Update Supervisorial District Map on both the State and Federal documents.

Recommendation(s)/Next Step(s):

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

Fiscal Impact (if any):

None.



2023-24 Adopted State Legislative Platform

Contra Costa County

Website: www.contracosta.ca.gov

Adopted January 17, 2023

Amended February 6, 2024



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INTRODUCTION

County Profile

One of the original 27 counties established in California in 1850, Contra Costa County is home to more than one million people, making it the ninth most populous county in the state. Physically, Contra Costa is over 733 square miles and extends from the northeastern shore of the San Francisco Bay easterly about 50 miles to San Joaquin County. The County is bordered on the south and west by Alameda County and on the north by the Suisun and San Pablo Bays. The western and northern shorelines are industrialized, while the interior sections are suburban/residential, commercial and light industrial.



About 40 percent of the county is under the jurisdiction of 19 incorporated cities and towns, and large portions of the remaining unincorporated area are part of public park systems and a habitat conservancy. Contra Costa County is very diverse, with communities that range from small agricultural



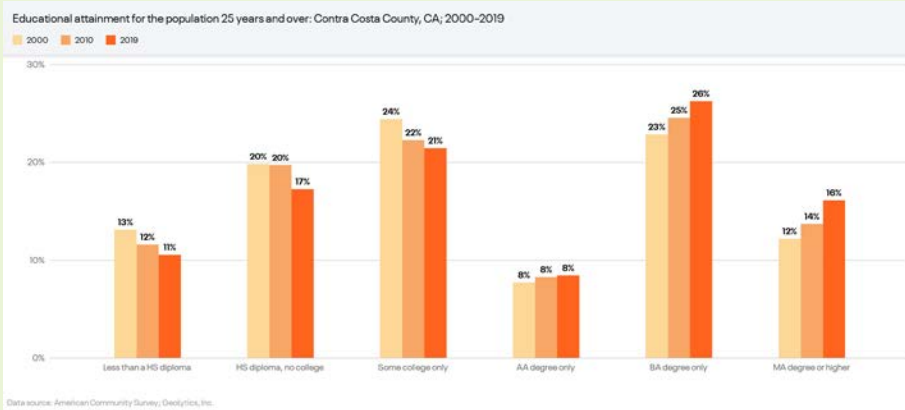
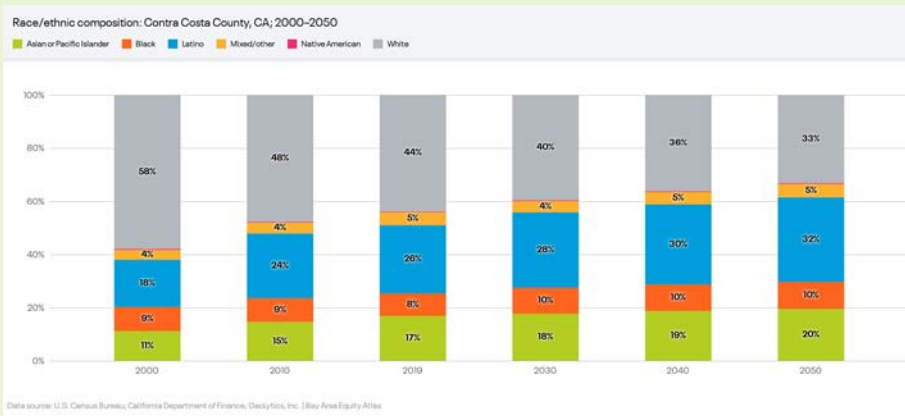
places like Byron, with a density of about 200 people per square mile, to urban population centers like Contra Costa Centre, a bustling transit village with a density of 8,400 people per square mile.

With its strategic location as **The Capital of The Northern California Mega-Region™** and easy access to suppliers and customers, Contra Costa is a business destination full of opportunity.

Demographic Highlights

According to the 2022 State Department of Finance data, 1,156,555 people live in Contra Costa County. 15% of the total population, about 176,941 people, reside in the unincorporated areas of the county. The median age of County residents is 39 years old. Our population of seniors age 60 or older is expected to grow by approximately 47% between 2020 and 2050, making this age group our fastest growing.

44% of County residents are white, with significant proportions of Asian (16.5%) and African American (8%) people. The Census tracks Latinx ethnicity separately from other populations; in total, the Hispanic/Latino population makes up approximately 26% of the total population.

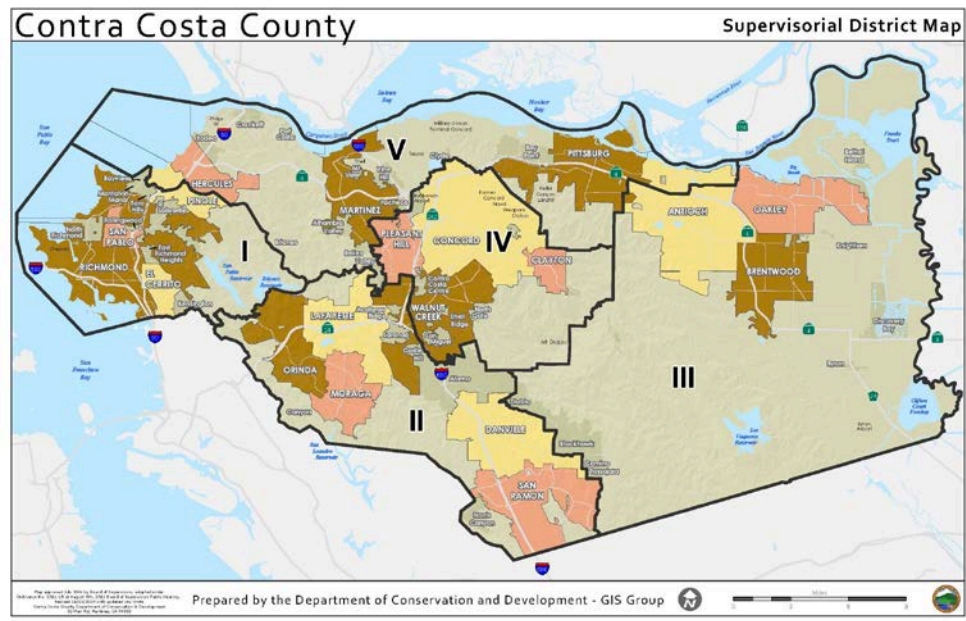


Governance

A five-member Board of Supervisors, each elected to four-year terms, serves as the legislative body of the County, which has a general law form of government. Also elected are the County Assessor, Auditor-Controller, Clerk-Recorder, District Attorney, Sheriff-Coroner and Treasurer-Tax Collector. The County Administrator, Monica Nino, is appointed by the Board and is responsible for running the day-to-day business of the County.

Contra Costa County Board of Supervisors:

- District I: John M. Gioia
- District II: Candace Andersen
- District III: Diane Burgis
- District IV: Ken Carlson
- District V: Federal D. Glover



Legislative Platform Purpose

The Legislative Platform establishes the priorities, principles, and policy statements of the Contra Costa County Board of Supervisors and creates the basis for its advocacy efforts, alerting our legislative partners of the greatest needs of our residents and where we need additional help. The Platform provides general direction to County departments and agencies, legislative advocates, delegation members, and the public on our positions on key policy matters that would impact the way the County does business. The Platform also includes new bill requests for which legislation is sought from Contra Costa County.

Throughout the legislative session, the County will review and take positions on various policy and State Budget items. When a recommended position is consistent with existing County policy, as adopted in the Platform, the CAO's office or department staff will prepare a County position letter for signature by the Board Chair.

Contra Costa County has also adopted a **Delta Water Platform** to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County uses this Delta Water Platform to guide its actions and advocacy regarding the future of the Delta.

Mission, Vision, and Values

Contra Costa County has adopted the following Mission, Vision and Values statement:

The graphic features the Contra Costa County seal in the top left. The title "Contra Costa County" is prominently displayed in the center. Below the title, the text is organized into three columns: Mission, Vision, and Values. The bottom of the graphic is a collage of diverse people representing various county services.

Mission
Contra Costa County is dedicated to providing public services which improve the **quality of life** of our residents and the economic viability of our businesses.

Vision
Contra Costa County is recognized as a **world-class service organization** where innovation and partnerships merge to enable our residents to enjoy a safe, healthy and prosperous life.

Values
Contra Costa County **serves people,** businesses and communities. Our organization and each one of our employees value:

- Clients and communities
- Partnerships
- Quality Services
- Accountability
- Fiscal prudence
- Organizational excellence

ADVOCACY PRIORITIES

- ✓ **Climate Change:** Advocate for and support resource/resilience bonds and Contra Costa County specific projects in the bond measure(s). Funding is needed to facilitate the conversion of existing buildings to all-electric, promote a countywide approach to adaption to rising water levels, support the development and implementation of a countywide tree plan, and build-out the active transportation network across the County.

- ✓ **Heath Care, including Mental Health, Behavioral Health and Substance Use Disorder (SUD) services:** CalAIM Implementation engagement with focus on finance implications as well as impacts on county operations, programs and people served. Advocate for Behavioral Health workforce assistance and adequate, sustained funding to match new services and administration expectations. Advocate for secure, adequate, flexible, and sustained funding for CARE Court implementation, mindful of the state budget.

- ✓ **Housing and Homelessness:** Although state and local governments have made significant investments in housing and homelessness programs over the last few years, California lacks a comprehensive, holistic strategy that provides sustained funding and clear levels of responsibility for all levels of government. Continue to support significant strategic investments.

- ✓ **The Delta/Water and Levees:** Support efforts to protect and improve water quality, water quantity, and Delta outflow and advocate for increased freshwater flow through the Delta into the San Francisco Bay. Advocate for significant funding for western and central Delta levees to support water quality and the existing Delta water conveyance system and to protect critical infrastructure. Support multi-purpose storage options that incorporate water supply, flood control, surface water and groundwater storage, groundwater management, and ecosystem components.

PRINCIPLES AND POLICY STATEMENTS

Agriculture and Weights & Measures

- SUPPORT actions to ensure sufficient state funding for pest and disease control and eradication efforts to protect both agriculture and the native environment.
- SUPPORT funding for agricultural land conservation programs and agricultural enterprise programs, and revisions to State school siting policies to protect and enhance the viability of local agriculture.
- SUPPORT legislation to facilitate the efforts by the California Department of Food and Agriculture and the Department of Boating and Waterways to survey and treat all infestations in the Delta of invasive aquatic species through integrated pest management.
- SUPPORT legislation that preserves the integrity of the Williamson Act, eliminates abuses resulting in unjustified and premature conversions of contracted land for development, and fully restores Williamson Act subventions.
- SUPPORT legislation that would preserve or enhance protections now afforded to consumers for commercial transactions involving commercial weighing or measuring devices (scales, meters and scanners) or computed by point-of-sale systems.
- SUPPORT efforts to ensure sufficient funding for weights and measures programs that protect consumers and promote fair competition in the marketplace.

Animal Services

- SUPPORT actions to protect local revenue sources designated for use by the Animal Services Department; i.e., animal licensing, fines and fees.
- SUPPORT actions to protect or increase local control and flexibility over the scope and level of animal services; and SUPPORT efforts to protect and/or increase County flexibility to provide animal services consistent with local needs and priorities.
- SUPPORT actions to protect against unfunded mandates in animal services or mandates that are not accompanied by specific revenue sources which completely offset the costs of the new mandates, both when adopted and in future years. SUPPORT efforts to ensure full funding of State animal services mandates.
- SUPPORT efforts to preserve the integrity of existing County policy relating to Animal Services (e.g., the Animal Control Ordinance and land use requirements).



Artificial Intelligence

- SUPPORT engagement on policy discussions surrounding the development and use of artificial intelligence. The policies should recognize and allow for AI's beneficial uses, including by counties, but prohibit areas of potential misuse.

Child Support Services

- SUPPORT recognition, promotion and enhancement of the child support program as a safety net program.
- SUPPORT efforts that create new child support collection tools and methods or enhance existing child support collection tools and methods. OPPOSE efforts that eliminate or limit existing child support collection tools and methods.
- SUPPORT efforts to increase funding for the child support program. OPPOSE efforts to reduce funding for the child support program.
- SUPPORT efforts that enhance or create new data collection tools and methods. OPPOSE efforts that eliminate or limit existing data collection tools and methods.

Climate Change

- SUPPORT funding and policy to implement the following:
 - ✓ Technologies that support the County's climate goals, including battery energy storage and microgrids, solar and wind energy, electric vehicles, and electric vehicle infrastructure;
 - ✓ Energy efficiency programs that encourage whole house retrofits and address asthma triggers in the built environment;
 - ✓ Planning work for adapting to rising sea levels;
 - ✓ Planning and implementation of microgrids;
 - ✓ Active transportation and green infrastructure programs;
 - ✓ Job training for careers in clean energy, clean transportation, and green infrastructure.
- SUPPORT funding and policy to harden and enhance the infrastructure of public facilities, including public hospitals and health care centers, to the impacts of climate change.
- SUPPORT actions that: address the impacts of climate change; support climate adaptation and resilience efforts; support the Green Business program; address the disproportionate impacts that some communities bear because they are located near sources of exposure such as large industrial facilities, freeways or transportation corridors and/or live in proximity to areas vulnerable to sea-level rise or inland flooding; reduce exposure to toxic air pollutants and greenhouse gases; study and recognize the health impacts of global and regional climate change; and study the economic, workforce and social impacts of transitioning away from fossil fuels.



- ENSURE that the implementation of AB 32 and successor bills results in harmony between the greenhouse gas reduction target created by the Air Resources Board for each regional/local agency, data that reveals disparity in population health status, the housing needs numbers provided by the state Department of Housing and Community Development, and the Sustainable Communities Strategy developed through the Regional Transportation Plan processes.
- SUPPORT efforts that favor allocation of funding and infrastructure from the California Climate Investments Program to jurisdictions within whose boundaries are the largest emitters of greenhouse gas, have vulnerable and/or disadvantaged communities that are disproportionately affected by climate change and environmental pollution, have Natural Community Conservation Plans or similar land conservation efforts that will address climate change and have demonstrated a local commitment to climate protection.
- SUPPORT revisions to the Public Resources Code and the Air Resources Board's Investment Plans to provide California Climate Investments funding for the conservation of natural lands, parks and open space through fee title acquisition as well as easements.
- SUPPORT efforts to expand eligible expenditures of the Climate Investments to investments in accessible transit/transportation systems (serving seniors, disabled, and veterans) which result in more efficient service and corresponding reductions in greenhouse gas production, and in investments in infrastructure and programs to promote active transportation, particularly bicycling and walking.
- OPPOSE changes to the California Environmental Protection Agency's protocols for designating disadvantaged communities which result in a reduction in the number or size of disadvantaged communities in Contra Costa County prioritized for receipt of California Climate Investment funds.
- SUPPORT efforts to ensure life-cycle costs are considered when planning new projects in the state.
- SUPPORT the autonomy of community choice aggregators (CCAs) in policymaking and decision-making. OPPOSE legislation and regulatory policies that unfairly disadvantage CCAs or CCA customers or reduce or undermine local decision-making autonomy by the CCA.
- SUPPORT continuing development of local renewable energy resources and supply, including protection of local autonomy to administer energy efficiency programs and install and utilize integrated distributed energy resources, and SUPPORT effective leveraging of energy efficiency programs tailored to address local needs and concerns.
- SUPPORT complete transparency of all energy procurement practices, stranded costs, and departing load charges; fair competition in statewide energy markets for community choice aggregators (CCAs) and municipal or other publicly owned utilities; legislation and regulatory policies that protect CCA customers from improper cost allocation; and OPPOSE legislation that conflicts with or diminishes CCA procurement autonomy.



- SUPPORT requirements for investor-owned and public energy utilities to provide local governments with energy usage data for all facilities in their jurisdictions for purposes of developing inventories of greenhouse gas emissions within their boundaries.
- SUPPORT resources for local governments to use in addressing impacts of climate change and rising water levels caused by a warming climate, such as extreme heat, wildfire smoke, sea level rise, flooding, ground water rise, fires, and power disruptions.
- SUPPORT actions that cost-effectively reduce exposure to criteria air pollutants and toxic air pollutants.

