



ANNOTATED AGENDA

Antioch City Council REGULAR MEETING

**Including the Antioch City Council
acting as Housing Successor to the
Antioch Development Agency**

Date: Tuesday, October 22, 2019

Time: 7:00 P.M. – Regular Meeting

Place: ANTIOCH COMMUNITY CENTER

**4703 Lone Tree Way, Community Hall A
Antioch, CA 94531**

RULES

Council Meetings Are Televised Live on Comcast Channel 24
Please Turn Off Cell Phones Before Entering Council Meeting

Sean Wright, Mayor
Joyann Motts, Mayor Pro Tem
Monica E. Wilson, Council Member
Lamar Thorpe, Council Member
Lori Ogorchock, Council Member

Arne Simonsen, CMC, City Clerk
James D. Davis, City Treasurer

Ron Bernal, City Manager
Thomas Lloyd Smith, City Attorney

Online Viewing: <https://www.antiochca.gov/government/city-council-meetings/>

Electronic Agenda Packet: <https://www.antiochca.gov/government/agendas-and-minutes/city-council/>

Project Plans: <https://www.antiochca.gov/fc/community-development/planning/Project-Pipeline.pdf>

Hard Copy Viewing: Antioch Public Library, 501 W 18th St, Antioch, CA

Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the City Council. For almost every agenda item, materials have been prepared by the City staff for the Council's consideration. These materials include staff reports which explain in detail the item before the Council and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the City Clerk's Office, City Hall, 200 H Street, Antioch, CA 94509, during normal business hours for inspection and (for a fee) copying. Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the City Clerk's Office, who will refer you to the appropriate person.

Notice of Opportunity to Address Council

The public has the opportunity to address the Council on each agenda item. To address the Council, fill out a yellow Speaker Request form, available near the entrance doors, and place in the Speaker Card Tray near the City Clerk's table, before the Council Meeting begins. See the Speakers' Rules on the inside cover of this Agenda. Comments regarding matters not on this Agenda may be addressed during the "Public Comments" section.

7:00 P.M. ROLL CALL – REGULAR MEETING – for City /City Council Members acting as Housing Successor to the Antioch Development Agency – *All Present*

PLEDGE OF ALLEGIANCE

- 1. REPORT OUT DISCLOSURE OF SETTLEMENT AGREEMENT: Contra Costa County Flood Control and Water Conservation District v. Gary A. Eames, et al., Contra Costa County Superior Court Case No. C15-02052
*Settlement approved by the Court on September 16, 2019, 5/0***

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

STAFF REPORT

ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

- PLANNING COMMISSION
- SALES TAX CITIZENS' OVERSIGHT COMMITTEE

OPENINGS

PUBLIC COMMENTS – *Members of the public may comment only on unagendized items. The public may comment on agendized items when they come up on this Agenda.*

CITY COUNCIL COMMITTEE REPORTS/COMMUNICATIONS

MAYOR'S COMMENTS

PRESENTATION – *A Plan for Contra Costa's Future – 2020 Transportation Expenditure Plan, presented by Hisham Noeimi, Contra Costa Transportation Authority's Director of Programming*

STAFF REPORT

2. CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency

A. APPROVAL OF SPECIAL MEETING/CLOSED SESSION MINUTES FOR SEPTEMBER 30, 2019

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the Special Meeting/Closed Session minutes.

STAFF REPORT

B. APPROVAL OF COUNCIL MINUTES FOR OCTOBER 8, 2019

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the minutes.

STAFF REPORT

C. APPROVAL OF COUNCIL WARRANTS

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the warrants.

STAFF REPORT

D. APPROVAL OF HOUSING SUCCESSOR WARRANTS

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the warrants.

STAFF REPORT

E. RESOLUTION AMENDING CONTRACT WITH K2GC (CONTRACTOR) TO INCREASE THE CONTRACT VALUE TO A TOTAL NOT TO EXCEED EIGHTY-SEVEN THOUSAND FIVE HUNDRED DOLLARS (\$87,500)

Reso No. 2019/160 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution authorizing the City Manager to amend the contract for K2GC to increase the contract amount by \$25,000, bringing the total to \$87,500.

STAFF REPORT

F. CONSIDERATION OF BIDS FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT DOWNTOWN ROADWAY PAVEMENT REHABILITATION, PHASE 8 (P.W. 678-8)

Reso No. 2019/161 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt the resolution to award the Community Development Downtown Roadway Pavement Rehabilitation, Phase 8 project to the low bidder, Graniterock, for a contract amount of \$859,372.

STAFF REPORT

CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency – Continued

- G.** RESOLUTION OF SUPPORT FOR THE COUNTYWIDE IMPOSITION OF ONE-HALF OF ONE PERCENT SALES TAX TO FUND TRANSPORTATION IMPROVEMENTS IN CONTRA COSTA COUNTY AND ADOPTING THE PROPOSED TRANSPORTATION EXPENDITURE PLAN (TEP) CONDITIONALLY AMENDING THE GROWTH MANAGEMENT PROGRAM (GMP), WHICH INCLUDES ATTACHMENT B: PRINCIPLES OF AGREEMENT FOR ESTABLISHING THE URBAN LIMIT LINE (ULL) IN THE MEASURE J TEP TO MATCH THAT FOUND IN THE 2020 TEP

Reso No. 2019/162 of support adopted, 5/0

Recommended Action: It is recommended that the City Council consider and adopt the resolution of support for the Countywide imposition of one-half of one percent sales tax to fund transportation improvements in Contra Costa County and adopt the proposed Transportation Expenditure Plan (TEP) conditionally amending the Growth Management Program (GMP).

STAFF REPORT

- H.** FOURTH AMENDMENT TO THE CONSULTANT SERVICE AGREEMENT WITH CAROLLO ENGINEERS, INC. FINAL DESIGN AND BID DOCUMENTS FOR THE BRACKISH WATER DESALINATION PROJECT (P.W. 694)

Reso No. 2019/163 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution to:

- 1) Amend the fiscal year 2019/2020 Capital Improvements Budget to increase Water Enterprise funding for the Brackish Water Desalination Project ("Project") by \$1,955,424; and
- 2) Authorize the City Manager to execute the Fourth Amendment to the Consultant Service Agreement with Carollo Engineers, Inc. for final design and bid documents in the amount of \$1,955,424 for a total contract amount of \$6,026,484.

STAFF REPORT

PUBLIC HEARING for City /City Council Members acting as Housing Successor to the Antioch Development Agency

3. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT AND CONSIDER ADOPTION OF THE 2020-25 ANALYSIS OF IMPEDIMENTS TO FAIR HOUSING CHOICE, AND PRESENTATION OF THE HOUSING AND HOMELESSNESS NEEDS ANALYSIS TO INFORM DEVELOPMENT OF 2020-25 CONSOLIDATED PLAN

Received and considered adoption, 5/0

Recommended Action: 1) It is recommended that the City Council receive and consider public comment on the Analysis of Impediments to Fair Housing Choice (AI), and consider adoption.

STAFF REPORT

Received

STAFF REPORT

2) It is recommended that the City Council receive and consider public comment on the Housing and Homeless portion of the Needs Analysis prepared for the development of the 2020-25 Consolidated Plan.

4. ORDINANCE AMENDING TITLE 2 – ADMINISTRATION – BY ADDING CHAPTER 6 “ELECTRONIC FILING OF CAMPAIGN DISCLOSURE STATEMENTS AND STATEMENT OF ECONOMIC INTEREST,” RELATING TO ELECTRONIC AND PAPERLESS FILING OF FAIR POLITICAL PRACTICES COMMISSION STATEMENTS

To 11/12/19 for adoption, 5/0

Recommended Action: It is recommended that the City Council introduce the Ordinance amending Title 2 – Administration – by adding Chapter 6 “Electronic Filing of Campaign Disclosure Statement and Statement of Economic Interest,” Relating to Electronic and Paperless Filing of Fair Political Practices Commission Statements.

STAFF REPORT

COUNCIL REGULAR AGENDA

5. HOMELESS ISSUES AND OPTIONS

Received with direction provided to staff

Recommended Action: It is recommended that the City Council receive this report and offer direction to City staff regarding the options presented.