The Delta

- PROTECTION and RESTORATION of a healthy sustainable Delta ecosystem including adequate water quality, inflow and outflow, and water supply, to support fisheries, wildlife and habitat in perpetuity and managing or eradicating invasive species.
- RESPECT and SAFEGUARD Delta Counties' responsibilities related to land use, water resources, flood management, tax revenues, public health and safety, economic development, agricultural stability, recreation, and environmental protection in any projects, policies, or operations.
- SUPPORT rehabilitation, improvement, and maintenance of levees throughout the Delta.
- SUPPORT the Delta pool concept, in which the common resource provides quality freshwater supply to all Delta users, requiring mutual responsibility to maintain, restore, and protect the common resource.
- REPRESENT and include local government in any governance structures for the Delta.
- OPPOSE isolated conveyance.

Economic Development

- ADVOCATE for jobs-oriented incentive programs for jurisdictions that have met their Regional Housing Needs Assessment (RHNA) numbers. State legislators will continue to advance bills that make it easier to build housing, but it would also benefit the county to have those streamlining measures apply to jobs-oriented development like office and advanced manufacturing as well.
- SUPPORT an amendment to the California Competes Tax Credit program guidelines to consider qualifying low-income census tracts within unincorporated areas of a county in the enhanced scoring category.

Elections

- SUPPORT full state reimbursement for state mandates imposed upon local registrars by the Secretary of State, including special state elections.
- SUPPORT legislation to assist and fully fund counties in the effective implementation of State-mandated changes in the elections process and administration including but not limited to expanded access to language assistance.
- SUPPORT proposals for full state funding to support the accelerated implementation of California's expanded vote-by-mail model.
- SUPPORT proposals that would provide full funding for state-mandated requirements related to signature verification and petition efforts, special elections and redistricting activities.
- OPPOSE any legislation that imposes specific and impractical requirements regarding equipment, procedures, and personnel responsibilities for election administration.
- OPPOSE any legislation that requires any specific methodologies for post-election audits.
- SUPPORT policies that facilitate secure elections.
- SUPPORT legislation that increases protections against interfering with the casting of ballots at polling places or by mail, including increasing fines and/or penalties for practices that attempt to impede the voting process or intimidate voters.
- SUPPORT legislation to protect election workers from harassment and to ensure the physical safety of workplaces for election administrators.
- SUPPORT legislation to allow for the secure and effective use of new technologies available in the field of election administration and to provide adequate funding for both deployment and maintenance of new technologies.

- SUPPORT proposals that provide elections officials flexibility on the availability of in-person voting locations and the recruitment of poll workers in response to emergency orders.

Emergency Preparedness, Emergency Response

- ADVOCATE for disaster recovery funding that addresses tax backfills, debris removal, resiliency, forest health, and economic assistance. SUPPORT legislation that will improve forest management and emergency communications systems.
- SUPPORT funding for defensible space inspections, community wildfire risk mitigation, and for hardening of existing homes from wildfire exposure.
- SUPPORT more authority to train volunteers, provide funding for Community Emergency Response Training (CERT), and help clean-up oil spills without taking on additional legal liability.
- SUPPORT a sales tax exemption for public safety related apparatus and/or equipment over a certain value (e.g., \$250,000).
- SUPPORT exemptions from CEQA for wildfire risk mitigation projects and Essential Services Facilities (ESF) such as fire stations, and exemptions from fees and air quality limitations for emergency generators at fire stations.
- SUPPORT a permanent resolution to the reimbursement for air ambulance providers.
- ENSURE that development impact fees provide adequate funding for public safety facilities and ongoing operations.
- SUPPORT legislation to improve telephone access or back-up during emergencies.
- SUPPORT actions that increase the safety of the shipment of hazardous materials by pipeline through better monitoring, technical seismic vulnerability studies, leak detection, operational practices, and equipment.
- SUPPORT legislation to maintain or strengthen the authority and governing role of counties and their local emergency medical services agencies to plan, implement, and evaluate all aspects and components of the emergency medical services system.
- SUPPORT legislation to maintain or strengthen the administration and medical control of emergency medical services, pre-hospital emergency medical care, and ambulance services at the county level.
- SUPPORT legislation that would enable paramedics and emergency medical technicians responding to 911 calls to transport patients to the most appropriate facility, such as, mental health urgent care centers or sobering centers, subject to the County's Emergency Medical Services Policy.

- SUPPORT legislation that provides adequate and stable funding for LEMSAs and EMS systems components including but not limited to: EMS administration, trauma systems, specialty centers (e.g. trauma, pediatric, cardiac, stroke), ambulance transport, emergency and disaster preparedness and response, reimbursable transport to alternate destinations, and uncompensated care by emergency department physicians and on-call specialists.
- OPPOSE legislation that would threaten or weaken the authority and governing role of counties or local medical control over the locally coordinated and standardized provision of emergency medical services.
- OPPOSE legislation that may result in the fragmentation of the emergency medical services systems, prehospital emergency medical care, and ambulance services.
- OPPOSE legislation that would prevent or weaken the ability of the LEMSA Medical Director to assure medical control of the EMS system.

Flood Control and Clean Water

- SUPPORT legislation that would improve integration of planning between member agencies of an Integrated Regional Water Management Planning group, thereby increasing multi-benefit projects.
- SUPPORT legislation that would require Metropolitan Planning Organizations to integrate local and regional stormwater needs into their regional transportation planning process.

Finance and Administration

- SUPPORT the State's effort to balance its budget through actions that do not adversely affect County revenues, services, or ability to carry out its governmental responsibilities.
- OPPOSE any state-imposed redistribution, reduction or use restriction on general purpose revenue, sales taxes or property taxes unless financially beneficial to the County.
- OPPOSE efforts to limit local authority over transient occupancy taxes (TOT).
- OPPOSE any efforts to increase the County's share-of-cost, maintenance-of-effort requirements or other financing responsibility for state-mandated programs, absent new revenues sufficient to meet current and future program needs.
- SUPPORT efforts to ensure that Contra Costa County receives its fair share of state allocations.



- SUPPORT efforts to receive reimbursement for local tax revenues lost pursuant to sales and property tax exemptions approved by the Legislature and the State Board of Equalization.
- SUPPORT efforts to reform the state/local relationship in a way that makes both fiscal and programmatic sense for local government and conforms to the adopted 2010 CSAC Realignment Principles, with an emphasis on maximum flexibility for counties to manage the existing and realigned discretionary programs.
- SUPPORT a reduction in the 2/3rd vote requirement to 55% voter approval for locally-approved special taxes that fund health, education, economic, stormwater services, library, transportation and/or public safety programs and services.
- SUPPORT efforts to authorize counties to impose forfeitures for violations of ordinances, as authorized for cities.
- SUPPORT efforts to redefine the circumstances under which commercial and industrial property is reassessed to reduce the growing imbalance between the share of overall property tax paid by residential property owners versus commercial/industrial owners.
- SUPPORT efforts to reduce County costs for Workers' Compensation, including the ability to control excessive medical utilization and litigation.
- SUPPORT actions that maximize federal, state, and local revenues for county-run services and programs.
- SUPPORT legislative compliance with both the intent and language of Proposition 1A.
- OPPOSE efforts of the state to avoid state mandate claims through the practice of repealing the statutes then re-enacting them. SUPPORT timely, full payments to counties by the state for programs operated on their behalf or by mandate.
- SUPPORT full state participation in funding the County's retiree and retiree health care unfunded liability.
- OPPOSE the establishment of specific or stricter standards for the use of personal services contracts by counties that would make contracting with community-based organizations more difficult.
- ENABLE the use of Progressive Design-Build project delivery for construction contracts.
- ENABLE local governments to continue offering opportunities for public meeting attendance, participation, and accessibility through technological means after the pandemic has ended.

- SUPPORT legislation that will facilitate more efficient and effective public service delivery and financial management under alternative governance and administrative structures supported by the Board.
- SUPPORT efforts that ensure public entities are procuring products and delivering services in a manner that progressively reduces the carbon footprint of goods and services.

Health Care

- SUPPORT legislation and administrative policy changes that will continue into the future the flexibilities in use of Telehealth services that have so benefited our community during the Public Health Emergency.
- SUPPORT state action to increase health care access and affordability.
- SUPPORT Medi-Cal reimbursement rate increases to incentivize providers to participate in the program. Also, SUPPORT Medi-Cal reimbursement rate increases through Proposition 56 funding to provide quality reproductive health care services.
- SUPPORT reimbursement for a maximum of 2 visits taking place on the same day at one location if the patient suffers illness/ injury requiring additional diagnosis/ treatment, or if the patient has a medical visit and mental health or dental visit.
- SUPPORT actions that address provider shortages (including physicians, particularly specialists, and nurses). Innovative programs, such as loan forgiveness programs, should be expanded.
- SUPPORT actions that implement comprehensive systems of care, including case management, for frequent users of emergency care and those with chronic diseases and/or dual (or multiple) diagnoses.
- SUPPORT actions that provide sufficient time for detailed data gathering of current safety net funding in the system and the impact of any redirection of funds on remaining county responsibilities.
- SUPPORT measures that maximize federal reimbursement from Medicaid and S-CHIP.
- SUPPORT actions to implement a Medi-Cal waiver in a manner that maximizes the drawdown of federal funds for services and facilities, provides flexibility, and ensures that counties receive their fair share of funding.
- SUPPORT actions to extend Drug Medi-Cal and Minor Consent Medi-Cal Coverage to incarcerated youths, many of whom are in custody due to drug related crimes.



- SUPPORT coverage of medically necessary alcohol and substance use related disorder treatment at the same level as other medical conditions.
- SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, tobacco products; and the promotion of cessation among young people and adults.
- SUPPORT actions that further align a statewide regulatory framework for the commercial cannabis industry and that continue to authorize local jurisdictions to adopt more restrictive measures to protect the health, safety and welfare of their residents. OPPOSE legislation and state regulation that seeks to weaken or eliminate local control over the commercial cannabis industry.
- SUPPORT necessary County infrastructure and adequate funding related to education, regulation, testing and enforcement functions associated with cannabis regulatory controls.
- SUPPORT restricting the sale and use of powdered alcohol and other similar products marketed to youth; restrictions on advertising of cannabis products targeting youth and near places frequented by youth or alcohol and other drug treatment facilities.
- SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, cannabis products in various places, including, but not limited to, places of employment, school campuses, public buildings, day care facilities, multi-family housing, health facilities, alcohol and other drug treatment facilities, and homeless shelters.
- SUPPORT actions to seek a state ban on electronic devices that deliver flavored e-liquids as well as the e-juice itself.
- SUPPORT actions aimed at reducing the misuse of prescription drugs, most especially opioids, and increase prevention and treatment of opioid disorders to eliminate overdoses and combat the opioid epidemic.
- SUPPORT population-based chronic disease prevention efforts such as the creation and funding of a State Wellness Trust.
- SUPPORT developing a workforce with gerontological expertise to manage the exponential growth in the chronically ill aging population.
- SUPPORT efforts that would advance a Health-In-All-Policies approach to policy work done across the County. This implies consideration of how health is influenced by the built environment and a connection with land use planning and development.
- SUPPORT ongoing study of the health impacts of global and regional climate change and ongoing countywide mitigation and adaptation efforts.

- SUPPORT actions that would preserve the nature and quality and continuity of care associated with safety net services historically provided at the local level, such as the California Children's Services (CCS) and Child Health and Disability Prevention (CHDP) programs.
- SUPPORT actions that promote aging in place through the utilization of long-term supports and services and caregiver support services.
- SUPPORT increasing the level of funding for Long-Term Services and Supports (LTSS) and Home and Community Based Services (HCBS) to meet the increase in cost to provide services and to meet the tremendous increase in the aging population.
- SUPPORT funding, streamlined processes, and greater flexibility for use of state and federal funding to respond to Public Health Emergency Preparedness initiatives including Pandemic Influenza, emerging diseases, and continued funding for all categories related to Public Health Preparedness.
- SUPPORT increased funding and policy changes for Tuberculosis (TB) prevention and treatment to reflect the increased risk of transmission faced across the Bay Area.
- SUPPORT increased funding for the public health infrastructure, capacity and prevention services.
- SUPPORT Local Public Health Departments as an authorized provider for direct billing reimbursement related to the provision of Immunization, Family Planning, HIV, STD and TB services.
- SUPPORT the reversal of the pre-emption language regarding local Menu-Labeling that is included in the Affordable Care Act.
- SUPPORT enhanced funding and capacity for public health programs.
- SUPPORT efforts to strengthen needle exchange programs as part of an overall program to combat the spread of HIV and other diseases.
- SUPPORT legislative efforts to reduce or eliminate lead and toxic substances in consumer products, particularly those used by infants and children.
- SUPPORT funding, policy and programs dedicated to suicide, injury and violence prevention.
- SUPPORT legislation to tax certain beverages that contain added sugars.
- SUPPORT efforts that support healthy meals, adequate meal time, and increased physical activity/education for school-age children.
- SUPPORT funding that sustains and expands non-infrastructure *Safe Routes to School* programs that educate students, parents, and school staff about safe walking and bicycling to school.

- SUPPORT efforts to address the underlying determinants of health and health equity, such as housing and prevention of displacement, educational attainment and livable wage jobs, and accessible transportation.

Homeless Services

- SUPPORT the continuation and expansion of funding for fair and equitable affordable housing, homelessness assistance and prevention programs, and strategic local and regional responses to homelessness that promote transparency, equity and data informed decision-making and enhance access to resources that support the County's compliance with federal and state anti-homelessness and anti-poverty initiatives and requirements.



- SUPPORT increasing and maintaining affordable housing stock and housing stability by way of supporting funding, policy, or regulations that promote fair and equitable housing for the most vulnerable low, very low, and extremely low-income households, including the acquisition, production and preservation of various housing types and the protection of stable housing for vulnerable persons experiencing homelessness.
- SUPPORT removal of barriers in planning processes, regulatory frameworks, funding programs, healthcare access, and policy to promote increased equity, innovation, transparency and data-driven approaches to addressing homelessness and housing affordability, with the goals of increasing affordable housing and eliminating discrimination and disparate treatment of individuals based on race, ethnicity, gender, gender identity, sexual orientation, ability, housing status, income, or other household characteristics.
- SUPPORT a wide variety of housing types and formats, for all persons regardless of personal characteristic or status, and actively promote the equitable distribution and access to affordable units and holistic services, in line with evidence-based practices, to ensure the elimination of discrimination and disparate treatment of individuals, particularly vulnerable individuals and those from communities of color.
- SUPPORT increasing funding, policy, and regulations for disaster planning and relief efforts that allow the County and the County's homeless system to plan for and equitably respond to disasters and pandemics, including for purposes of supporting the health and safety of providers and persons experiencing homelessness, particularly the most vulnerable and those from communities of color.

Human Services

Older Adults



- SUPPORT actions that promote individual choice by easing access to In Home Supportive Services (IHSS). SUPPORT funding to reduce the intake wait-time for eligibility and delivery of in-home care.
- SUPPORT allowing counties to use alternative IHSS reassessment approaches including, but not limited to, telephonic reassessments.
- SUPPORT programs that increase seniors' access to technology and internet connection.
- SUPPORT fully funding the administration of IHSS.
- SUPPORT funding to recruit, train, and retain IHSS home health care workers. SUPPORT increased state investment in livable wages for IHSS care providers.
- SUPPORT actions to provide respite for caregivers.
- SUPPORT the creation of funding opportunities and policies which promote the development of aging-friendly communities.
- SUPPORT actions that strengthen the capacity and funding of Adult Protective Services (APS) to address all forms of abuse and neglect.
- SUPPORT funding to expand services for older adults and people with disabilities.
- SUPPORT actions to promote the safety of social workers and all in-home care providers.
- SUPPORT funding and policies to provide older adults with holistic, culturally appropriate services and treatment modalities that support well-being, health, and mental health.
- SUPPORT actions that promote safety in skilled nursing and other long-term care facilities for older adults.

Safety Net Programs

- OPPOSE actions that result in reduced level of services to families, children, adults and seniors, or that lead to preemption of local control.
- SUPPORT continuous investment in safety net programs, including the California Earned Income Tax Credit (Cal EITC) and the Supplemental Security Income/State Supplementary Payment (SSI/SSP) Program.
- SUPPORT ongoing funding for programs that would provide disability benefit advocacy and housing assistance to our indigent, disabled, and homeless populations.
- SUPPORT ongoing funding for CalAIM PATH III, including funding to support staff.
- SUPPORT fully funding costs for administering programs, especially CalFresh.
- SUPPORT continued flexibilities and waivers in benefits program administration for the benefit of individuals and families who are struggling.
- SUPPORT actions to improve and expand access to food, including emergency food assistance networks (e.g. local food banks, and food pantries), increasing the amount and flexibility of CalFresh and other local assistance programs.
- SUPPORT actions to streamline benefit applications, align verifications between programs, and have the same appointment for multiple applications.
- SUPPORT the ease of data sharing and coordination of care across safety net programs, including those administered by the Health Department, such as WIC.
- SUPPORT actions to ease access to Medi-Cal and its services.
- SUPPORT actions which would expand eligibility to CalWORKS.
- SUPPORT increased access to employment training programs and subsidized work programs for vulnerable populations, including access to community colleges.
- SUPPORT establishing a General Assistance Program with a state share of funding.



- SUPPORT actions to create whole family care through a more comprehensive safety net of services that enable families to be stable and have economic opportunities.
- SUPPORT research that describes and assesses local service needs and gaps.

Child Welfare Services

- SUPPORT the development or designation of safe, appropriate placement options and congregate care reform for foster youth with acute complex needs.
- SUPPORT funding for services that stabilize children and families in the foster care system.
- SUPPORT full funding of efforts to support the Continuum of Care Reform.
- SUPPORT initiatives which would expand benefits and support for reunified families.
- SUPPORT restorative justice and healing-centered framework initiatives and programs that seek to eliminate the school-to-prison pipeline and end the criminalization of youth.
- SUPPORT funding and initiatives to support children's mental health and studies on the long-term impacts of COVID-19 on the physical and mental health of adults and children.

Early Childhood Development

- SUPPORT legislation to expand early childcare, education, mental health and other comprehensive services and holistic approaches.
- SUPPORT increased funding and support preschool enrichment programs with family engagement to provide quality care and parent education in early life.
- SUPPORT policies and systems changes to foster holistic family and early childhood development and resilience.
- SUPPORT early childhood home visitation to enhance parenting skills and promote health child development.
- SUPPORT early childhood mental health and trauma prevention programs.



Violence Prevention

- SUPPORT actions that seek to address the impact of gun violence, domestic violence, community violence, stalking, sexual assault, human trafficking, elder abuse and child abuse.
- SUPPORT actions that seek to prevent the underlying causes of all forms of violence and invest in upstream strategies.
- SUPPORT actions to increase cross-agency and cross-system collaboration on cases involving violence, including the sharing of confidential or protected information in multidisciplinary team settings.
- SUPPORT actions to reduce the effects of toxic stress, trauma, and adverse childhood experiences.
- SUPPORT alternatives to the criminal justice system that center community and survivor needs.
- SUPPORT actions to support successful transition from incarceration and detention to the community.
- SUPPORT increase in funding for Lethality Assessment Protocols and reallocation strategies to support other prevention and social services.



Immigration, Equity, and Inclusion

- SUPPORT the continued expansion of benefits and services for immigrants, refugees, and asylum seekers regardless of immigration status.
- SUPPORT efforts to expand full scope Medi-Cal to include Deferred Action for Childhood Arrivals (DACA) youth, seniors, and all remaining uninsured residents regardless of their immigration status.
- SUPPORT increased language access and culturally responsive social services for all immigrants.
- SUPPORT funding for the hiring and training of bilingual-bicultural social case workers.

- SUPPORT actions to assist immigrants, refugees, and other seeking asylum who experience domestic or sexual assault to receive resources, including services to prevent homelessness, labor and human trafficking, and legal resources to help attain citizenship.
- SUPPORT funds for education and outreach to engage immigrants, refugees, asylum-seekers, and non-legal status communities to help them access benefits, mitigate concerns around public charge, and address other issues related to their enrollment to safety net programs.
- OPPOSE any changes that may penalize immigrants for using vital public benefits they are legally allowed to access. OPPOSE any changes to sponsor requirements which add limiting threshold criteria.
- SUPPORT funding and other resources for day labor programs and other workforce development programs that serve immigrant communities and undocumented workers.
- SUPPORT actions that would eliminate systemic racism and structural inequities, including efforts to refocus Medi-Cal and other social safety net programs toward reducing health disparities.

Justice Systems

- SUPPORT justice reform efforts that reduce racial and ethnic disparities.
- SUPPORT justice reform efforts that reduce barriers to success for system-involved youth and adults. SUPPORT legislation that encourages and increases youth engagement.
- SUPPORT justice reform legislation that recognizes adolescent brain development and the unique needs of transition-aged youth.
- SUPPORT an ongoing commitment to investing in community based organizations and community alternatives to incarceration and detention.
- SUPPORT legislation to restore pretrial detainee access to federal health benefits.
- SUPPORT legislation raising the maximum age limit for juvenile court jurisdiction, allowing youths to remain on juvenile probation supervision through age 24, with an elevated focus on rehabilitation and restorative justice.
- SUPPORT local flexibility and funding to implement justice diversion programs.
- OPPOSE legislation that would shift the responsibility of parolees from the state to the counties without adequate notification, documentation and funding.
- SUPPORT legislation that will help counties implement 2011 Public Safety Realignment as long as the proposal would provide for county flexibility, eliminate redundant or unnecessary reporting, and would not transfer more responsibility without funding.
- SUPPORT legislation that will combat the negative impact that human trafficking has on victims in our communities, including the impact that this activity has on a range of County services and supports, and support additional tools, resources and funding to help counties address this growing problem.
- SUPPORT legislative reform of current bail provisions that will replace reliance on money bail with a system that incorporates evidence-based pretrial release decisions. ADVOCATE for funding for any new or revised responsibilities for counties, including the assessment and supervision of people charged with crimes.
- SUPPORT legislation that provides a solution to addressing the problems of metal theft and abandoned and trespassing vessels and ground tackle.



Land Use/Community Development/Natural Resources

- ASSIST in the development and preservation of low and moderate income housing through support of programs that: 1) provide access to federal, state and local financing, 2) ensure timely review of residential projects, 3) provide financial and/or regulatory incentives where feasible and appropriate to offset or reduce the costs of affordable housing development, and 4) promote the re-use of existing publicly-owned assets.
- MAINTAIN local agency land use authority.
- SUPPORT ways to streamline overall compliance with State legislation, while opposing efforts to expedite a particular development project.
- ENSURE Contra Costa residents of all income categories have access to adequate housing.
- GROW more jobs countywide, particularly in those parts of the County with the longest commutes and most acute jobs-housing imbalance.
- SUPPORT historically under-invested communities in their equitable economic growth.
- IDENTIFY new or enhanced revenue to support residents' quality of life.
- ESTABLISH, fund and support locally-controlled resource permitting to streamline economic development activities and conserve and recover species and the habitats upon which they depend, natural resources, watersheds and open space.
- SUPPORT legislative actions that reduce the risk to students from the accidental release of hazardous materials by requiring risk assessments that account for all sources of hazardous materials as part of school siting and rebuilding decisions.
- SUPPORT legislative actions to evaluate, clean up, and redevelop contaminated sites.



Library Services

- SUPPORT State funding for the operation of public libraries, including but not limited to, full funding of the California Research and Education Network (CaREN), Lunch at the Library, Zip Books, and the Pacific Library Partnership.
- SUPPORT State bonds and other state funding for public library renovation and construction.
- SUPPORT funding for the California Library Literacy and English Acquisition Services Program, which provides matching funds for public library adult literacy programs that offer free, confidential, one-on-one basic literacy instruction to English-speaking adults who want to improve their reading, writing, and spelling skills.
- SUPPORT legislation that allows libraries to purchase eBooks and e-audiobooks at the same price as consumers.
- SUPPORT funding for early literacy, school readiness, adult literacy, career development, vocational support, and assistance to vulnerable populations.
- SUPPORT legislation that affirms the freedom to access library materials with diverse points of view and OPPOSE legislation that seeks to restrict access to library materials with diverse points of view.



Telecommunications and Broadband

- SUPPORT preservation of local government ownership and control of the local public rights-of-way and ensure reasonable compensation for their use.
- SUPPORT continued funding for Public, Educational and Government Access (PEG) channels to provide local community access and benefits and increase flexibility in the use of PEG funds.
- ENSURE nondiscriminatory treatment of Public, Educational and Government Access Channels by Cable System Operators.
- SUPPORT the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents.
- SUPPORT programs and funding for outreach to raise awareness of programs, discounts, and subsidies that are available to eligible members of the community for internet service and computer equipment.

Transportation

- PROVIDE an integrated, multi-modal transportation system that equitably, safely and efficiently meets the transportation needs of all economic and social segments of the County and provides for the transport of goods and services throughout Contra Costa County.
- EMPHASIZE the efficient use of the existing transportation system and cost-effective enhancements to this system. New and emerging policy direction includes an increase in the support for active transportation modes, support for the development of aging-friendly communities, and a decreasing emphasis on automotive capacity expanding projects which increase greenhouse gas production.
- SUPPORT the provision of a safe, reliable, efficient, and accessible transportation system that balances social, environmental, and economic needs of the County through participation in planning and legislative initiatives (at the federal, state and local level) which emphasize transportation improvements for seniors and persons with disabilities reflective of 1) increase in demand, and 2) legacy underinvestment.
- SUPPORT legislation that would have the State act on their 20-year legacy of identifying gaps in the accessible transportation system and then decline to implement identified solutions.
[Staff rationale: Similar to our experience in Contra Costa with the Accessible Transportation Strategic Plan, the State has conducted 6 initiatives in the past 20 years which identified gaps and failures in accessible transportation programs and made recommendations to address the issues. No solutions or recommendations have ever been implemented. Having the state act on it's own analysis and recommendations could help the County's own efforts. While this is similar to the policy above, and a legislative proposal previously sponsored by the County, staff anticipates a specific proposal in the future which directly addresses State action.]
- SUPPORT increased flexibility in the use of transportation funds.
- SUPPORT increased regional coordination, while ensuring local input to enhance public transit (paratransit and fixed route), roads, trails, advanced mobility technology, and greenhouse gas reduction related projects.
- ENSURE complete life-cycle costs, including an emphasis on environmentally friendly construction resources, are considered during state and local project development.
- SUPPORT improvements in safety throughout the transportation system, specifically for vulnerable users of the system (children, pedestrians, cyclists, older persons, disabled, etc.).
- PROMOTE the streamlining of transportation safety projects.
- SUPPORT actions to put in place local planning coordination mechanisms and requirements for state funded or regulated facilities such as schools, roads, courts, jails, and OPPOSE efforts to compromise the County's road authority and the ability to protect public health, safety, and welfare.

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- SUPPORT regional, coordinated aviation transportation planning efforts to improve service delivery and to provide options to the surface transportation system for people and goods movement.
- SUPPORT actions to increase waterborne transport of goods, in particular relative to the San Francisco to Stockton Ship Channel.
- SUPPORT measures to enhance rail safety with an emphasis on; increased state oversight of railroad bridges, funding for first responder training, funding to improve rail safety and prevent rail trespass fatalities, improved regulations for tank car safety standards, impacts from sea-level rise, and data sharing requirements between state emergency managers, local responders, and rail operators.

• OPPOSE linking transportation funding to housing production.

- SUPPORT actions to protect against unfunded mandates for road projects that are not accompanied by specific revenue sources which completely offset the costs of the new mandates, both when adopted and in future years. SUPPORT efforts to ensure full funding of mandates by regulating agencies.



[Staff Justification: SF RWQCB requires agencies to install green stormwater infrastructure (GSI) for certain road reconstruction projects over a certain threshold pursuant to Municipal Regional Stormwater NPDES Permit, Provision C.3. From a holistic perspective, this is arguably an incorrect approach, as there are old industrial lands where pollutant loads are known to be high and GSI installation should be focused there. However, with how the permit is written, the County would need to install GSI even in rural roads where average annual daily traffic (and respectively pollutant loads) is historically low, there is limited public right-of-way to install, and there may not be safe locations for County staff to pull over to maintain such facilities. Having GSI (likely just bioswales) dispersed haphazardly throughout the County would be overly burdensome from a maintenance and cost perspective and not truly address reducing pollutant loads from where it is highest in the County. (E.g., installing GSI along Marsh Creek Road doesn't make sense but could technically be a requirement.)]

- OPPOSE reducing or eliminating development impact fees (without secured backfill) in an effort to increase housing production.
- INCREASE requirements for coordination between transportation agencies and utilities.
- SUPPORT funding increases for active transportation projects and planning with an emphasis on facilities and investments that increase the likelihood of a mode shift away from automobiles.

- PROVIDE resources to facilitate the deployment of electric vehicles and electric vehicle charging infrastructure, including funding for vehicles, chargers, and facility upgrades, and improvements to the electric distribution and transmission grids to safely accommodate increased load.
- SUPPORT actions to increase and improve waterborne transportation of goods when it increases safety.

Veterans

- SUPPORT legislation and budget actions that will continue the state's annual local assistance for County Veterans Service Offices at a minimum of \$11 million.
- SUPPORT legislation and funding that will provide veterans organizations with resources to operate and make necessary repairs to, or replacement of, their meeting halls and facilities.
- SUPPORT legislation that will improve the timeliness and quality of both VA benefits claim decisions and VA healthcare services.

Waste Management

- MAINTAIN the County's existing discretionary authority over matters pertaining to solid or hazardous waste management, recovery, and disposal. ENSURE new or expanded responsibilities are not imposed on the County, either directly or indirectly, without providing statutory authority to guarantee funding to implement actions necessary to adequately enforce or comply.
- SUPPORT legislation that provides new or additional funding sources for local implementation of applicable solid waste and waste diversion mandates.
- SUPPORT legislation to provide alternative management standards for the Treated Wood program at the Department of Toxic Substance Control so treated wood could be processed at Class II landfills and transfer stations with a composite line.
- SUPPORT legislation that:
 - ✓ Protects local decision-making authority regarding solid waste facility siting;
 - ✓ Protects local solid waste franchising authority;
 - ✓ Expands local solid waste and recycling fee-setting authority;
 - ✓ Protects local governments' authority to direct the flow of waste; and
 - ✓ Seeks to remedy lack of sufficient authority to address statutory responsibilities.
- SUPPORT legislation promoting the diversion of recyclables and organics from landfills unless burdensome or impractical for local governments to implement.



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- SEEK more robust local regulatory and enforcement authority relative to the storage, transport, processing, recovery, and disposal of hazardous or solid waste within our jurisdictional boundaries.
- SUPPORT statewide regulation for hauling solid waste and enforcing increased penalties for illegal dumping.
- SUPPORT legislation that prioritizes, incentivizes, and innovates hazardous or solid waste reduction and reuse practices of the waste hierarchy over traditional recycling.
- SUPPORT actions to improve and diversify markets for recyclable materials and that encourages:
 - ✓ Solutions to global policy reforms and development of local recycling markets;
 - ✓ Creation of economic incentives for the use of recycled materials;
 - ✓ Increased use of recycled content in products manufactured or sold in California; and
 - ✓ Increased use of materials that are biodegradable and compostable.
- OPPOSE legislation that requires diversion of materials for which there is not adequate markets.
- ENSURE manufacturers are held accountable for proper end-of-life management of products and packing materials they produce, including pharmaceuticals, batteries, sharps, and veterinary medicine, to create effective producer-led reduction, reuse and recycling programs and foster more environmentally sustainable product/packaging design and reduce the quantity of harmful pharmaceuticals (including veterinary medicine) that ultimately enter wastewater treatment facilities, bodies of water, and landfills.
- SUPPORT actions that will shift the financial burden of end-of-life management of products from individuals to producers and sellers.
- SUPPORT statewide regulation and enforcement to limit production or sale of items that negatively impact the environment or human health.
- SUPPORT legislation that protects human health and the environment from exposure to hazardous materials and hazardous wastes such as per- and polyfluoroalkyl substances (PFAS).
- OPPOSE actions that require counties to site, fund, approve, build and/or operate organic processing facilities, including composting operations.
- SUPPORT actions to protect and expand waste diversion credits or disposal reduction credits.