Motion by Wright, Seconded by Thorpe to move Item 7 before Item 6

Approved. 5/0

STAFF REPORT

9:39 P.M. Break

9:49 P.M. Reconvene – All Members Present

COUNCIL REGULAR AGENDA – Continued

6. UPDATE ON DRAFT CANNABIS DEVELOPMENT AGREEMENT TEMPLATE FOR THOSE CANNABIS BUSINESS APPLICANTS WHOSE APPLICATIONS WERE DEEMED COMPLETE PRIOR TO THE APRIL 2019 AMENDMENT OF CHAPTER 5 OF TITLE 9 OF THE ANTIOCH MUNICIPAL CODE

Direction provided to City Attorney

Recommended Action: It is recommended that the City Council provide feedback and direction to the City Attorney concerning the draft cannabis operating agreement template prepared for those cannabis business applicants whose applications were deemed complete prior to the effective date of the April 2019 Amendment to Chapter 5 of Title 9 of the Antioch Municipal Code.

STAFF REPORT

7. PROJECT LABOR AGREEMENTS

Direction provided to staff, 5/0

Recommended Action: It is recommended that the City Council discuss and provide direction to staff regarding Project Labor Agreements (PLA).

STAFF REPORT

8. RESOLUTION APPROVING THE CLASS SPECIFICATION FOR DEPUTY PUBLIC WORKS DIRECTOR II, ASSIGNING A SALARY RANGE, ASSIGNING THE CLASSIFICATION TO THE MANAGEMENT (SENIOR) BARGAINING UNIT

Reso No. 2019/164 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution:

1) Approving the Class Specification of Deputy Public Works Director II.

2) Assigning the Deputy Public Works Director II classification to a salary range and to the Management (Senior) Bargaining Unit.

PUBLIC COMMENT

STAFF REPORT

STAFF COMMUNICATIONS

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS – *Council Members report out various activities and any Council Member may place an item for discussion and direction on a future agenda. Timing determined by Mayor and City Manager – no longer than 6 months.*

MOTION TO ADJOURN – *After Council Communications and Future Agenda Items, the Mayor will make a motion to adjourn the meeting. A second of the motion is required, and then a majority vote is required to adjourn the meeting.*

Motioned to adjourn meeting at 10:24 p.m., 5/0

SPEAKERS' RULES

Welcome to a meeting of the Antioch City Council, we appreciate your attendance.

Because we usually have busy agendas and a lot of business to get through, we need to have some rules so the meeting can be completed at a reasonable hour. Your cooperation is very much appreciated. The State Ralph M. Brown Act guarantees the public's right to address the City Council, within the framework of these rules.

The Council can only take action on items that are listed on the agenda. If you wish to speak to us about an item **not on the agenda**, the "Public Comments" section of the agenda is for you. We will take such comments until no later than 7:30 p.m., when we will move on to agenda items. There is another opportunity for public comments at the end of the meeting.

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray near the City Clerk. This will enable us to call upon you to speak.

Each speaker is limited to not more than three minutes under Public Comments and three minutes on non-public hearing agenda items. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes; all other speakers during a public hearing item are entitled to a maximum of 5 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda, or circumstances. No one may speak more than once on an agenda item or during "public comments." Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

During certain types of hearings, the applicant is allowed to give his or her presentation first. After all testimony is received, the applicant has an opportunity for rebuttal.

After having heard from the public, the agenda item will be closed. Deliberations will then be limited to members of the City Council.

If the meeting appears to be going late, the City Council may decide to continue some items until a subsequent meeting. We will try to make this determination around 10:00 p.m. It is the goal to stop discussing agenda items by not later than 11:00 p.m.

The "Consent Calendar" is a group of items which staff thinks may be routine. These items are usually considered all together and approved without further discussion. If you are opposed to action which is recommended for an item on the "Consent Calendar," please submit a Speaker Request Form to let the Mayor know at that part of the agenda and the item will be removed from the "Consent Calendar."

The Council meets regularly on the second and fourth Tuesdays of the month at 7:00 p.m., with Closed Sessions often occurring before or after the regular meeting. The Council also holds adjourned and study sessions on other days. City Council Agendas, including Staff Reports are posted onto our City's Website 72 hours before each Council Meeting. To be notified when the agenda packets are posted onto our City's Website, simply click on this link: <https://www.antiochca.gov/notifications/> and enter your e-mail address to subscribe. To view the agenda information, click on the following link: <https://www.antiochca.gov/government/agendas-and-minutes/city-council/>.

In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City's ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@ci.antioch.ca.us.



REPORT OUT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney *TLS*

SUBJECT: Report Out of Settlement Agreement: Contra Costa County Flood Control and Water Conservation District v. Gary A. Eames, et al., CCC Sup. Ct. Case No. C15-02052

Contra Costa County Flood Control and Water Conservation District v. Gary A. Eames, et al., CCC Sup. Ct. Case No. C15-02052. This was an action to acquire certain property by eminent domain in the Antioch area for the West Antioch Creek Channel Improvement project, a project that was undertaken by the District and the City of Antioch. This action also included Eames' cross-complaint for inverse condemnation against the District and the City.

It was agreed that the defendants would convey all necessary property interests to the District, and release the District and the City from all damages claims under the complaint and cross complaint, for payment to Eames in the amount of \$3.9 million, inclusive of statutory interest and costs. Each party will bear its own costs and attorney's fees in the litigation.

The City Council, acting as the City's governing body, authorized the settlement on April 30, 2019, in closed session, by a 5-0 vote. Judgment pursuant to the parties' stipulation was entered September 16, 2019. The District will pay \$1,850,000 in District funds towards the settlement, and the City will pay \$2,050,000 in City funds towards the settlement. Additionally, to offset the City's contribution to the settlement, it was agreed that the District will reimburse the City up to \$200,000 from future Drainage Area 55 fee revenue as those drainage fees are paid by future development.

BOARDS / COMMISSION / COMMITTEE VACANCY ANNOUNCEMENTS

The City of Antioch encourages residents to become involved in their local community. One way to do so is to serve on various commissions, boards and committees. Any interested resident is encouraged to apply for the vacancy listed below. To be considered for these volunteer positions, a completed application must be received in the Office of the City Clerk by the dates listed below. Applications are available at <https://www.antiochca.gov/#> and at the City Clerk's Office, City Hall, 200 H Street, Antioch, CA 94509, (925) 779-7009.

- ***PLANNING COMMISSION – Deadline date: 10/25/19***
- ***SALES TAX CITIZENS' OVERSIGHT COMMITTEE –
Deadline date: 11/15/19***

Your interest and desire to serve our community is appreciated.

Two (2) Full-Term Vacancies expiring October 2023

- The Commissioners makes decisions and recommendations to the City Council on land use, zoning and General Plan issues.
- Must be a resident of the City of Antioch.
- Meetings are held the first and third Wednesday of each month at 6:30 p.m. in the Council Chamber
- 7 member board – 4 year terms. This partial-term vacancy will expire October 2020.
- Commissioners are required to submit a FPPC Form 700 (Statement of Economic Interests) upon assuming office, and every year thereafter no later than April 1st.
- Newly appointed Commissioners are also required to complete the AB 1234 Ethics training within 1-year of their appointment. All Commissioners must then take the AB 1234 Ethics training every two years thereafter. The Ethics training is available online.

SALES TAX CITIZENS' OVERSIGHT COMMITTEE

(Deadline date: 11/15/19)

One (1) partial-term vacancy, expiring March 2022

- A Sales Tax Citizens' Oversight Committee has been established following the voters passing Ballot Measure C – Transaction and Use (Sales) Tax at the November 5, 2013 Consolidated Election.
- Each year, an independent auditor shall complete a public audit report of the revenue raised and its expenditure. The Sales Tax Citizens' Oversight Committee shall review the expenditures and report publicly how the funds are being used to address the City Council's stated priorities of public safety and code enforcement. The Committee's review shall be completed in conjunction with the City's budget process. The Committee's report on its review, whether oral or written, shall be considered by the City Council at a public meeting before April 1 of each year. Any written report shall be a matter of public record.
- The Committee shall meet at least three times during its first year and at least twice during subsequent years. The meetings will be public.
- The Sales Tax Citizens' Oversight Committee consists of seven members who are Antioch residents. The terms of the Committee members are staggered with four members for a 4-year term and 3 members for a 2-year term. At least one member of the Committee shall have a financial, accounting or auditing background. The Committee will be appointed by the Mayor and approved by the City Council.
- Members of the Sales Tax Citizens' Oversight Committee will be required to file an annual "Statement of Economic Interest".



A Plan for Contra Costa's Future

»» 2020 Transportation Expenditure Plan



CONTRA COSTA
transportation
authority

October 22, 2019

WHO WE ARE

- CCTA is a public agency formed by voters in 1988 to manage the county's transportation sales tax program and to lead transportation planning efforts.
- CCTA is responsible for maintaining and improving the county's transportation system by delivering critical transportation infrastructure projects to safely and efficiently get people where they need to go.



CONTRA COSTA
transportation
authority



Prudent Financial Stewardship

- Highly Rated
 - AA+ Bond Rating by Fitch
 - AA+ by Standard & Poor's
 - Recipient of "Excellence in Government Financial Reporting" by Government Finance Officers Association
 - Good Governance Award from Contra Costa Tax Payers Association – July 2019
- Responsible management through recession
 - 47% cumulative growth in sales tax revenues since 2010
- Lean Organization
 - 20 employees
 - Established budget controls – 1% limitation on administration costs
 - Conservative pension plan – no spiking, no unfunded liability
 - Low debt levels
- Last bond sale – August 2018
 - Restructured debt and saved \$10.8M over the next 16 years
 - High California investor demand AA+ bonds

FitchRatings


**STANDARD
& POOR'S**
RATINGS SERVICES






Delivering on our Promises


Regional Measure J Projects





Caldecott Tunnel Fourth Bore
State Route 4 Widening
eBART Extension to Antioch
I-80 SMART Corridor
SR 4/SR 160 Connectors
SR4 Bypass Completion
SR4/Sand Creek Road Interchange
SR4/Balfour Road Interchange
Martinez Intermodal Station Parking Expansion
I-80/San Pablo Dam Road – Phase 1
I-80/Central Avenue – Phase 1
I-680/State Route (SR) 4 – Phase 3
I-680 Southbound Carpool Lane Completion
Hillcrest BART Parking Expansion


BY THE NUMBERS

Volume of Material Excavated:  1,008,691 cubic yards

Weight of Asphalt Placed:  228,624 tons

of Jobs Created:  12,775

of Local Vendors Engaged:  40

of Lane Miles Added:  29.13



Highway 4 Widening Complete!



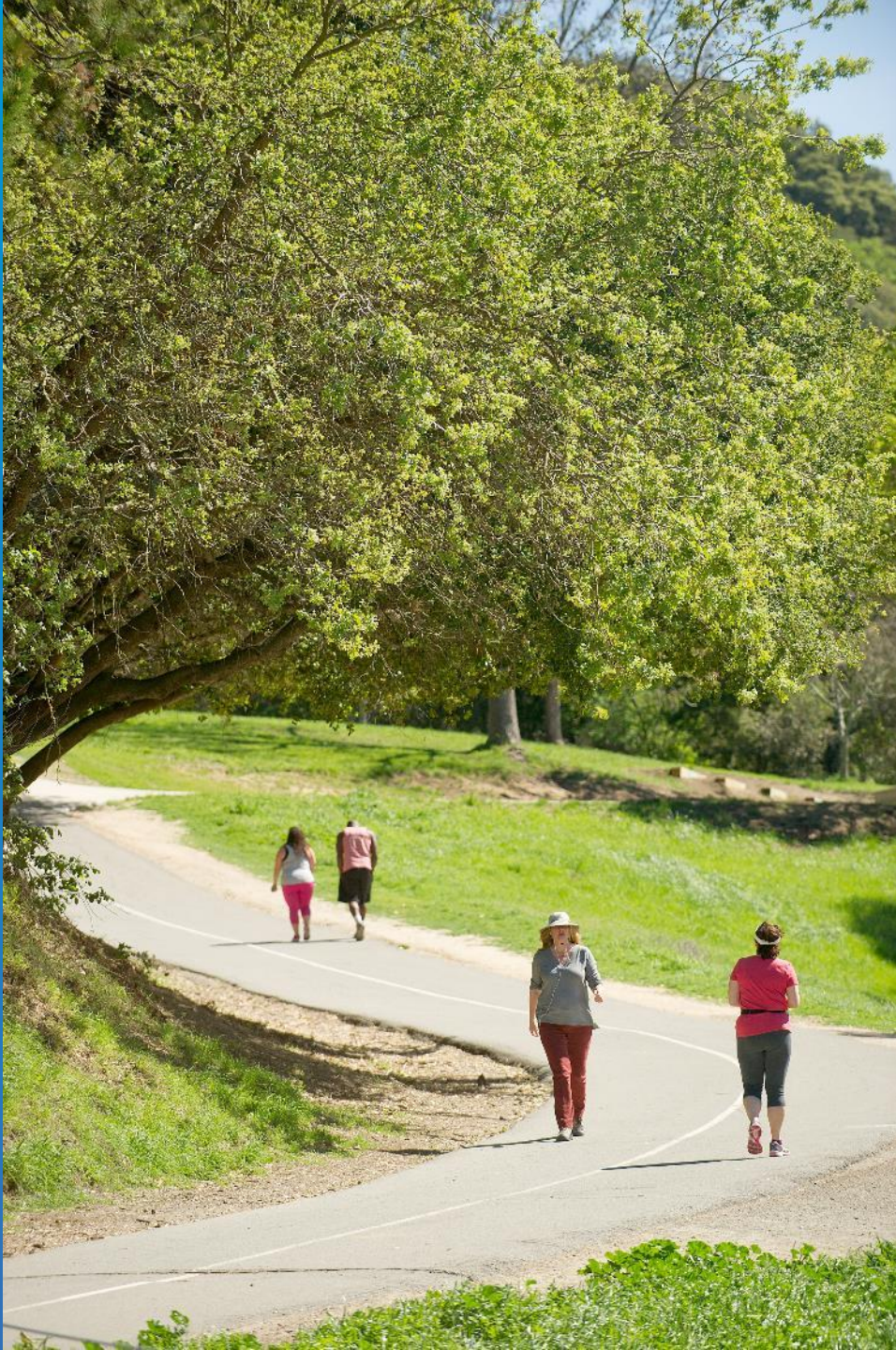
BART Extension to Antioch Complete!





Interstate 680 / Highway 4!