- SUPPORT the development of conversion technologies as an alternative to land filling and provides state funding to local jurisdictions for such projects; and provides that all energy produced by such projects be designated as renewable energy.
- SUPPORT new or additional funding for expanded recycling and organics processing infrastructure.
- SUPPORT funding for CalRecycle to assist in the implementation of laws focused on diverting organic and recyclable waste from landfill.
- SUPPORT state investment in expanded clean composting, anaerobic digestion and recyclable materials manufacturing.
- SUPPORT legislation to enable additional food rescue and recovery of edible food, including expansion of good Samaritan laws, and support legislation that establishes funding for food recovery programs and develops policies for safe but consistent food date labeling.
- SUPPORT legislation that provides for less burdensome recovery of Household Hazardous Waste.

Workforce Development

- SUPPORT increasing the flexibility of Workforce Development Board spending and ability to partner with community agencies and other county bureaus to increase supportive services and respond to local workforce needs.
- SUPPORT establishing a higher minimum wage. SUPPORT paid and job-protected leave policies.
- SUPPORT funding for wage stipends for COVID positive workers and other direct cash assistance to COVID impacted families, most critically for ethnic-racial minority front line workers in the non-benefited employment sector.
- SUPPORT increased teacher training and education, including funding to support employees to obtain a teaching credential.
- SUPPORT policies and programs that increase economic opportunity for women and improve gender equity.
- SUPPORT actions that promote training, capacity building and deeper understanding for students, educators and county staff on trauma informed care, interpersonal violence, adverse childhood experiences, and healthy workplaces and schools.
- SUPPORT expansion of education and educational materials in multiple languages related to labor rights, wage theft, proper compensation, and other work-related issues for all workers.



- SUPPORT training for social workers in all of the fields covered by County staff.



2023-24 Adopted Federal Legislative Platform

Contra Costa County

Website: www.contracosta.ca.gov

Adopted January 17, 2023

Amended February 6, 2024



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INTRODUCTION

County Profile

One of the original 27 counties established in California in 1850, Contra Costa County is home to more than one million people, making it the ninth most populous county in the state. Physically, Contra Costa is over 733 square miles and extends from the northeastern shore of the San Francisco Bay easterly about 50 miles to San Joaquin County. The County is bordered on the south and west by Alameda County and on the north by the Suisun and San Pablo Bays. The western and northern shorelines are highly industrialized, while the interior sections are suburban/residential, commercial and light industrial.



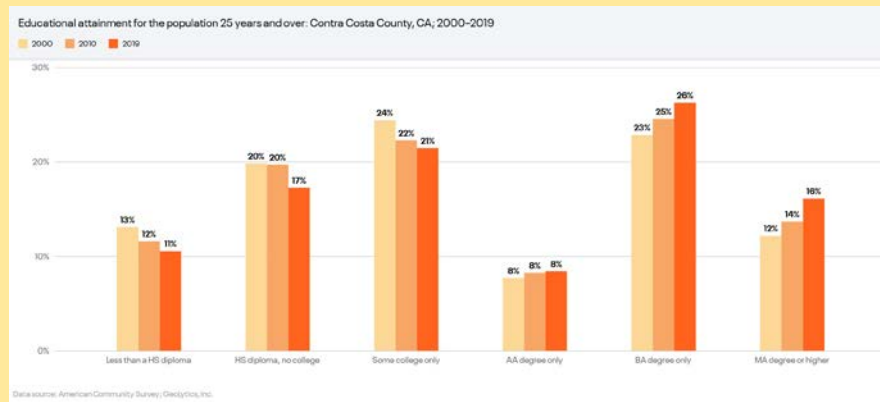
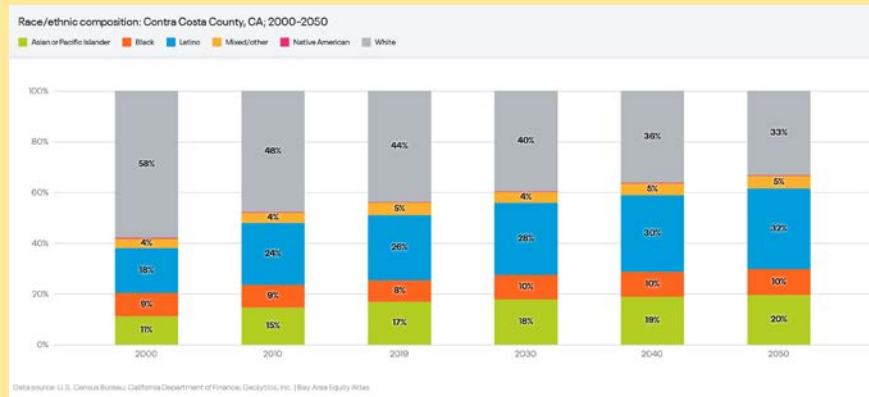
About 40 percent of the county is under the jurisdiction of 19 incorporated cities and towns, and large portions of the remaining unincorporated area are part of public park systems. Most of the population is consolidated along the major transportation corridors--Interstates 80 and 680, Highways 4 and 24, and the BART lines. Contra Costa County is also very diverse, with communities that range from small agricultural towns like

Byron, with a population density of about 200 people per square mile, to urban population centers like Contra Costa Centre, a bustling transit village with a population density of 8,400 people per square mile. With its strategic location as **The Capital of The Northern California Mega-Region™** and easy access to suppliers and customers, Contra Costa County is a business destination full of opportunity.

Demographic Highlights

According to the 2022 State Department of Finance data 1,156,555 people live in Contra Costa County. 15% of Contra Costa's population, 176,941 people, reside in the unincorporated areas of the county. The median age of Contra Costa County residents is 39 years old. Our population of seniors age 60 or older is expected to grow by approximately 47% between 2020 and 2050, making this age group our fastest growing.

44% of County residents are white, with significant proportions of Asian (16.5%) and African American (8%) people. The Census tracks Latinx ethnicity separately from other populations; in total, the Hispanic/Latino population makes up approximately 26% of the total population.

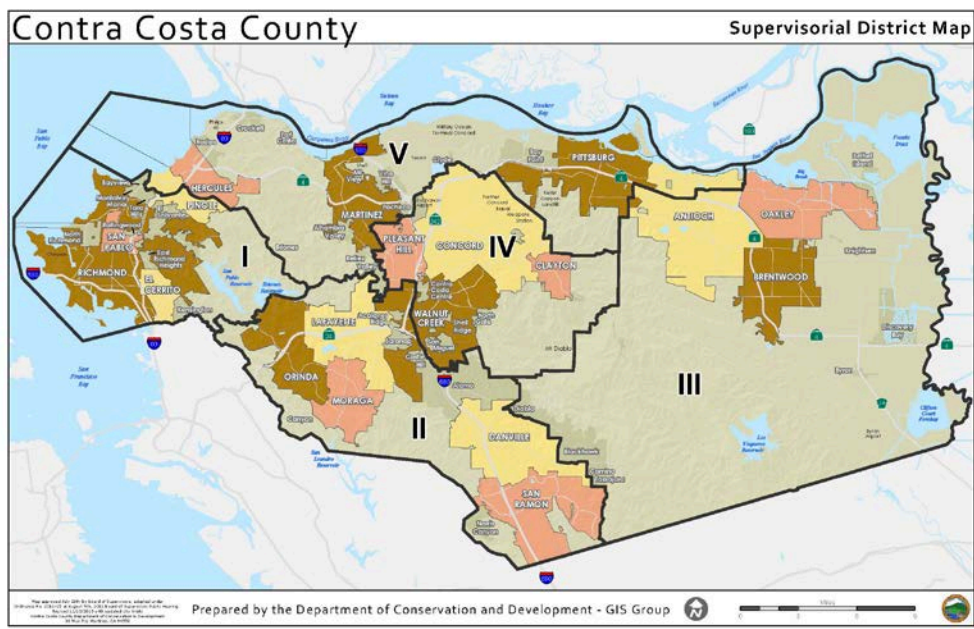


Governance

A five-member Board of Supervisors, each elected to four-year terms, serves as the legislative body of the County, which has a general law form of government. Also elected are the County Assessor, Auditor-Controller, Clerk-Recorder, District Attorney, Sheriff-Coroner and Treasurer-Tax Collector. The County Administrator, Monica Nino, is appointed by the Board and is responsible for running the day-to-day business of the County.

Contra Costa County Board of Supervisors:

- District I: John M. Gioia
- District II: Candace Andersen
- District III: Diane Burgis
- District IV: Ken Carlson
- District V: Federal D. Glover



Legislative Platform Purpose

The Legislative Platform establishes the priorities, principles, and policy statements of the Contra Costa County Board of Supervisors and establishes the basis for its advocacy efforts, alerting our legislative partners of the greatest needs of our residents and where we need additional help. The Platform also provides general direction to County departments and agencies, legislative advocates, delegation members, and the public on our positions on key policy matters that would impact the way the County does business.

Throughout the legislative session, the County will review and take positions on various policy and regulatory proposals. When a recommended position is consistent with existing County policy, as adopted in the Platform, the CAO's office or department staff will prepare a County position letter for signature by the Board Chair.

Contra Costa County has also adopted a **Delta Water Platform** to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County uses this Delta Water Platform to guide its actions and advocacy regarding the future of the Delta.

Mission, Vision, and Values

Contra Costa County has adopted the following Mission, Vision and Values statement:

The graphic features the Contra Costa County seal at the top left. Below it, the text is organized into three columns: Mission, Vision, and Values. The bottom of the graphic is a collage of diverse people in various professional and community roles, including a firefighter, a woman with a dog, a construction worker, a man with a laptop, a woman with books, a woman with a child, a nurse, a police officer, and a man with a tool.

Contra Costa County

Mission
Contra Costa County is dedicated to providing public services which improve the **quality of life** of our residents and the economic viability of our businesses.

Vision
Contra Costa County is recognized as a **world-class service organization** where innovation and partnerships merge to enable our residents to enjoy a safe, healthy and prosperous life.

Values
Contra Costa County **serves people,** businesses and communities. Our organization and each one of our employees value:

- Clients and communities
- Partnerships
- Quality Services
- Accountability
- Fiscal prudence
- Organizational excellence

FEDERAL FUNDING NEEDS: *PROJECT SPECIFIC*

FY 2025 Proposed Community Funded Projects for Contra Costa County

	Project	Congressional District	Requested Amount	Brief Summary of Project
1	Marsh Drive - Class I Separated Path Accommodation	CD-10 (DeSaulnier)	\$ 2,000,000	This project will close a 1.3-mile gap in the County bicycle network by constructing a Class I separated path along Marsh Drive between Center Avenue and the Walnut Creek bridge in unincorporate Pacheco.
2	Treat Boulevard Corridor Improvements	CD-10 (DeSaulnier)	\$ 1,500,000	The project will improve safety and first mile/last mile connectivity for pedestrians and bicyclists along Treat Boulevard in the vicinity of the Contra Costa Centre Transit Village. Multi-modal barriers will be removed within the 0.4-mile segment by constructing buffered bike lanes, protected bike lanes, and a Class I multi-use path.
3	Knightsen Wetland Restoration Project	CD-10 (DeSaulnier)	\$ 2,000,000	An extensive project to restore habitat types historically present that can support special status species. When constructed, the project will provide habitat for state and federally threatened and endangered species as well as providing a host of ancillary benefits locally including flood water attenuation, Delta water quality improvements, and protected open space.
4	Bay Point Library and Community Resource Center	CD-8 (Garamendi)	\$ 2,500,000	The new 21,000 square foot library and multi-use community resource center in Bay Point will be part of a new mixed-use, high-density, transit-oriented development within the Pittsburg-Bay Point BART Station Area Specific Plan located at Bailey Road and Maylard Avenue in Bay Point.
5	North Bailey Road Active Transportation Corridor	CD-8 (Garamendi)	\$ 2,000,000	The project will construct 0.5 miles of a two-way cycle track, ADA-compliant curb ramps, ADA-accessible sidewalks, traffic signal, and reconfigure travel lanes on Bailey Road between Willow Pass and Canal Road in unincorporated Bay Point.
6	Pacifica Avenue Safe Routes to School	CD-8 (Garamendi)	\$ 2,000,000	The project will improve multi-modal access for students at Riverview Middle School and Gateway High School in Bay Point by reconfiguring of 0.5 miles of Pacifica Avenue from Port Chicago Highway to Driftwood Drive to install a two-way cycle track, new sidewalk, widened sidewalk, narrower travel lanes, bulb-outs, and new raised crosswalks in unincorporated Bay Point.
7	Organized Retail Theft Prevention and Prosecution Pilot	Countywide	\$ 2,000,000	Funding to support an Organized Retail Theft Vertical Prosecution Unit to address increased levels of retail theft property crimes.
8	Healing and Justice for Survivors of Labor Trafficking	Countywide	\$ 500,000	This project will enhance investigations and provide specialized victim advocacy and support to labor trafficking victims who are among the most vulnerable.



Bay Point Library and Community Resource Center rendering



Surface Transportation Funding Needs

- ✓ **Vasco Road Safety Improvements:** Project components (barriers, shoulders, passing facilities) will eliminate cross median collisions, wildlife undercrossing/overcrossing will preserve migration patterns.
- ✓ **North Richmond Community Supportive Transportation Improvements:** Alternate truck route/regulations, trail/school access improvements to address community safety, public health and livability needs, and general transportation improvements to support job growth and priority development area access.
- ✓ **Eastern Contra Costa Multi-use Trail Network:** Active mode access improvements for planned and existing mass transit stations, schools, and activity centers.
- ✓ **Brentwood Intermodal Transit Center:** Multimodal station access improvements and the extension of mass transit from the Antioch BART station. *[Propose Removal: When this project was originally inserted there were no project advocates, that is no longer the case]*



- ✓ **Iron Horse Corridor Enhancement Program:** Improvements to trail access (to/from activity center and other regional trails), additional facilities for different active modes, overcrossings, and at grade intersection improvements.



- ✓ **State Route 4 / Old River Bridge Study:** The existing structure is narrow; improvements would address safety and traffic flow.

- ✓ **West Contra Costa High Capacity Transit:** Implementation of the WCCTAC High Capacity Transit Study. *[Propose Removal: When this project was originally inserted there were no project advocates, that is no longer the case.]*

- ✓ **Kirker Pass Truck Climbing Lane (southbound) and Turn Channelization:**



traffic from the Byron community.

Needed for improved traffic flow and safety.

- ✓ **Vasco Road – Byron Highway Connector:**

Connection between two major arterials improving connectivity while removing through/truck

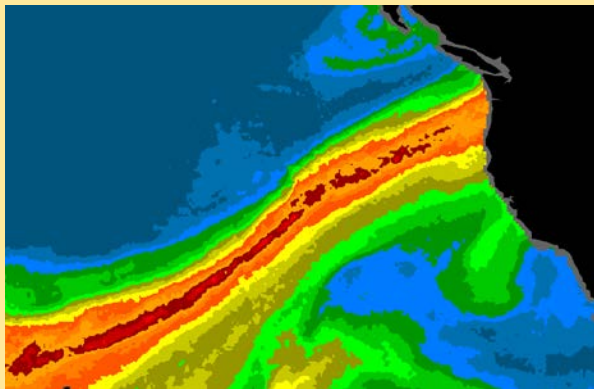
FEDERAL FUNDING NEEDS: *PROGRAM SPECIFIC*

1. **Housing:** Support funding for economic development and affordable housing for local agencies engaged in building stronger, more economically viable communities.
2. **Local Cost Share.** Support legislation that would give the Army Corps of Engineers the authority to reduce the project cost share in disadvantaged communities to ~~10% local match.~~ [Reduction to 0% is now standard in some grant programs]
3. **Multimodal National Freight Network:** Support increases in funding for National Freight Strategic Plan implementation specifically to fulfill the goals of the Northern Waterfront initiative and to address congestion in the I-680 Corridor.
4. **Rail Safety:** Support measures to enhance the safety of rail transportation of hazardous materials with an emphasis on: increased state oversight of railroad bridges; funding for first responder training; funding to improve rail safety and prevent rail trespass fatalities; funding to improve the rail system to address the impacts of Sea Level Rise; improved regulations for tank car safety standards for hazardous materials; funding for enforcement; data sharing requirements between state emergency managers, local responders and rail operators; support for improved partnerships between state and federal regulators; and addressing the enhanced hazard from incompatible hazardous materials being stored or transported in proximity to each other.
5. **Rural Road Funding Program:** Support the creation of a new program to modernize rural roads consistent with emerging safety, complete streets, active mode policies.