From Trails to Transit, We're Multimodal



Leveraging Measure C/J Funds

MEASURE C/J

»»» **\$1.4B**

STATE / REGIONAL / FEDERAL
FUNDS

»»» **\$4.1B**

TOTAL INVESTMENT

»»» **\$5.5B**

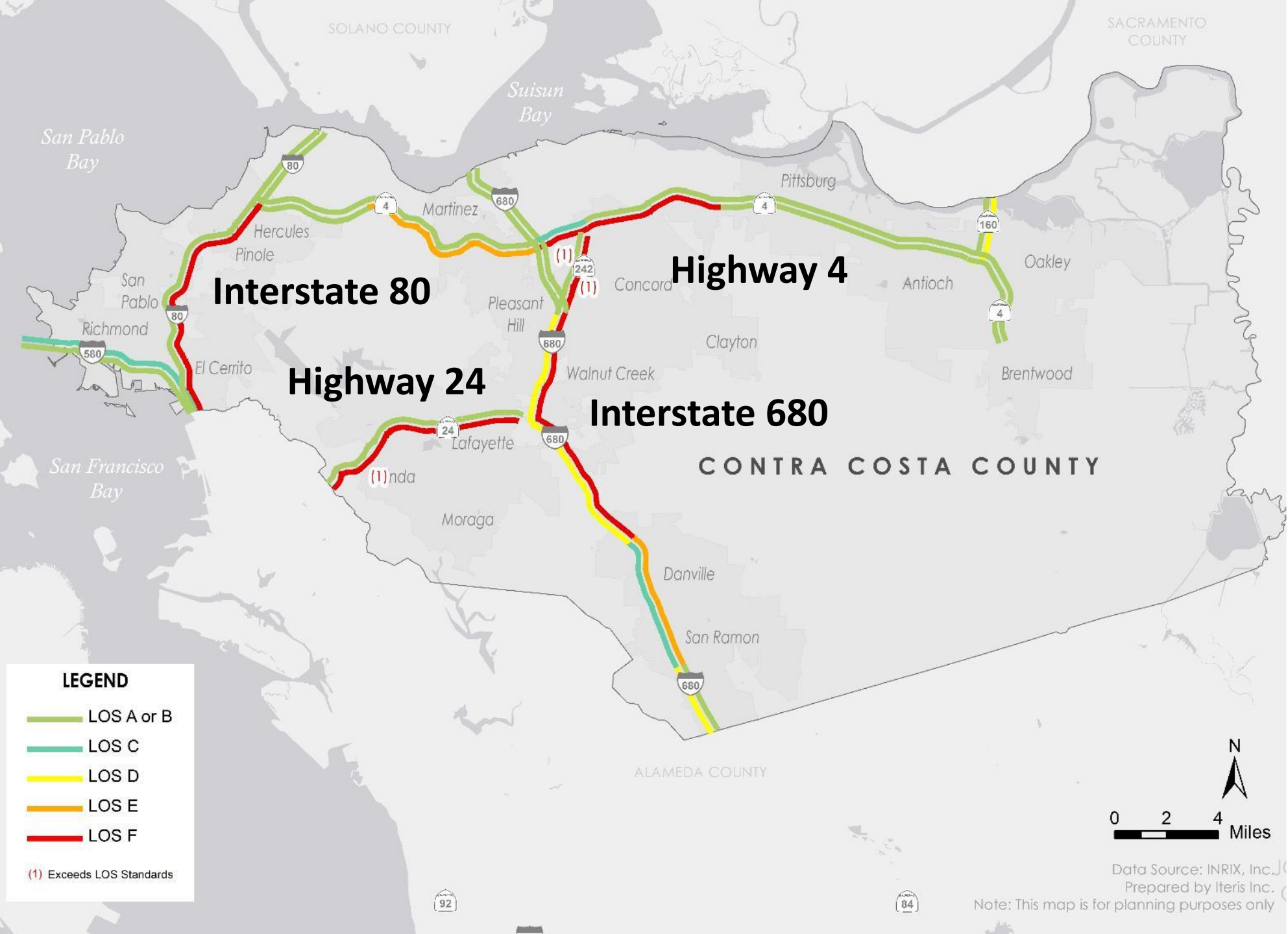
3:1
LEVERAGING
RATIO



Planning for the Future

4

Top 10 Congested
Corridors in the
Bay Area



Transportation Needs

- **Gap between available funding and needs is at an all time high.** Local funding will keep vital services in place and help attract other funding sources.
- **By 2035, 30 percent of the population is expected to be 65* or older.** New and alternative transportation solutions are needed to support the aging population.
- **Population in the county is increasing, as is the demand on roads, highways, and transit.** Investments are needed to maintain and improve transportation system to effectively accommodate growth.

** Population based on Association of Bay Area Governments (ABAG Projections 2013)*





2020 Transportation Expenditure Plan

A Roadmap to Developing a Transportation Expenditure Plan



Sample Ballot Election Schedule
Subject to Change

Action Requested

- Approve Resolution of Support which will:
 - Approve Proposed 2020 TEP released by CCTA
 - Urge CCTA to adopt 2020 TEP
 - Urge County Board of Supervisors to place 2020 TEP on March 3, 2020 ballot
 - Approve an Conditional Amendment to Measure J Growth Management Program to align with proposed TEP. Amendment will apply only if 2020 TEP is placed on ballot and approved by voters



Expenditure Plan Overview

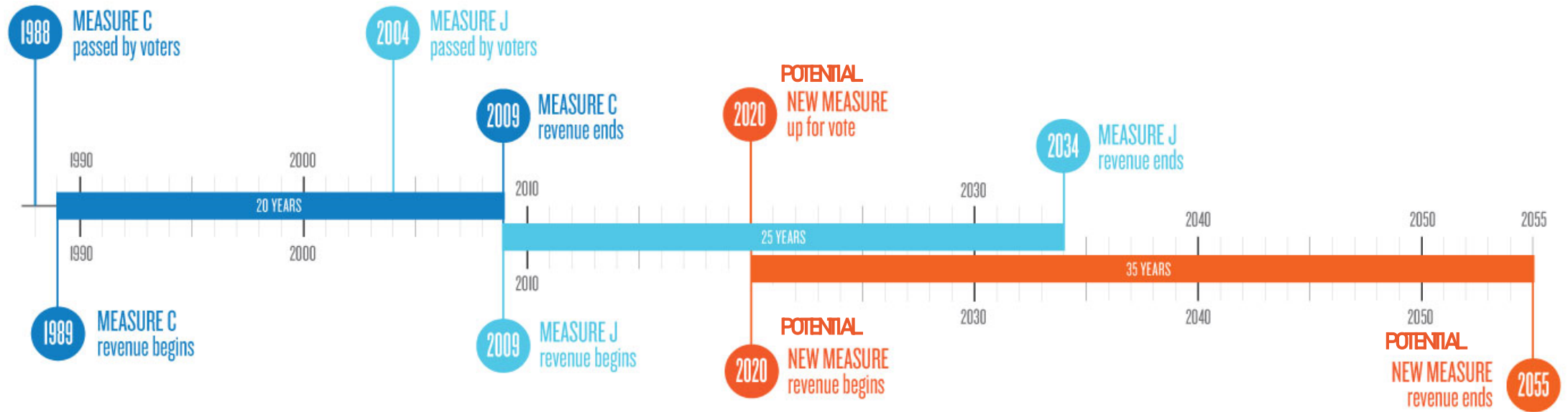
- CCTA has prepared a **transportation expenditure plan that focuses on innovative strategies and new technologies to relieve congestion, promote a strong economy, protect the environment, promote social equity, and enhance the quality of life for all of Contra Costa's diverse communities.**
- ½ Cent Sales Tax
- 35-Year Measure

A TRANSFORMATIVE PLAN FOR CONTRA COSTA'S FUTURE

2020 Transportation Expenditure Plan



Timeline of Local Funding



Guiding Principles



**Relieve Traffic
Congestion**



**Accountability and
Transparency**



**Balanced and Equitable
Approach**



Economic Opportunity



**Maximize Available
Funding**



Public Participation



Transit First



**Performance
Orientation**



**Protect the
Environment**



**Commitment to
Growth Management**



**Commitment to
Technology and Innovation**

Expenditure Plan Funding Summary

Funding Categories

Relieving Congestion on Highways, Interchanges, and Major Roads	\$1.48B
Improve State Route 242, Highway 4, Transit, and eBART Corridor	
Modernize I-680, Highway 24, Transit, and BART Corridor	
Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit and BART Corridor	
Improving Transit and Transportation Countywide In All Our Communities	\$1.98B
Planning and Administration	\$144M

»»» **\$3.6B**

Improving Transit and Transportation Countywide in All Our Communities



\$1.98B

Modernize Local Roads and Improve Access to Jobs and Housing

\$628M

Providing Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa

\$392M

Increase Bus Services and Reliability in West Contra Costa

\$250M

Improving Walking and Biking on Streets and Trails

\$215M

Accessible Transportation for Seniors, Veterans, and People with Disabilities

\$180M

Cleaner, Safer BART

\$120M

Safe Transportation for Youth and Students

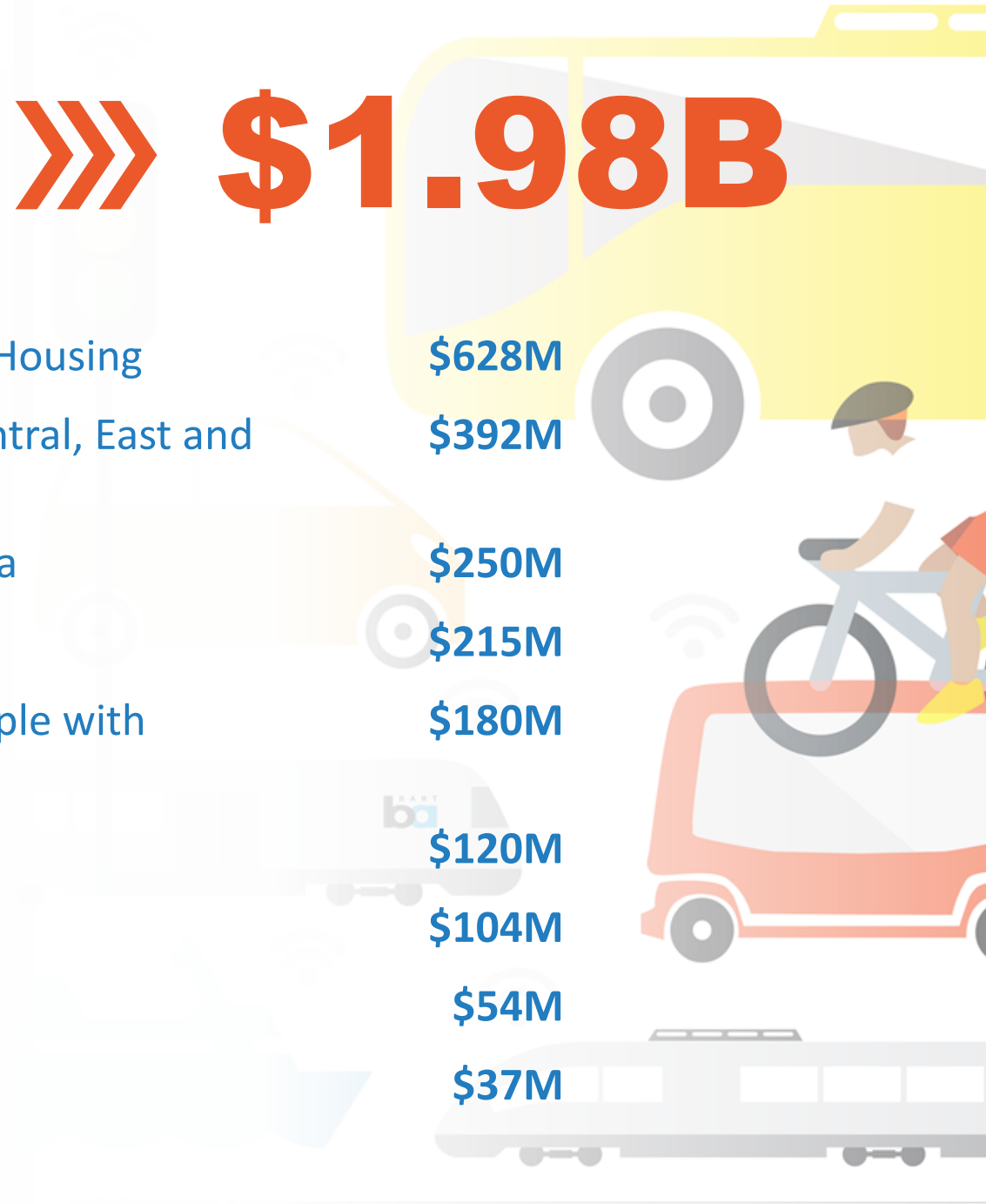
\$104M

Reduce and Reverse Commutes

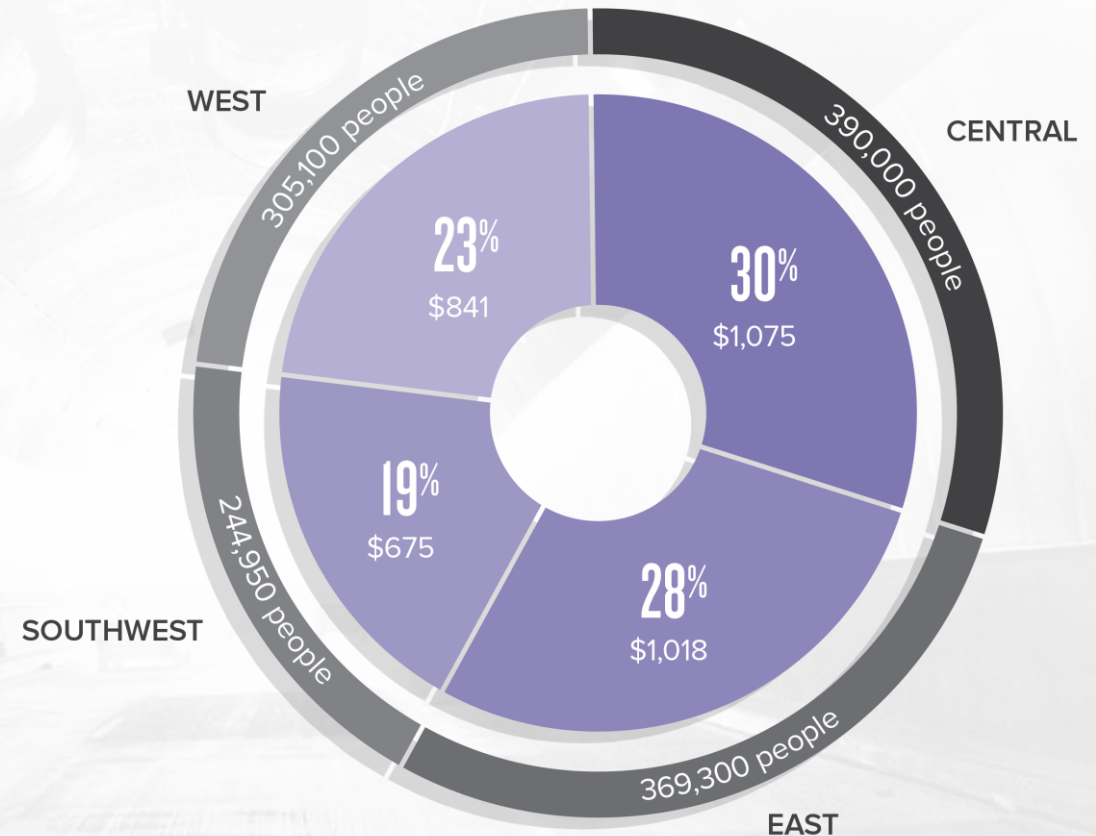
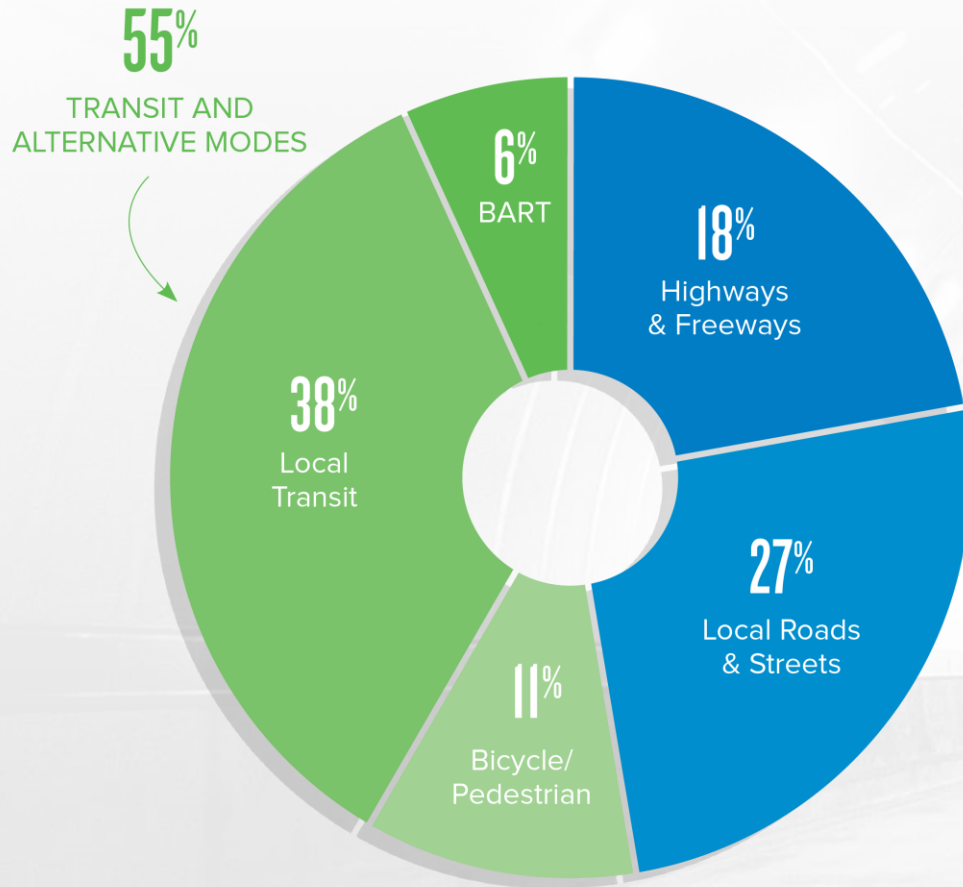
\$54M