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6. **Stormwater Program Funding**: Support additional funding through the EPA to enable compliance with the Clean Water Act.
7. **Surface Transportation Program/Increases in Highway (road/rail) Bridge Funding**: Consistent with the National Association of Counties (NACo) position, regulation changes are needed that allow for direct funding to qualified local jurisdictions to expedite economic benefits, increase purchasing power, and bolster travel, business and economic growth.
8. **Transportation Funding for Disabled, Low-income, and Elderly Persons**: Support increased capital and operations funding, in addition to funding and policy changes that would address local, state, and federally identified needs for coordination improvements.
9. **Flood Risk and Water Supply Forecasting**: Support coordination and funding for the Advanced Quantitative Precipitation Information (AQPI) radar system. <https://psl.noaa.gov/aqpi/>



PRIORITY POLICY STATEMENTS

Climate Change

- SUPPORT funding and policy to implement the following:
 - ✓ Technologies that support the County's climate goals, including battery energy storage and microgrids, solar and wind energy, electric vehicles, and electric vehicle charging infrastructure;
 - ✓ Energy efficiency programs that encourage whole house retrofits and address asthma triggers in the built environment;
 - ✓ Planning work for adapting to rising sea levels;
 - ✓ Planning and implementation of microgrids;
 - ✓ Active transportation and green infrastructure programs;
 - ✓ Job training for careers in clean energy, clean transportation, and green infrastructure.

- SUPPORT legislative and administrative efforts that: address the impacts of climate change; support climate adaptation and resilience efforts; support the Green Business program; address the disproportionate impacts that some communities bear because they are located near sources of exposure such as large industrial facilities, freeways or transportation corridors and/or live in proximity to areas vulnerable to sea-level rise or inland flooding; reduce exposure to toxic air pollutants and reduce greenhouse gases; study and recognize the health impacts of global and regional climate change; and study the economic, workforce and social impacts of transitioning away from fossil fuels.

- SUPPORT the concept of establishing a national price on carbon-based fuels to address the costs to society of emissions from those fuels.



Criminal Justice and Mental Health

- SUPPORT policies and approaches that would enhance the ability of county officials and our partners to prevent and treat mental health and substance use disorders, both in the community and within the confines of the criminal justice system.

- SUPPORT policies and programs that divert non-violent individuals struggling with mental illness and/or substance use disorders from local jails into more appropriate treatment programs.

- SUPPORT legislation and regulations that would amend the federal Medicaid Inmate Exclusion Policy (MIEP) and allow non-convicted individuals to have continued access to necessary treatment through federal health benefits such as Medicaid, Medicare, CHIP and VA health benefits.



The Delta

- SUPPORT protection and restoration of a healthy sustainable Delta ecosystem including adequate water quality, inflow and outflow, and water supply, to support fisheries, wildlife and habitat in perpetuity and managing or eradicating invasive species.
- SAFEGUARD Delta Counties' responsibilities related to land use, water resources, flood management, tax revenues, public health and safety, economic development, agricultural stability, recreation, and environmental protection in any projects, policies, or operations.
- SUPPORT rehabilitation, improvement, and maintenance of levees throughout the Delta.
- SUPPORT the Delta pool, in which the common resource provides quality freshwater supply to all Delta users, requiring mutual responsibility to maintain, restore, and protect the common resource.
- REPRESENT and include local government in any governance structures for the Delta.
- OPPOSE isolated conveyance.

Elections

- SUPPORT policies that facilitate secure elections.
- SUPPORT a consistent, predictable, and dedicated federal funding stream to assist counties with meeting the significant federal requirements imposed on local governments administering elections.
- OPPOSE any legislation that imposes specific and impractical requirements regarding equipment, procedures, and personnel responsibilities for election administration.
- OPPOSE any legislation that requires any specific methodologies for post-election audits.

- SUPPORT policies that value and fund the role and functions of the U.S. Election Assistance Commission (EAC). OPPOSE any legislation that seeks to create further federal certification processes in addition to EAC certification.


Health Care

- SUPPORT full funding of the Federal Medicaid program. OPPOSE federal efforts to reduce Medicaid funding or restrict access to Medicaid benefits and services. OPPOSE federal legislation and administrative efforts to privatize Medicaid and/or to impose work requirements as a condition of Medicaid (Medi-Cal) eligibility.
- OPPOSE efforts to repeal the Affordable Care Act or to replace it with any proposals that represent significant, permanent structural alterations to current subsidized segments of the health care system. SUPPORT efforts to strengthen the ACA and expand eligibility, regardless of immigration status.
- OPPOSE new block-granting proposals, harsh cuts, or proposals that will significantly and/or permanently shift the structure of health and human service funding and programming that would lead to the restriction or elimination of safety-net programs.
- OPPOSE efforts to eliminate or reduce funding for essential public health services, inclusive of funding for immunization, HIV/Ryan White, Communicable Disease and Tuberculosis Control, Hansen's Disease, Teen Pregnancy, Public Health Preparedness and Maternal Child Health Funding.
- OPPOSE changes to Title X Family Planning Program, enacted in 1970, dedicated solely to providing individuals with comprehensive family planning and related preventive health services.
- SUPPORT Medicaid (Medi-Cal) funding for same day mental health appointments.
- SUPPORT reauthorization of funding for HIV/Ryan White Care, Maternal Child Health Funding including Maternal Infant Early Childhood Home Visiting (MIECHV), and CHIP (Children's Health Insurance Program).
- SUPPORT legislation and administrative changes that will enhance counties' ability to provide comprehensive Behavioral Health Services.
- PROTECT funding for core local public health and prevention efforts.
- ADVOCATE for federal resources to address local pandemic response efforts, including vaccination efforts, that provide direct allocations to local governments to offset revenue losses and maximize local flexibility for use of such funds.



- SUPPORT legislation and administrative policy changes that will continue into the future the flexibilities in use of Telehealth services.

Homeless Services

- SUPPORT the continuation and expansion of funding for fair and equitable affordable housing, homelessness assistance and prevention programs, and strategic local and regional responses to homelessness that promote transparency, equity and data informed decision-making and enhance access to resources that support the County's compliance with federal and state anti-homelessness and anti-poverty initiatives and requirements.
- 
- SUPPORT increasing and maintaining affordable housing stock and housing stability by way of supporting funding, policy, or regulations that promote fair and equitable housing for the most vulnerable low, very low, and extremely low-income households, including the production and preservation of various housing types and the protection of stable housing for vulnerable persons experiencing homelessness.
 - SUPPORT removal of barriers in planning processes, regulatory frameworks, funding programs, healthcare access, and policy to promote increased equity, innovation, transparency and data-driven approaches to addressing homelessness and housing affordability, with the goals of increasing affordable housing and eliminating discrimination and disparate treatment of individuals based on race, ethnicity, gender, gender identify, sexual orientation, ability, housing status, income, or other household characteristics.
 - SUPPORT wide variety of housing types and formats, for all persons regardless of personal characteristic or status, and actively promote the equitable distribution and access to affordable units and holistic services, in line with evidence-based practices, to ensure the elimination of discrimination and disparate treatment of individuals, particularly vulnerable individuals and those from communities of color.
 - SUPPORT increasing funding, policy, and regulations for disaster planning and relief efforts that allow the County and the County's homeless system to plan for and equitably respond to disasters and pandemics, including for purposes of supporting the health and safety of providers and persons experiencing homelessness, particularly the most vulnerable and those from communities of color.

Human Services

Older Adults and Aging

- OPPOSE elimination or cuts to funding for older adult programs and services. SUPPORT funding for programs that support older adults, veterans, disabled individuals, the homeless, and low-income individuals, especially the most vulnerable in racial minority communities.
- SUPPORT funding and policies to provide older adults with holistic (culturally appropriate) services and treatment modalities that support well-being, health, and mental health.
- SUPPORT health insurance programs that maintain or expand current services and protections under Medicare, Medicaid and the Affordable Care Act (ACA), including – but not limited to – protections for preexisting conditions.
- SUPPORT funding to maintain or increase Social Security, SSI and Federal Disability programs.



Safety Net Programs

- SUPPORT reinstatement of the Child Tax Credit.
- SUPPORT reevaluation and updates to the Federal Poverty Guidelines.
- SUPPORT funding for entitlement programs that help low-income families, especially the ethnic minority communities, to reach self-sufficiency. This includes efforts to expand eligibility to the Earned Income Tax Credit (EITC) program to all tax filers regardless of immigration status.
- SUPPORT funding for retroactive and future COVID-19 related expenses at the state, and ideally, county level, with flexibility to address county-specific needs and ensure protections and the access to treatment modalities in the racial and ethnic communities disproportionately impacted.
- SUPPORT the extension of flexibilities and waivers for benefit program administration.
- OPPOSE actions that would result in cost shifts on federal entitlement programs to state and localities or which would result in greater dependency on county-funded programs.
- SUPPORT efforts to increase Supplemental Nutrition Assistance Program (SNAP) benefit amounts to better meet recipients' nutritional needs, adjust SNAP eligibility requirements to include populations with significant need, and remove current federal barriers that prevent some nutrition programs from employing EBT technology.
- OPPOSE efforts to eliminate states' flexibility in taking high cost of living into eligibility determinations; OPPOSE restoration of asset tests for SNAP.

- OPPOSE funding cuts or block granting benefit programs, including SNAP and Medicaid.
- SUPPORT efforts that allow people to apply for benefits while incarcerated. OPPOSE efforts to limit eligibility for individuals with certain criminal records or to impose work requirements on them for benefit programs, including SNAP and Medicaid.
- SUPPORT efforts to eliminate time limits for Temporary Assistance for Needy Families (TANF) recipients and provide families who are working with modest cash assistance grants to supplement low earnings.
- SUPPORT reauthorization and increase the TANF Block Grant. OPPOSE changes to TANF that will require counties to invest new funds to administer the program.
- OPPOSE efforts to restrict allowable state maintenance-of-effort expenditures and end federal efforts to impose a national TANF error rate.
- SUPPORT federal and state financial assistance to aid county and local government efforts to meet unfunded federal mandates.
- OPPOSE elimination and reduction in funding for programs that help low-income families pay their heating bills and reduce energy bills by making homes more energy efficient, including LIHEAP and Weatherization Assistance Program (WAP).

Child Welfare Services

- SUPPORT legislation that increases and protects the safety and well-being of children at risk of abuse, neglect and exploitation.
- OPPOSE the elimination or cuts to funding streams for child welfare programs.
- SUPPORT increasing prevention dollars to help children who are victims of abuse, neglect and exploitation remain safely in their own homes or family-based settings and provide support to their caregivers.
- SUPPORT efforts to provide states with financial incentives, as opposed to monetary penalties, and minimize the significant administrative burden associated with child welfare review processes.

Early Childhood Development

- SUPPORT efforts that ensure all children have access to quality care by expanding high quality learning opportunities for children, expanding subsidized childcare and tax credits, increasing new childcare slots, increasing access to home visiting programs, and making



funding available for First 5 commissions, increasing wages and supporting infrastructure of ECE programs.

- SUPPORT policies that increase or align eligibility guidelines to ensure more access of services for low income working families to programs such as Head Start.
- OPPOSE actions that would reduce funding for early childhood education, including Head Start and Early Head Start programs.
- SUPPORT funding and initiatives to support children's mental health and studies on the long-term impacts of COVID-19 on the physical and mental health of adults and children

Immigration, Inclusion, and Racial and Ethnic Equity

- OPPOSE actions to repeal DACA (Deferred Action for Childhood Arrivals) as well as legislation and administrative efforts that negatively target immigrants.
- OPPOSE actions which discourage or prevent immigrant populations from accessing public benefits and housing, including any negative changes to the Public Charge Final Rule published in September 2022.
- SUPPORT the inclusion of historically marginalized communities in the development of housing, workforce, and health policies.
- SUPPORT legislation and administrative actions that address inequities in housing, health (including mental health), education, economic development, reentry, and criminal justice.

Violence Prevention

- SUPPORT efforts to prevent, interrupt and end gun violence, child abuse, domestic violence, sexual assault, elder abuse and human trafficking in all its forms.
- OPPOSE any elimination and cuts to grant programs for violence prevention, human/labor trafficking, victim services, and federal grants related to the Violence Against Women Act.
- SUPPORT efforts that increase access to cultural responsiveness and language support for victims of crime.
- SUPPORT efforts to protect housing access and employment rights for victims of harassment and survivors of interpersonal violence.
- SUPPORT programs and actions that address suicide, injury and violence prevention.
- SUPPORT efforts aimed at reducing health disparities and inequities associated with violence against women, communities of color, and the LGBTQ+ community.

- SUPPORT increased funding for Lethality Assessment Protocols (LAP) and reallocation strategies to support other prevention programs and social services.

Workforce Development

- SUPPORT policies that meet the needs of serving businesses, workers, job seekers, and youth under the Workforce Innovation & Opportunity Act (WIOA) that preserve local decision-making relative to spending, direction of work, and other functions of local workforce boards.
- SUPPORT establishing a higher minimum wage.
- SUPPORT additional funding for WIOA programs and activities including education, training, apprenticeships, job seeker support, and job placements. SUPPORT additional funding for racial-ethnic minority communities impacted by COVID job loss and displacement.
- SUPPORT policies that increase access to training and education for social workers and staff in Aging, including programs that assist students in obtaining a social work degree.
- SUPPORT policies that drive innovation in training and apprenticeships for jobs of the future and expansion of equitable economic opportunity.
- SUPPORT policies that provide greater access for people with disabilities to participate in programs for training, education, upskilling, and job seeking.



Land Use

- SUPPORT legislative efforts to evaluate, clean up and redevelop contaminated sites.

Library Services

- SUPPORT funding for the Institute of Museum and Library Services (IMLS), the primary source of federal support for the nation's approximately 120,000 libraries and 35,000 museums and related organizations.
- SUPPORT the reauthorization and funding for the Library Services and Technology Act (LSTA) including the Museum and Library Services Act.
- SUPPORT federal funding for library renovation and construction projects.



Natural Resources/Permit Streamlining

- SUPPORT locally-controlled resource permitting to streamline economic development activities and conserve and recover species and the habitats upon which they depend, natural resources, watersheds and open space.

Pipeline Safety

- SUPPORT legislative efforts that increase the safety of the shipment of hazardous materials by pipeline through better monitoring, technical seismic vulnerability studies, leak detection, operational practices and equipment.

Telecommunications and Broadband

- SUPPORT the expansion of broadband (high speed internet service) and the deployment of emergency technologies, such as small cell 5G, to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents.
- SUPPORT the restoration of net neutrality to ensure open and nondiscriminatory access to online information.
- SUPPORT preservation of local government ownership and control of the local public rights-of-way and ensure reasonable compensation for their use.
- OPPOSE Federal Communications Commission (FCC) rulemaking that would reduce franchise fee obligations which fund community television operations and the General Fund.
- ENSURE nondiscriminatory treatment of Public, Educational and Government (PEG) channels by cable system operators.
- SUPPORT continued funding for PEG channels.
- SUPPORT local decision-making and accountability of local elected officials and OPPOSE any actions that would preempt or limit the zoning and siting authority of local governments.
- SUPPORT extension of Affordable Connectivity Program (ACP) that provides income-eligible individuals and families discounts to internet service and computer equipment. SUPPORT funding for outreach to create awareness of ACP and other opportunities for increased digital access.

Transportation, Mobility Management and Coordination

- SUPPORT and seek opportunities to streamline the regulatory process as well as encourage the development of regulations that are appropriate and flexible.

- SUPPORT policies, programs and funding increases that enable new technologies, practices, and services to improve mobility to vulnerable populations.
- SUPPORT legislative efforts to increase and improve waterborne transportation of goods when it increases safety.

Veterans

- SUPPORT legislation to increase availability, accessibility, and utilization of Veterans Benefits.
- SUPPORT legislation to provide America's veterans organizations with resources to make necessary repairs to or replacement of their meeting halls and facilities.
- SUPPORT legislation that enhances health care/mental health care in support of veterans.
- SUPPORT legislation that would focus on getting homeless veterans off the street and into housing.
- SUPPORT legislative efforts to advance the exoneration of the Port Chicago 50.