Reduce Emissions and Improve Air Quality

\$37M



Expenditure Plan Overview



Total Funding >>> **\$3.6B**

*population based on Association of
Bay Area Governments (ABAG)
Projections 2013 for year 2037

Leverage Local Funding

REGIONAL TRANSPORTATION
PLAN

»»» **\$3.6B**

\$10_B
TOTAL INVESTMENT

POTENTIAL FUTURE REVENUE
FOR CAPITAL

»»» **\$1.6B**

3:1
LEVERAGING
RATIO

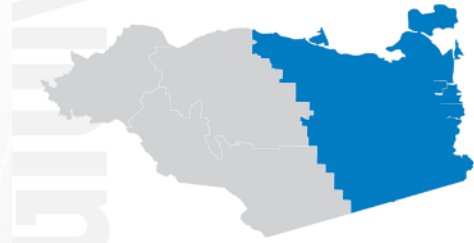
ADDITIONAL STATE / REGIONAL /
FEDERAL FUNDS

»»» **\$4.8B**

East County Investments

»» \$1.018B

Cities and Towns: Antioch, Bay Point, Bethel Island, Brentwood, Byron, Discovery Bay, Oakley, and Pittsburg



Funding Category

Relieving Congestion on Highways, Interchanges, and Major Roads	\$501M
--	---------------

<i>Improve SR 242, Highway 4, Transit, and eBART Corridor</i>	<i>\$501</i>
---	--------------

Improving Transit and Transportation Countywide In All Our Communities	\$476M
---	---------------

<i>Modernize Local Roads and Improve Access to Job Centers and Housing</i>	<i>\$182</i>
--	--------------

<i>Provide Convenient and Reliable Transit Services</i>	<i>\$110</i>
---	--------------

<i>Improve Walking and Biking on Streets and Trails</i>	<i>\$57</i>
---	-------------

<i>Accessible Transportation for Seniors, Veterans, and People with Disabilities</i>	<i>\$56</i>
--	-------------

<i>Cleaner, Safer BART</i>	<i>\$28</i>
----------------------------	-------------

<i>Safe Transportation for Youth and Students</i>	<i>\$17</i>
---	-------------

<i>Reduce and Reverse Commutes</i>	<i>\$15</i>
------------------------------------	-------------

<i>Reduce Emissions and Improve Air Quality</i>	<i>\$10</i>
---	-------------

Planning and Administration	\$41
------------------------------------	-------------

City of Antioch

Modernize Local Roads and Improve Access to
Jobs and Housing

»»»\$57.1M

Total »»

Potential Measure (35 years)

\$57.1 million

Measure J (14 years*)

\$20.6 million

Annually »»

Potential Measure (per year)

\$1.63 million

Measure J (per year)

\$1.5 million



*remaining duration

Benefits to Antioch

- **\$1.63 million per year** to Antioch to modernize local roads and improve access to job centers and housing
- Relieve congestion and improve access to jobs along Highway 4 and SR 242
- Enhance ferry service from Martinez to Antioch
- Improve traffic flow on major roads such as Sand Creek Road, Viera Avenue, and Deer Valley Road
- Enhance transit service and connectivity to BART including additional eBART cars
- Bicycle and pedestrian improvements to streets and trails
- Accessible transportation for seniors, veterans, and people with disabilities
- Clean, safe, and reliable transit service including safe transportation for youth and students to reduce congestion around schools
- Investments to reduce emissions and improve air quality such as electric vehicle charging stations, rideshare/bikeshare services, and zero emissions programs
- Funding to attract jobs to Antioch (reduce and reverse commutes)

East County Investments



»»» **\$1.018B**

Countywide and Regional Benefits

- Relieve Traffic Congestion on Highways and Interchanges
- Make Bus, Ferry, Passenger Train, and BART Rides Safer, Cleaner, and More Reliable
- Provide Accessible and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities
- Improve Transportation and Enhance Quality of Life in Our Communities
- Improve Air Quality



Key Policy Considerations

- Growth Management Program
- Urban Limit Line Compliance Policy
- Transit Policy
- Advance Mitigation Program
- Complete Streets Policy
- Road Traffic Safety (aka Vision Zero) Policy
- Taxpayer Safeguards and Accountability Policy



Thank you



ccta.net/theplan



CONTRA COSTA
transportation
authority

WHAT WE DO



PEDESTRIAN

Make improvements to sidewalks, crosswalks, trails, and paths



LOCAL STREETS

Smooth traffic flow on major roads and invest in improvements such as repairing potholes and road surfaces



BUSES

Invest in a reliable, comfortable and convenient bus network



SAFE ROUTES TO SCHOOLS

Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students



FERRIES

Expand the Bay Area ferry system by looking to ferries as an alternate commute method between West County and San Francisco



BICYCLE

Invest in safe routes and infrastructure improvements for bicyclists



BART

Improve BART service and stations, extend routes and increase parking at stations



HIGHWAYS

Complete Contra Costa's highway system, and improve air quality and noise protection along these corridors



CARPOOL/RIDESHARE

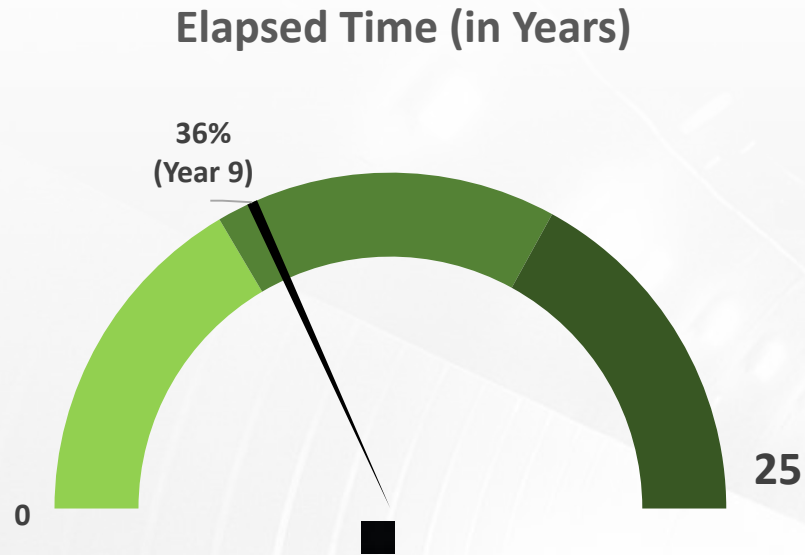
Implement programs to reduce traffic congestion by encouraging carpooling and ridesharing



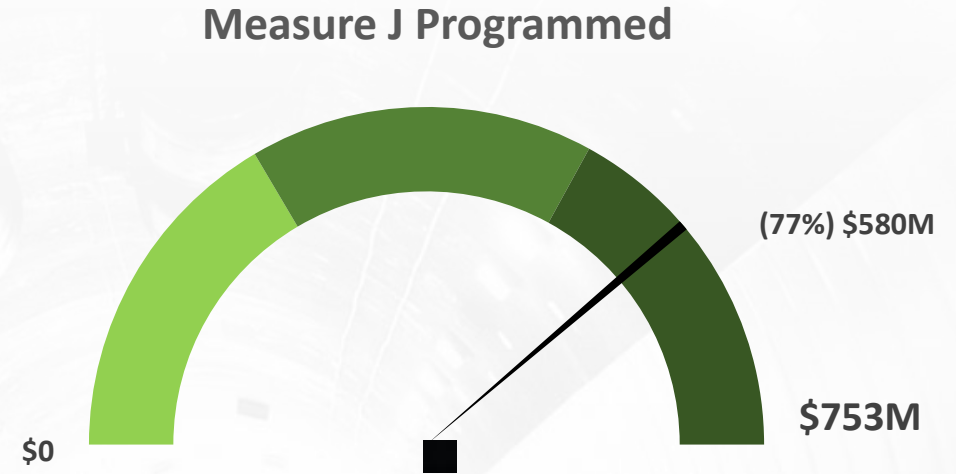
PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES

Enhance transit options to improve mobility for seniors and people with disabilities

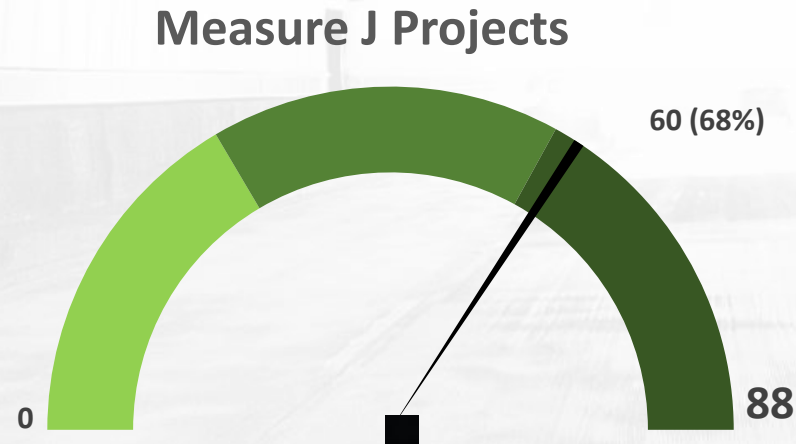
Measure J Project Delivery – Countywide



Years Elapsed



Amount Spent



Projects Completed or Under Construction

Note: As of June 30, 2018

Senate Bill 1

LOCAL PARTNERSHIP PROGRAM
Per Year

»»» **\$2.3M**

LOCAL STREETS AND ROADS
Per Year

»»» **\$31.1M**

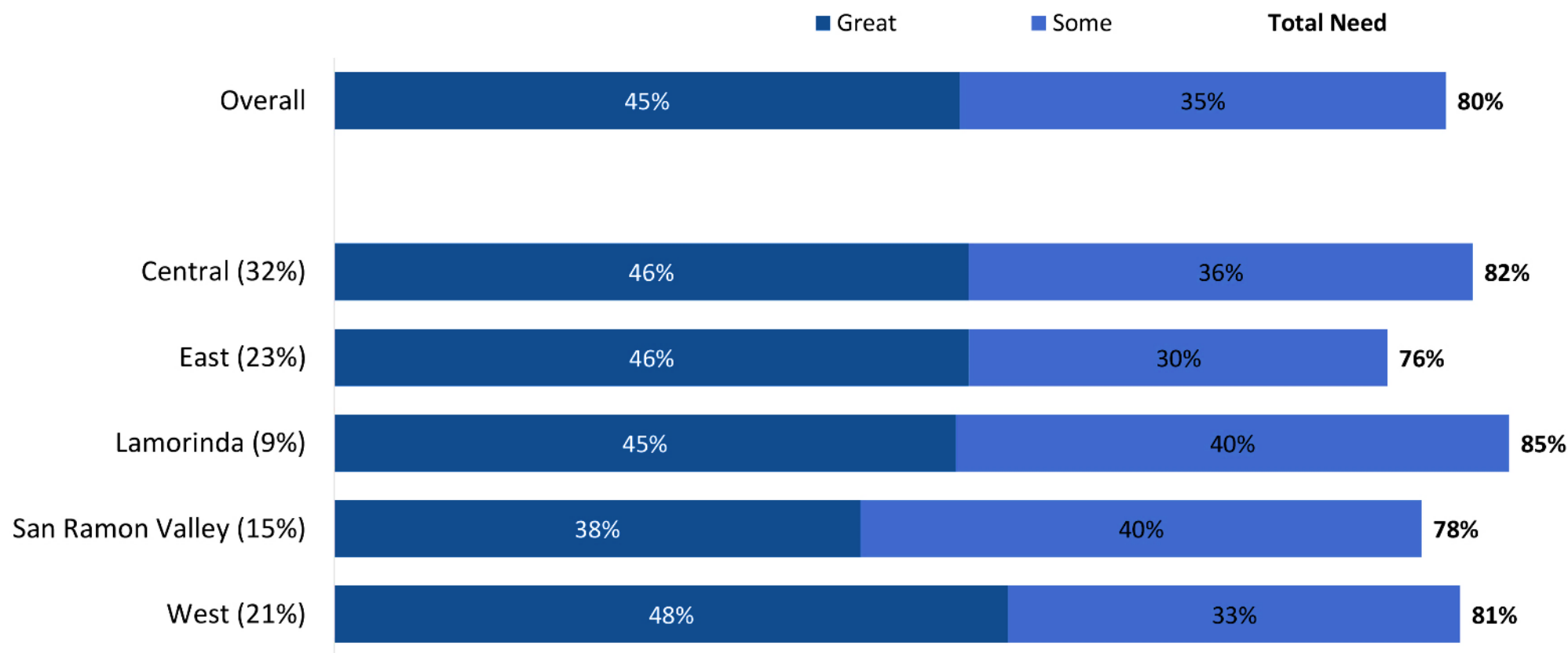
Regional Measure 3

- I-680/SR-4 Interchange Improvements (Phase 1-2) (\$210 million)
- Richmond – San Rafael Bridge Access Improvements (\$75 million)
- I-80 Transit Improvements (\$25 million)
- East County Intermodal Station (\$15 million)
- Vasco Road Safety Improvements (\$15 million)
- Byron Highway – Vasco Road Airport Connector (\$10 million)
- I-680 Transit Improvements (\$10 million)