Waste Management

- SUPPORT legislation that protects human health and the environment from exposure to hazardous materials and hazardous wastes.
- SUPPORT legislative efforts that establish producer responsibility for management of products at the end of their useful life including pharmaceuticals, batteries, sharps, and veterinary medicine.
- SUPPORT legislative efforts that reduce the quantity of harmful pharmaceuticals (including veterinary medicine) that ultimately enter wastewater treatment facilities, bodies of water, and landfills.



To: John Cunningham, Lara DeLaney

From: Stephen Kowalewski

Date: 10/15/24

Subject: Proposal to Reform Joint and Several Liability as Part of Contra Costa County's 2024-2025 Legislative Platform

Introduction and Background

Contra Costa County faces significant financial exposure under California's current joint and several liability laws. These laws allow plaintiffs to recover the full amount of economic damages from any one defendant, regardless of their degree of fault. As a result, public agencies, such as Contra Costa County, may be held liable for 100% of economic damages even when they are only minimally at fault. This practice imposes disproportionate financial burdens on public entities, often diverting critical resources away from essential services and infrastructure projects.

Current California Joint and Several Liability Law

In California, joint and several liability applies only to economic damages, while non-economic damages are allocated based on each party's proportionate fault. While this is intended to ensure that victims can recover full economic damages, it places an undue burden on minimally at-fault public agencies. For example, if Contra Costa County is found to be just 1% at fault in a multi-party incident, the County could be responsible for covering the entire economic damages award if other defendants are unable to pay.

Impact on Contra Costa County

The County's exposure to disproportionate liability impacts our ability to maintain financial sustainability and to prioritize investments in community infrastructure and services. Funds that could be invested in road maintenance, active transportation improvements, and safety upgrades are instead directed to cover large settlements. This undermines our ability to enhance community safety, mobility, and resilience, ultimately detracting from the well-being of our residents.

Proposed Reforms and Comparison with Other States

Reforming joint and several liability laws would align California with other states that have adopted fairer allocation models. Examples include:

- **Pure Several Liability:** States like Alaska and Arizona limit liability strictly to a party's share of fault, which ensures no single entity pays more than their proportional share.
- **Modified Joint and Several Liability:** States like Florida and Colorado have set thresholds, applying joint liability only to parties with significant fault or only to economic damages.

- **“Fair Share” Liability:** In states like Georgia, liability is proportionate to each defendant’s fault, with no requirement to cover others' shares.
- **Threshold-Based Liability:** New Jersey and Michigan limit joint and several liability to cases where a defendant is above a certain fault threshold (e.g., 50%), ensuring only major contributors bear full responsibility.

These reforms reflect a move towards fairness in liability distribution and would help alleviate the financial burden on public agencies like Contra Costa County.

Proposal for Reform in California

To address these issues, I propose advocating for a legislative change in California to reform joint and several liability laws as part of Contra Costa County’s 2024-2025 Legislative Platform. Specifically, the County could seek reforms that:

1. **Introduce Proportional Liability for Economic Damages:** Each defendant would be responsible only for damages corresponding to their percentage of fault, minimizing exposure for those minimally at fault.
2. **Implement a Modified Comparative Fault System:** Bar plaintiffs from recovering damages if they are found to be 1% at fault. This would limit liability for defendants when the plaintiff’s actions contribute to the harm.
3. **Set a Fault Threshold for Joint Liability:** Apply joint and several liability only to defendants found significantly at fault, such as above 50%, to ensure that only major contributors to an incident bear the risk of covering others’ shares.

Benefits of Reform

Adopting these reforms would offer multiple benefits for Contra Costa County:

- **Protect Public Funds:** Reducing excessive liability exposure preserves taxpayer dollars for essential community investments rather than settlements.
- **Enhance Financial Sustainability:** With less financial risk, the County can better allocate resources for long-term infrastructure improvements and service enhancements.
- **Promote Fairness:** Limiting liability to proportionate fault ensures that public agencies and other defendants are treated equitably, without shouldering undue financial responsibility.

Conclusion

To preserve resources for the benefit of Contra Costa County residents and to ensure fair treatment under the law, I recommend adding joint and several liability reform to our 2024-2025 Legislative Platform. This change would help protect public funds, enhance our capacity for infrastructure investment, and foster a fairer legal landscape for public agencies in California.

Please consider this proposal as part of our review of the County's upcoming legislative priorities. By advocating for these reforms, Contra Costa County can lead the charge towards a more balanced and sustainable approach to liability in California.

Attachments:

1. Impact of Joint and Several Liability on Contra Costa County's Road Budget

Attachment 1

Joint and Several Liability – Impact to County Road Budgets

Joint and several liability is a legal principle that allows a plaintiff to recover the full amount of compensation due from any defendant regardless of their proportion of fault. This principle significantly influences insurance premiums, particularly in the context of counties that maintain self-insurance funds for liability coverage. The impact on insurance premiums and the allocation of funds from sources such as gas taxes to cover these premiums, especially when counties are found to be only marginally at fault, can be profound and multifaceted.

Impact on Insurance Premiums:

1. **Increased Premiums:** Under joint and several liability, a county could be held financially responsible for the entirety of a judgment or settlement even if it was only found to be 1% at fault. This heightened risk exposure leads to increased insurance premiums as insurers (or the self-insurance fund) need to account for the potential of paying out large claims for which the county is minimally responsible.
2. **Risk Assessment Challenges:** Insurers and counties face difficulties in accurately assessing risk and setting premiums because the liability is not proportionate to fault. This unpredictability can lead to more conservative risk assessments, further inflating premiums to cover potential worst-case scenarios.
3. **Impact of Large Claims on Reserves:** For counties that self-insure, a single large claim where the county is minimally at fault but liable for a significant payout can deplete reserves. This necessitates higher contributions to the self-insurance fund, effectively increasing the "premium" the county needs to allocate from its budget.

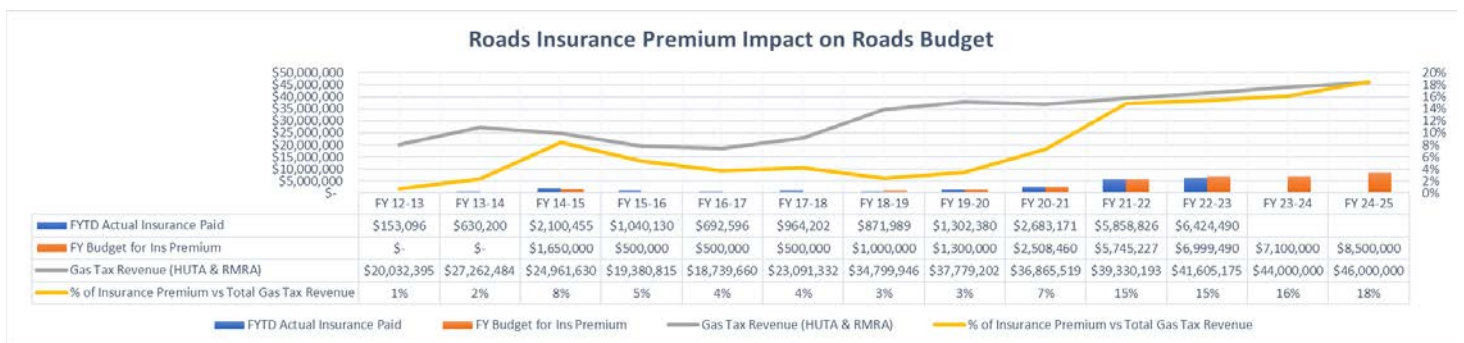
Allocation of Gas Tax Revenue:

1. **Diversion of Funds:** Counties often rely on gas tax revenues for road maintenance and infrastructure projects. However, the increased insurance premiums or contributions to self-insurance funds necessitated by joint and several liability can lead to a significant portion of these funds being diverted away from their intended purpose towards covering insurance costs.
2. **Public Policy Concerns:** The allocation of gas tax revenue to cover insurance premiums raises public policy and fairness concerns. Taxpayers may perceive that their contributions are not being used as intended, especially when the county's fault in claims is minimal. This could lead to dissatisfaction with how county funds are managed and skepticism about the fairness of joint and several liability.
3. **Strain on County Budgets:** The need to allocate a higher portion of gas tax revenue to cover inflated insurance premiums places a strain on county budgets. This can lead to difficult decisions about prioritizing spending, potentially affecting the maintenance and improvement of public infrastructure.

Conclusion:

The principle of joint and several liability significantly impacts insurance premiums for counties, leading to increased costs even when the county's fault is minimal. The allocation of gas tax revenues to cover these costs can divert funds from essential infrastructure projects, raising public policy concerns and placing additional strain on county budgets. While joint and several liability ensures that plaintiffs can recover damages, the broader financial implications for counties and their taxpayers highlight the complexity of balancing legal principles with fiscal responsibility.

Below is a summary of the impacts to Contra Costa County Roads Budget. The Budget number shown in orange in the chart are estimates provided to us by our Risk Managers (Contra Costa is a self-insured County). There has been a dramatic increase in insurance premiums where the percentage of the insurance premium has grown from 3% to 18% of our total gas tax revenues made up of HUTA and RMRA. The last estimate we received from Risk Management to include in our FY 24/25 budget was \$8.5 million. This compared to an estimated \$46 million in total revenue.



To: John Cunningham, Lara DeLaney

From: Stephen Kowalewski

Date: 10/15/24

Subject: Proposal to Amend Federal and State Gas Tax Eligibility for Non-Motorized Transportation Corridors

Overview:

Non-motorized transportation corridors, such as regional trails, pedestrian malls, and dedicated cycling paths, are vital to promoting sustainable mobility and public health in Contra Costa County. However, **under current federal and California state laws, gas tax funds are restricted to motorized roadways**, limiting resources available for developing and maintaining these non-motorized facilities. This proposal seeks legislative changes to classify non-motorized transportation corridors as eligible for gas tax funding, ensuring they receive sustainable support. However, **it is important to note that expanding eligibility could diminish the funds available for motorized road maintenance and improvement.**

Proposal Components:

1. Reclassify Non-Motorized Transportation Corridors for Gas Tax Eligibility

- Advocate for federal and California state amendments to allow non-motorized transportation corridors, including regional trails and pedestrian malls, to be classified as eligible for gas tax funding. This change would support both the development and maintenance of these active transportation assets.

Rationale and Benefits:

1. Broaden Funding Sources for Non-Motorized Infrastructure

- Reclassifying non-motorized transportation corridors as eligible for gas tax funds would provide a stable, long-term financial source for building and maintaining these facilities, recognizing their integral role within the transportation system.

2. Support Sustainable and Active Transportation Options

- Trails and pedestrian malls offer safe options for walking, cycling, and other non-motorized activities, reducing vehicle dependency, lowering emissions, and promoting public health. Including these corridors in gas tax eligibility underscores their significance in achieving sustainability and mobility objectives.

3. Enhance the Longevity and Safety of Non-Motorized Facilities

- Regular maintenance is essential to ensuring safety and accessibility on non-motorized transportation corridors. Gas tax funding would enable more consistent upkeep, which reduces accident risks and extends facility lifespans, thereby supporting their long-term usability.

4. Alleviate Financial Pressure on Local Budgets

- Expanding gas tax eligibility to non-motorized corridors would lessen the financial burden on local budgets, allowing municipalities to allocate resources more effectively and ensuring that non-motorized transportation infrastructure can be developed without detracting from other critical services.

Considerations and Drawbacks:

1. Potential Reduction in Funds for Motorized Roads

- Expanding gas tax eligibility to non-motorized corridors may reduce the overall funds available for motorized roadways, potentially impacting the maintenance and improvement of existing motorized infrastructure. This could affect resources available for road repairs, traffic management, and other critical motorized road projects, and therefore warrants careful consideration and strategic planning.

Implementation Strategy:

To promote a balanced approach, the County can:

- **Collaborate with Legislators to Explore Options:** Advocate for legislative changes at both the federal and state levels while engaging in discussions about the potential impacts on motorized road funding. Consider strategies to mitigate these impacts, such as phased implementation or setting specific funding allocations.
- **Build Partnerships with Stakeholders:** Work with other counties, municipalities, transportation agencies, and advocacy groups to gather support, recognizing both the benefits and challenges of this initiative.
- **Conduct Public Outreach and Education:** Explain the benefits of reclassifying non-motorized corridors and address potential concerns about impacts on motorized road funding, fostering informed public discussion on sustainable funding options.

Conclusion:

Expanding gas tax eligibility to include non-motorized transportation corridors will support sustainable funding for critical active transportation infrastructure, aligning with Contra Costa County's goals of promoting sustainable mobility and public health. While it may reduce the funds available for motorized roads, careful planning and strategic allocation can help balance these needs. I recommend that the Board of Supervisors include this proposal in the 2024-2025 Legislative Platform, considering both the advantages and potential impacts.

Thank you for considering this proposal, which aims to support diverse transportation options while addressing the complexities of shared funding resources.

To: John Cunningham, Lara DeLaney

From: Stephen Kowalewski

Date: 10/15/24

Subject: Request for Legislative Platform Addition: Active Transportation Funding that Integrates on-going Maintenance Support

Overview:

Contra Costa County, like many local jurisdictions, faces a persistent challenge with state and federal funding programs that prioritize capital improvements while neglecting ongoing maintenance needs. Although capital funding enables the expansion of active transportation networks, these new facilities inevitably add to the County's maintenance burden, straining local resources. To address this, I propose **a legislative platform request to advocate for a balanced approach to funding, where any active transportation capital improvement program must be accompanied by a complementary program specifically addressing the ongoing maintenance needs of these new assets.**

Proposal:

The County should advocate for legislative changes that ensure any funding program supporting active transportation capital improvements also includes provisions for a supporting program dedicated to maintenance. This could mean requiring that at least 50% of the overall funding be eligible for maintenance of new facilities or that a separate maintenance fund be created in tandem with each capital funding program.

Rationale and Benefits:

1. Mitigate the Impact of New Facilities on Local Maintenance Budgets

- New active transportation facilities increase maintenance obligations, which, without dedicated funding, fall entirely on local budgets. By pairing capital improvement funds with a maintenance component, the County can prevent the accumulation of unfunded maintenance liabilities and ensure long-term quality and safety for users.

2. Ensure Safe and Reliable Active Transportation Infrastructure

- Maintenance is essential to preserving the safety, accessibility, and usability of active transportation facilities. A balanced funding approach that includes both capital and maintenance support will allow for routine upkeep, reducing risks of accidents and enhancing public confidence in these options.

3. Promote Sustainable Investment and Financial Stewardship

- Facilities that receive regular maintenance have a longer lifespan and lower overall costs, as issues can be addressed before they escalate into major repairs. Including a maintenance fund with each capital improvement program helps protect public investment, ensuring active transportation infrastructure remains beneficial for years to come.

4. Facilitate Proactive Financial Planning

- With dedicated maintenance funds, the County can better manage resources and avoid unexpected costs. This approach enables more strategic financial planning and allows local funds to be allocated to other essential community needs.

Implementation Strategy:

To advocate for the inclusion of maintenance in active transportation funding programs, the County can pursue the following actions:

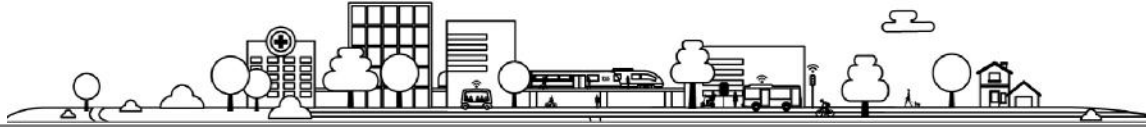
- **Propose Legislative Amendments:** Advocate for amendments to state and federal active transportation programs, such as the California Active Transportation Program (ATP), to require that any capital funding be matched with maintenance support.
- **Encourage Development of a Separate Maintenance Fund:** Support the creation of complementary maintenance funding programs for each capital improvement program, ensuring that maintenance needs are recognized and funded alongside new infrastructure projects.
- **Build a Broad-Based Advocacy Coalition:** Collaborate with other counties, cities, and transportation agencies to demonstrate the widespread need for such funding reforms and to strengthen our advocacy position.

Conclusion:

For active transportation infrastructure to truly benefit Contra Costa County and its residents, funding programs must consider both the initial construction and the long-term maintenance of these facilities. By advocating for a requirement that capital improvement funding be accompanied by a supporting maintenance program, the County can promote a more balanced, sustainable approach to active transportation development. I recommend that the Board of Supervisors include this proposal in the 2024-2025 Legislative Platform to ensure the longevity and quality of our active transportation network.

Thank you for considering this proposal, which seeks to address the ongoing maintenance challenges associated with expanding active transportation options in our community.

2024 FEDERAL LEGISLATIVE ADVOCACY PLATFORMS



Preserve Local Control: Local Sales Tax Dollars to Fund Local Improvements

Monitor efforts that attempt to utilize local sales tax measures to fund programs outside a voter-approved Transportation Expenditure Plan.

Advocate to preserve municipal tax and bond authorities and expand direct allocation to local agencies.

Support Increased Transit Options and Funding

Pursue legislative and administrative efforts to deliver adequate, sustainable funding for transit including first mile/last mile solutions and operations post-pandemic.

Seek broader awareness of transit reforms and CCTA's transit innovation projects and programs.

Encourage Regulatory Reform & Streamlining

Monitor legislative changes to Administrative Procedure Act and other similar laws.

Support proposals for revised regulatory processes that ease innovation in public transit, address AV realities, and provide parity and reduce duplication in project delivery.

Advocate with partner agencies to support a NEPA exemption for transit, bicycle, and pedestrian projects, similar to California's SB 288.

Maximizing Opportunities in the Infrastructure Investment & Jobs Act

Position CCTA for surface transportation programs and prepare for anticipated grants in the Infrastructure Investment and Jobs Act reauthorization legislation. As programs are implemented, monitor Funding Opportunity notices and regulatory adjustments.

THE STRATEGY

Partner with Bay Area transportation agencies, Caltrans and other statewide transportation organizations to build on the framework established by the Infrastructure Investment and Jobs Act (IIJA). Priority focus areas include funding vision zero safety efforts; zero emission transit; utilizing technology to smooth congestion; connected signal systems; electric vehicle readiness; "clean corridors" investments; and increasing accessible transportation options.

Monitor funding levels and oversight of IIJA programs to ensure they remain fully funded.

Seek and support federal solutions to resolve issues related to domestic manufacturing of autonomous vehicles and vehicle classification, including through agency rulemaking.

Continue support for legislation that encourages alternative delivery methods like public-private partnerships (P3) and Build America Bureau opportunities that seek to provide alternative funding and financing for transportation infrastructure projects.

Position CCTA as an expert witness before Congress to further call attention to the agency's – and region's – legislative priorities, as Congress conducts oversight of new programs.

Support Mobility Management & Coordination

Monitor funding opportunities (including direct allocation) and advocate for policies and mobility management services and clean transportation technologies: charging, information sharing, interstate operability, and electric bicycles.

Workforce Training

Advocate for federal workforce development programs to help equip the workforce of tomorrow with skills to better design, service and maintain new vehicle technologies.

Improving Accessibility for All

Ensure that CCTA is positioned to partner with federal resources furthering efforts to provide and improve accessibility for all community members.

Protect State Planning Efforts

Monitor and ensure that state and local planning efforts are not disrupted by administration changes in environmental or transportation policies or exemptions.

Federal Appropriations

Our goal is to maximize federal transportation appropriations for surface transportation programs.

THE STRATEGY

Partner with local, regional, and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding consistent with amounts authorized in the IIJA, including discretionary transit funding.

Monitor and pre-position for federal competitive grant opportunities as discretionary grant programs are revised and redeveloped by U.S. DOT.

Advocate for the inclusion or development of programs or funding directives that support autonomous vehicle research, development, testing, deployment, and workforce development. This includes "AV Proving Grounds" and related legislative efforts.

Support appropriations to advance driverless vehicle and clean energy research and ensure that CCTA is well-positioned for the discretionary grant programs.

Support continuation of the RAISE, INFRA, MEGA, SMART, and ATTAIN discretionary grant programs with funding levels at or above past funding levels.

Connected & Autonomous Vehicles

We want to support policies and programs that incorporate new technologies, practices, and providers in an effort to improve mobility.

THE STRATEGY

Support and advocate for policies and funding to advance connected and autonomous vehicle technology to enhance safety, mobility, the environment, interstate operability for new technologies, economic growth, and job creation.

Collaborate with other stakeholders to position the former proving ground designations as national leaders and models for AV development.

Monitor grant opportunities from the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Continue autonomous vehicle efforts including Buy America.

2024 STATE LEGISLATIVE ADVOCACY PLATFORMS



Support Increased Transit Options and Funding

Sponsor or work with transit associations or regional agencies to enact legislation to define a program to provide for the operation of buses and improve reliability of bus services.

Pursue legislative or administrative efforts to secure adequate, sustainable funding for transit, including first mile/last mile solutions and ongoing operations and maintenance.

Monitor policies to create a more user-friendly, connected Contra Costa transit network that better serves existing transit riders and attracts new riders to transit.

Secure Cap-and-Trade Funding in State Budget

Work in collaboration/coalition to explore the future of cap-and-trade funding.

Preserve Local Sales Tax Dollars to Fund Local Improvements

Monitor and oppose efforts that attempt to utilize revenues from local sales tax measures to fund programs outside a local voter-approved Transportation Expenditure Plan.

Monitor and oppose policies that would block implementation of voter-approved projects, including those adopted in an expired expenditure plan.

Transportation Funding Levels

Our goals are to lower the 2/3 supermajority vote for local and regional transportation taxes, protect transportation funding levels, and monitor new regional measures as well as state budget actions.

THE STRATEGY

Support any constitutional amendment to lower the voting threshold requirement for special taxes on transportation projects.

Support other legal mechanisms to lower the voting threshold requirement for special taxes on transportation projects.

Oppose efforts to add burdensome policy restrictions on expenditure plans for measures seeking passage by lowered thresholds.

Pursue legislation to renew the Contra Costa Transportation Authority's authorization to place a transaction and use tax before voters.

Monitor and oppose legislative efforts to alter SB 1 programs or expenditures from SB 1 resources or the underlying base transportation revenues, as well as legislative and administrative efforts to impose new mandates that diminish the ability to meet the objectives of SB 1.

Monitor and pre-position for state competitive grant opportunities as discretionary grant programs are revised and redeveloped by state agencies.

Monitor state and regional efforts to establish a new transportation revenue measure and advocate for an equitable share for Contra Costa.

Advocate for maximum appropriation of available transportation resources to Contra Costa, and opportunities to help fund our projects and programs.

Monitor and seek funding to support efforts such as implementation of the Contra Costa Transportation Authority's EV Readiness Blueprint, Accessible Transportation Strategic Plan, electric bicycles, and zero-emission transit vehicles.

Expand Availability of Innovative Project Delivery Strategies

Build on the California Transportation Plan 2050 that calls for the state to improve and expand its base of project delivery tools for transportation infrastructure projects including public-private partnerships (P3s) and amendments to the Infrastructure Finance Act.

Streamline Administrative Processes for Projects

Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects at a lower cost, including expanding flexibility in contracting and public private partnerships.

Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to increase access to transit.

Connected & Autonomous Vehicle Policy & Funding

We want to support policies and programs that advance connected, autonomous, and smart vehicle technology.

THE STRATEGY

Support policies and funding to advance connected and autonomous vehicle technology as well as zero emission vehicle infrastructure to enhance transportation safety, efficient mobility, a healthier environment, economic growth, and job creation.

Monitor regulatory or legislative initiatives that could affect the conduct of pilot demonstration programs in Contra Costa related to connected and autonomous vehicles.

Support workforce development programs to incentivize career pathways and mitigate the employment impact of autonomous technology.





CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-3926

Agenda Date: 11/20/2024

Agenda #: 8.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: November 20, 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:

October 22, 2024 - CBC News: ***Do bike lanes really cause more traffic congestion? Here's what the research says***

October 23, 2024 - Bay Area News Group: ***Q&A: Plan to bail out Bay Area public transportation would tax voters***

October 25, 2024 - MTC Email Correspondence: ***MTC Partnership Legislative Committee Update - Transportation Revenue Measure Select Committee and 2025 Advocacy Program***

November 6, 2024 - Mass Transit: ***General Election 2024 results: Transit ballot measures fare well at the polls***

November 6, 2024 - Sacramento Bee: ***Placer County transportation tax for Roseville, Rocklin, Lincoln short of two-thirds majority***

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Science

Do bike lanes really cause more traffic congestion? Here's what the research says

Studies from around the world show bike lanes ease congestion, reduce emissions and are a boon to businesses

[Nicole Mortillaro](#) · CBC News · Posted: Oct 22, 2024 1:00 AM PDT | Last Updated: October 22



A cyclist rides on a bike lane past the Royal Ontario Museum in Toronto. Ontario's premier has introduced legislation to limit cities' ability to build new bike lanes. (John Rieti/CBC)

The subject of bike lanes can be a contentious one, particularly in a busy city like Toronto. Last week, the Ontario government proposed legislation that would require municipalities to get provincial approval to install any bike lanes that would remove a lane of vehicle traffic, which resulted in a firestorm of [debate and protests](#).

The legislation was introduced on Monday.

While advocates look at dedicated bicycle lanes as encouraging more people to travel by bike — resulting in less traffic congestion, safer commutes for cyclists and reduced greenhouse gas emissions — some motorists blame them for causing more congestion.

But research shows that dedicated bicycle lanes are not behind perceived traffic congestion and can have many benefits.

Build it and they will come

One would think that building more roads with more lanes for cars would reduce congestion, but [research shows that's not the case](#), thanks to something called induced demand. The more traffic lanes that are put in, the more it appeals to people who may not otherwise have chosen to drive, thereby putting more cars on the roads and increasing congestion.

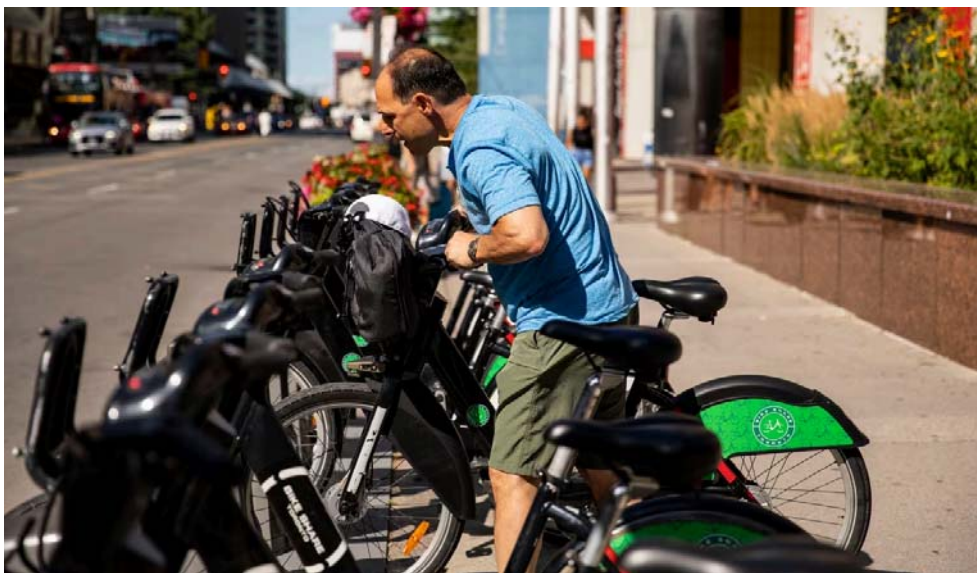
"So for a short period of time, there might be a slightly improved [reduction], but within a year or two, or perhaps three, traffic is as bad or worse than it was before the lanes were added in the first place," said David Beitel, data services lead at Eco-Counter, a Montreal company that collects and analyzes pedestrian and bicycle traffic data.

- [Ontario tables legislation that includes ban on some bike lanes across province](#)
- **ANALYSIS** [Doug Ford makes several exaggerated claims about Toronto bike lanes](#)

Conversely, if you put in more dedicated bike lanes, people tend to feel safer and demand for use increases, said Shoshanna Saxe, an associate professor at the University of Toronto's department of civil and mineral engineering and Canada Research Chair in sustainable infrastructure.

"As soon as you build a bike lane, within a year, two years, the latent demand shows up," she said.

Bike Share Toronto statistics show that ridership on its network of shared bikes has increased dramatically since 2015, when 665,000 bike trips were made annually. In 2023, that shot up to [5.7 million trips](#).



Bike Share Toronto says its ridership has increased from 665,000 bike trips annually in 2015, to 5.7 million trips in 2023. (Michael Wilson/CBC)

In 2016, the European Commission's CIVITAS program published a [study examining traffic congestion](#) that looked at several cities around the world.

For example, in New York City, the authors shared figures from the city's transportation department that showed in 2010, before bike lanes were installed on a major midtown thoroughfare, it took the average car 4.5 minutes to travel from 96th Street to 77th Street. After the bike lanes were installed, it took just three minutes — a 35 per cent decrease. One of the reasons they cited for the change was the installation of a left-turn lane, which not only kept cyclists moving but also stopped cars from holding up traffic.



A study looking at bike lanes in New York City found a 35 per cent decrease in travel time for motorists on a stretch of road in Manhattan where the lanes were installed. (Xackery Irving/Shutterstock)

In Copenhagen, which introduced its first "green wave" meant to encourage cycling in 2007, the city reported that "the large number of bicycles, for example, makes it easier for necessary basic motor transport such as tradesmen, goods transport and buses to get through more easily." In fact, there is so much bike use that the city has had to add more bike corridors to cut down on bicycle congestion.

- [City officially installs painted bike box at intersection where cyclist was killed](#)
- [Halifax adding protected bike lanes on Morris Street and University Avenue](#)

Other case studies found either no impacts on traffic, or minimal delays — anywhere from a few seconds to just over a minute.

Then there's Paris. The city saw a [54 per cent increase in bike use](#) from 2018 to 2019. And for the first time, car use [decreased by five per cent](#) between 2010 and 2018.

- ***Would you like to see more or fewer bike lanes in cities? Tell us why, or why not, in an email to ask@cbc.ca.***

"They went all-in on bike lanes, and it's been wildly popular. Thirty per cent of trips now are made by bike in Paris," Saxe said.

"People [in Canada] will say we're not Europe. We're really no different. Cities all over the world invested in doing things by car for decades, and then basically all the big cities have realized this doesn't work."

In some Canadian cities, particularly Montreal, Vancouver and Edmonton, bike lanes are widely used. Montreal has a whopping [1,065 kilometres](#) of bike lanes, and Edmonton has more than [800 kilometres, with more planned](#).

WATCH | Ontario tables bill to give it veto power over bike lanes:



Ontario tables bill to give it veto power over bike lanes

▶ 2 days ago 1:42

Ontario has introduced a controversial bill that could grant the province more power over bike lanes. The Doug Ford government claims the legislation would help reduce gridlock, but critics argue it's a political overreach.

Other factors contribute to car traffic

So why do people tend to blame bike lanes for traffic?

"I think there is a correlation-versus-causation issue here," Beitel said. "I think we see bike lanes, we see more people riding, we want to associate this with the causes of traffic, and I really think that's a misguided approach."

Instead, Beitel said, it's more about our cities growing.

"Most parts of our metropolitan areas have grown in population. They've swelled over the past few decades," he said. "Stats Can [reported] 23.6 million registered vehicles in 2000 and 35.7 million in 2019. That's a 50 per cent increase in 20 years."

In Toronto, the city recently [released a report](#) looking at a section of the Bloor West thoroughfare where it installed bike lanes and other measures to make the area more cyclist- and pedestrian-friendly. It compared traffic from a period before the lanes were added, November 2022 to March 2023, with the same period one year later, and found "average increases in motor vehicle times ... from 2.4 to 4.4 minutes eastbound and 1.5 to 3.6 minutes westbound for travel between Runnymede Road and Aberfoyle Crescent, depending on the time of day and the direction of travel."

But Saxe said those findings are misleading.

"The before travel time for those bike lanes was measured in 2022 ... we still had [COVID-19] shutdowns regularly," she said. "Travel times have gone up all over the city, not because of bike lanes, but because we've had a recovery from the pandemic. We go out more, we go to work more."



Aerial images show the evening commute along Toronto's Bloor Street West, where bike lanes have been installed. (Patrick Morrell/CBC)

Bike lanes have also been shown to [decrease speeds on roads](#), making them safer for not only cyclists, but also pedestrians. And with fewer cars on the road, emissions are reduced, helping in the fight against climate change.

Finally, according to a [2019 report looking at the impacts of bike lanes](#) on a different stretch of Bloor Street, local businesses reported getting more customers since the lanes were installed.

"Building bike lanes is about giving people another choice," Saxe said.

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Q&A: Plan to bail out Bay Area public transportation would tax voters

More votes are ahead on a 2026 ballot measure to tackle massive budget deficits



A lone passenger walks on the platform as a train from the San Francisco BART stations arrives at the West Oakland BART station in Oakland, Calif., on Thursday, Oct. 3, 2024. (Ray Chavez/Bay Area News Group)



By **KRISTIN J. BENDER** | kbender@bayareanewsgroup.com | Bay Area News Group

UPDATED: October 23, 2024 at 9:58 a.m.

A roadmap to bail out cash-strapped Bay Area transit agencies and keep BART from falling off a [fiscal cliff](#) amid lackluster passenger counts and disappearing federal aid likely leads straight to taxpayer wallets.

But just how much is a sticky issue that months of discussion has yet to resolve.

Transportation agencies in the region are expected to see budget shortfalls totaling at least \$600 million each year — enough to trigger massive service cuts that would significantly disrupt the economy, convenience and climate goals — according to [estimates from the Metropolitan Transportation Commission](#).

Ridership levels have bounced back somewhat post pandemic, but are still not at pre-pandemic levels. BART, for example, relies on transit fares to cover 60% of its operating expenses, but the transit agency, which is facing a \$35 million deficit in fiscal year 2026, is still far from meeting pre-pandemic levels.

Over the last four months, the commission's 20-member [Transportation Revenue Measure Select Committee](#) — a group of elected officials, transportation, business and union leaders — has worked to build consensus for a possible measure on the 2026 ballot. On Monday, following a daylong meeting, the committee released a resolution to guide further discussions.

Former Solano County Supervisor and transportation commission member Jim Spering, who chaired the committee's meetings, spoke to the Bay Area News Group about what's coming next.



What is the most important thing to know about the framework the committee selected?

“To have a major metropolitan area in this nation with a failing transit system will have devastating effects on the region. It will impact the economy, the environment and send rippling effects through the whole region in a very negative way. I think the committee realized how important this is. If we don't find a solution, it only gets worse. An example is the construction trade, if we don't find a solution, a lot of the money that is allocated for projects will get diverted.”

How much money is needed to keep Bay Area transportation afloat?

“About \$750 to \$800 million and that is the annual need. With the various (bailout) scenarios we are running we are down in the \$500 to \$600 million range. We are trying to balance it with what the public will support. If we don't find a solution, it's going to have a ripple effect through this whole region.”

"What we have to do is make the system a lot more user friendly. We have to make it so the fare structure is equitable. Everything needs to be coordinated and we need to have a lot more cooperation among the operators. It's really developing a world class system that is operated as a seamless system. The other issue is it needs to be clean, convenient and there needs to be connectivity for the riders."

How will a potential ballot measure be funded?

The commission voted to continue to consider a half-cent sales tax of either 10 or 30 years in at least Alameda, Contra Costa, San Francisco and San Mateo counties (with an opt-in for the other five counties). There is another option for the nine counties with a combination of a half-cent sales tax with a parcel tax or a payroll tax that collectively raises \$1.5 billion annually.

We know Bay Area voters have tax fatigue. Why did the commission not poll voters on what type of tax they would consider?

"You have to know what you are asking for. Between now and the MTC Legislation Committee meeting (officials) are going to try to put together a framework that will address the three goals: raise enough money to address the operator shortfall, have resources to implement the transit transformation and come forth with a measure that the public can support."

We understand the funding measure can't move forward unless state lawmakers pass legislation allowing it to be placed on the ballot. What are the next steps?

The MTC Legislation Committee meets in early November and the full MTC board meets in early December to consider the recommendations of the Transportation Revenue Measure Select Committee. A final resolution will then head to lawmakers in Sacramento.

Originally Published: October 22, 2024 at 4:03 p.m.

 The Trust Project 

Round the Web

REVCONTENT



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Vibrance



Doctor: Avoid These 4 Foods to Keep Your Brain Sharp

Primal Health

John Cunningham

From: Georgia Gann Dohrmann <ggandohrmann@bayareametro.gov>
Sent: Friday, October 25, 2024 12:42 PM
To: Georgia Gann Dohrmann
Cc: Rebecca Long
Subject: MTC Partnership Legislative Committee Update - Transportation Revenue Measure Select Committee and 2025 Advocacy Program

Dear MTC Partnership Legislative Committee –

It's a busy time at MTC right now and I'm reaching out 1) with an update on work related to a future regional transportation measure and 2) to request you put a hold on your calendar for our MTC Partnership Legislative Committee meeting to information-share on our agencies' respective 2025 advocacy priorities.

Last Monday, the [MTC Transportation Revenue Measure Select Committee](#) held its fifth and final meeting. This Committee was formed in response to a joint decision by Senator Wiener, Senator Wahab and MTC leadership to pause SB 1031 (Wiener/Wahab) and instead work to build consensus within the region regarding the contents of a potential 2026 Bay Area transportation ballot measure (and 2025 state authorizing legislation for such a measure) aimed at improving the transit rider experience and averting major transit service cuts starting in 2026.

The Select Committee included 16 local elected officials (subset of MTC Commissioners), industry leaders, and policy experts from across the region along with non-voting participation by Senator Wiener and Senator Cortese's staff.

Throughout this process, the Committee has considered several key topics, such as:

- The scope of the measure (e.g., addressing pandemic-driven fare losses, closing transit operator shortfalls, and/or broader multimodal system improvements)
- Potential revenue mechanisms
- Duration of the measure
- Ensuring transparency and accountability
- Other policy considerations for accompanying legislation

The Committee's work has been guided by input from the Bay Area public, state, federal and local leaders, and the Transportation Revenue Measure Executive Group, which includes members from Bay Area transit agencies and county transportation agencies. Special shout out to many of you who either served on the Select Committee or Executive Group, staffed those meetings, provided information to inform the discussions and/or otherwise put in time and effort to help ensure the dialogue was robust.

With a broad array of opinions among its members, the Select Committee kept many options on the table, and it's fair to say no consensus on a specific proposal has been reached yet. That said, members did approve two motions related to funding frameworks that should be further explored as well as policy components for enabling legislation and ranked key variables on a 1-5 scale to help inform the Commission. [This MTC news story](#) provides a summary of the Select Committee's feedback. More information, including the final motions that were approved as well as the rankings of the variables, is available on this [TRM Select Committee page](#) on our website (see "Related Documents" on left side of page).

Key Upcoming Dates:

- **November 8th:** Presentation on the Transportation Revenue Measure Select Committee at the MTC/ABAG Joint Legislation Committee meeting (information item).

- **December 9th:** Special full Commission meeting to discuss the transportation revenue measure (action item).

As always, don't hesitate to reach out on this or any other topic, and please keep an eye out for the MTC Partnership Legislative Committee Meeting calendar invitation.

Best,

Georgia

Georgia Gann Dohrmann
Assistant Director, Legislation and Public Affairs
ggandohrmann@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
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MANAGEMENT

General Election 2024 results: Transit ballot measures fare well at the polls

Voters supported 19 out of 26 measures, resulting in over \$25 billion of anticipated public transit funding.

Megan Perrero

Voters have so far approved 25 out of the 26 transit ballot measures in the 2024 general election, with the results for one measure still outstanding. This success builds upon the 27 public transit ballot measures passed earlier this year, resulting in an 86.7 percent approval rate.

According to the American Public Transportation Association (APTA), \$24.9 billion has been approved so far by voters, bringing the total funding for public transit improvements in 2024 to over \$25 billion. APTA notes the results indicate people’s understanding of public transit’s important role in the community.

“Initial results from this year’s public transportation ballot initiatives show a clear trend: Communities across the country are backing public transit. These measures have become a vital indicator of voters’ commitment to investing in transit and this year’s response has been overwhelmingly positive,” said APTA President and CEO Paul P. Skoutelas. “The public’s enthusiasm for investing in transit reflects a clear desire for cleaner, more accessible transportation options in their neighborhoods. The 2024 election has marked a significant step forward for public transportation, as communities continue to invest in a brighter, more sustainable future for everyone.”

“This year, Americans showed they fully support funding for public transit, approving almost 87 percent of initiatives across the country. Now, our communities will have the support they need to invest in their neighborhoods, leaving infrastructure that will be here for our kids and grandkids,” said Jessica Grennan, executive director,

APTA Center for Transportation Excellence. “The success of these measures shows that voters are committed to improving mobility, increasing access to essential services, and ensuring all residents have the infrastructure needed to thrive, and get where they need to go.”

Breakdown of approved transit ballot measures

Ballot measures ranged from increases in sales tax and extending current transit taxes to establishing new business taxes on rideshare companies and expanding levies for property taxes.

Central Midlands Regional Transit Authority (The COMET)

In Richland County, S.C., voters approved the Sales and Use Tax Referendum Question 1 by more than 60 percent, which asked residents to renew a one penny sales tax to fund transportation projects. The renewed tax will collect \$4.5 billion over the next 25 years or until that dollar figure is reached, with 22 percent (\$990 million) of the revenue funding the The COMET. Specifically, the ballot measure indicates funding will support “projects that may include operational sustainability, establishment of new routes, new construction and improvements to enhance rider safety and comfort, and acquisition of new buses and other modes of transportation.”

The COMET Executive Director and CEO Maurice Pearl released the following statement expressing the agency’s gratitude for the community’s support:

“On behalf of The COMET staff, drivers and the countless individuals who rely on our services for transportation to work, healthcare, education and day-to-day activities, thank you Richland County residents for the trust you have placed in us through your positive referendum vote at the ballot box.

“These funds will not only ensure that The COMET is here to stay but they will also be used to expand our routes and frequency and make the major infrastructure improvements needed for the sustainable future of public transportation in the Midlands.



“We look forward to continuing our services under the current 2012 Penny and encourage riders and residents alike to stay tuned to announcements about enhancements that are on the horizon. Thank you for your continued support.”

Capital Area Transportation Authority (CATA)

Voters in the cities of Lansing and East Lansing, as well as the townships of Meridian, Lansing and Delhi, Mich., approved the CATA’s millage renewal proposition by nearly 70 percent.

“We are extremely grateful for the overwhelming support CATA received at the polls yesterday,” said CATA CEO Bradley T. Funkhouser. “I have enormous pride in our workforce and I share this victory with our workers and with the public. The passage of our millage is a strong vote of confidence in our safe, reliable and affordable transit services. It reaffirms our plan to continue building a seamless public transit network that connects area residents to destinations across the Greater Lansing region.”

The measure asked voters if CATA's operating millage should be renewed for five years starting in 2026; the current levey was passed in 2020 and is authorized through 2025. According to CATA, the millage is a major source of operating revenue, making up about 40 percent of all revenues in Fiscal Year 2024. The current millage generated \$24.9 million for CATA operations in 2024.

“Once again, voters across the capital city region have expressed their enthusiasm for CATA and the excellent transit services we provide,” said CATA Board Chair Nathan Triplett. “We’re more committed than ever to continue innovating with new technologies like contactless payment, expanding our new microtransit services and strengthening our community partnerships.”

Other notable wins

Several ballot measures passed in California, with one measure still outstanding in South Lake Tahoe. In Napa, the 30-year Measure U passed with over 70 percent approval, resulting in \$300,000 in funding for transit. It also includes funding for income public transit subsidies. Palo Alto’s Measure D and San Francisco’s Proposition L passed with 74 percent and 56 percent approval, respectively. While

Measure D impacts land use, Proposition L will increase operations funding for Muni through a new business tax on rideshare companies **to prevent service cuts**.

In Arizona, both ballot measures, Proposition 479 in Maricopa County and Proposition 488 in the city of Flagstaff passed with over 56 percent approval. Proposition 479 will extend the county's half-cent sales tax to help fund maintaining and operating public transit and light rail for the next 20 years, starting Jan. 1, 2026. Proposition 488 Voters will extend and increase the current transit tax by about \$0.20 per \$100. Funding may be allocated to fleet electrification, service hours expansion, improved frequency and expanding the service area.

Virginia, Washington state, Tennessee, Ohio, North Dakota and Colorado also all had transit ballot measures pass. More information on transit ballot measures can be found on **APTA's website**.

election-transit-ballot-measures



LOCAL ELECTIONS

Placer County transportation tax for Roseville, Rocklin, Lincoln short of two-thirds majority

BY ARIANE LANGE

UPDATED NOVEMBER 06, 2024 12:34 PM | 



Cars drive on the Interstate 80/Highway 65 interchange in Roseville in 2020. Placer County leaders put the Measure B transportation tax on the ballot for projects to improve commute times, and the interchange would be upgraded if it passes. DANIEL KIM dkim@sacbee.com



Only have a minute? Listen instead

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00:00



Measure B, the South Placer County ballot measure that would slightly increase local sales tax to fund road projects with 52% of the money going to road widening, was ahead in the last update of results after Tuesday's election but was falling short of its needed two-thirds majority.

X

The transportation tax increase after three batches of results [had just under that — 63%](#).


TOP VIDEOS

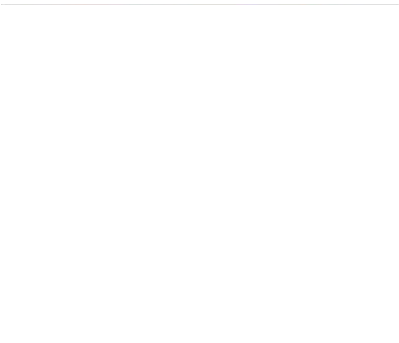
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The measure sought to add a half percent to retail purchases in Roseville, Rocklin and Lincoln for 30 years. Officials [estimated it would raise \\$41 million annually](#). Without the sales tax, [the county has no money budgeted to provide the “local match”](#) demanded by many state and federal grants.

The ordinance [laid out exactly what infrastructure plans the tax measure was intended to fund](#). Placer County Local Transportation Authority laid out its plans to focus on widening roads as the population grows.

A major goal of the ordinance is to “reduce traffic congestion,” but several of the projects it would fund are unlikely to achieve that aim. Decades of research has shown that widening roads only temporarily relieves congestion and ultimately leads to more drivers on the road. Two researchers explained in a 2011 article in the American Economic Review that there is a “fundamental law of highway congestion: [People drive more when the stock of roads in their city increases.](#)”

In the expenditure plan, officials said that they intended to provide “a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.” However, the ordinance earmarked a majority of the funds for six major roadway projects, including widening Highway 65, [attempting to fix a bottleneck at the Interstate 80/Highway 65 interchange and constr](#) **AD** 
expressway on Placer Parkway between two highways.



Only 5% would go to pedestrian and bike projects. UC Berkeley’s Transportation Injury Mapping System shows that between 2013 and the end of last year, at least 52 pedestrians were killed or severely injured in traffic collisions in Roseville, Rocklin and Lincoln. Vehicles have struck and injured more than 200 cyclists in the three cities, and three crashes killed cyclists in Roseville.

A quarter of the tax revenue would go toward maintenance and repairs on existing roads. And 12% of the estimated \$41 million in annual revenue would go to transit. The remaining funds would go toward flexible projects and administration.

If the measure passes, a citizens’ oversight committee would also form to monitor the way revenues from the new tax are used.

In 2016, a similar transportation tax measure was put before voters. It won a majority of votes, but [not the two-thirds majority needed to pass](#).

This story was originally published November 5, 2024, 8:14 PM.

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ARIANE LANGE

THE SACRAMENTO BEE

   916-321-1039

Ariane Lange reports on regional transportation for The Sacramento Bee. She was a USC Center for Health Journalism 2023 California Health Equity Fellow. Previously, she worked at BuzzFeed News, where she covered gender-based violence and sexual harassment.

AD



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