\$360 million investment in Contra Costa projects

Need for Transportation Funding by Region

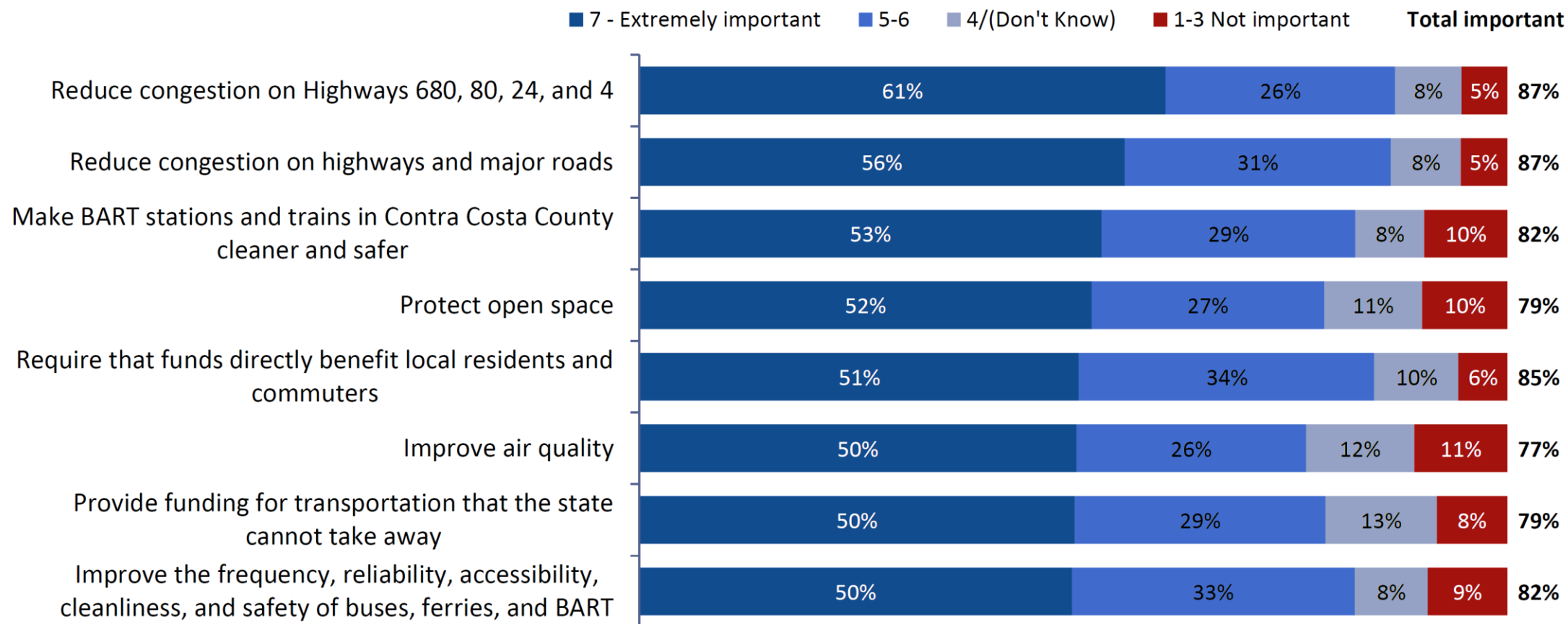
Perception of need for funding is pervasive across the county, though intensity is lowest in the San Ramon Valley.



Q6. Thinking about the roads, highways, BART, buses, ferries, bike paths, and sidewalks in Contra Costa County, that is, the entire county transportation network, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?

Top Potential Measure Elements

*Top-tier elements include congestion reduction, BART and other transit improvements, and environmental protections.
Requiring funds directly benefit local residents and commuters is a key feature.*



Q19-43. Next, I'd like to read you some items that may be included in this measure. After each one, please rate how important it is to you that it is included in the measure, using a scale of 1 to 7, where 1 means not at all important, and 7 means extremely important.

Top Measure Information

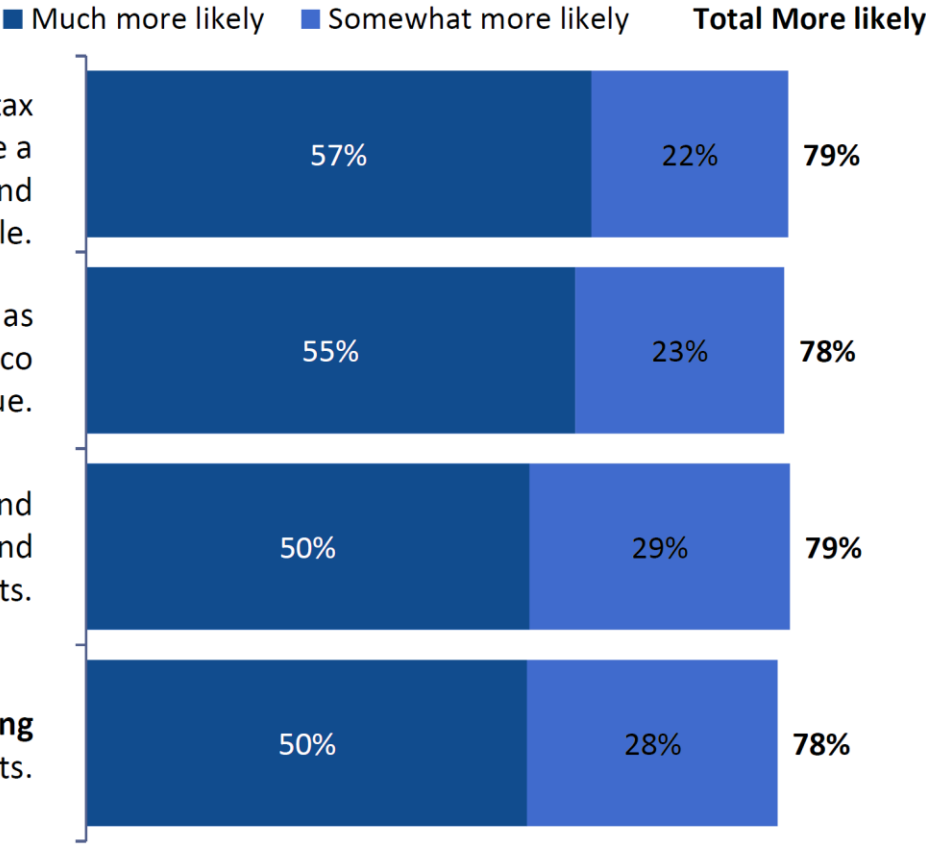
Voters like the idea of an accountability mechanism that requires funds go to things that impact congestion.

This measure will make our elected officials **accountable** for how they spend our tax money by requiring proof that anything that is funded with the revenue will make a real impact on congestion in Contra Costa County. They will not be allowed to spend any money on things that don't make our commutes faster and more predictable.

This measure will focus improvements in areas with the **worst bottlenecks**, such as Highways 680, 80, 24, and 4, as well as Ygnacio Valley Road, Kirker Pass Road, Vasco Road, San Pablo Dam Road, and Central Avenue.

This measure uses **technology** that makes getting around faster, easier, safer, and more reliable, like synchronized traffic lights to keep traffic moving, on-demand shuttles to BART, and smart freeway signs to steer drivers around accidents.

This measure allows Contra Costa County to qualify for state and federal **matching funds**, providing more money for badly-needed local transportation improvements.



Q44-58. Next, I'd like to read you some things people might say about the about the Contra Costa County Transportation Improvement Plan. After you hear each statement, please tell me if it makes you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the measure, or if it makes no difference.

**SPECIAL MEETING/CLOSED SESSION
ANTIOCH CITY COUNCIL**

**Special Meeting/Closed Session
1:30 P.M.**

**September 30, 2019
Antioch Community Center**

ROLL CALL *for Closed Session*

Mayor Wright called the meeting to order at 1:30 P.M., and roll was called.

Present: Council Members Wilson, Motts, Ogorchock and Mayor Wright
(*Councilmember Thorpe arrived at 1:34 P.M.*)

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS *for Closed Session – None*

The City Council then adjourned to closed session.

CLOSED SESSION:

- 1) **CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION** – Potential Litigation pursuant to California Government Code section 54956.9 (d)(4): Water Rights BDCP/WaterFix (Bay Delta Conservation Plan/WaterFix).

Direction was given to the City Manager.

The City Council reconvened in open session at 2:58 P.M.

Present: Council Members Wilson, Thorpe, Ogorchock and Mayor Wright
(*Councilmember Motts arrived at 2:59 P.M.*)

ADJOURNMENT

A motion was made and seconded to adjourn the meeting. Council unanimously adjourned the meeting at 3:00 P.M.

Respectfully submitted:

Kitty Eiden

KITTY EIDEN, Minutes Clerk

**CITY COUNCIL MEETING
INCLUDING THE ANTIOCH CITY COUNCIL
ACTING AS HOUSING SUCCESSOR
TO THE ANTIOCH DEVELOPMENT AGENCY**

**Regular Meeting
7:00 P.M.**

**October 8, 2019
Council Chambers**

Mayor Pro Tem Motts called the meeting to order at 7:01 P.M., and City Clerk Simonsen called the roll.

Present: Council Members Thorpe, Ogorchock and Mayor Pro Tem Motts
Absent: Councilmember Wilson and Mayor Wright

PLEDGE OF ALLEGIANCE

Councilmember Ogorchock led the Council and audience in the Pledge of Allegiance.

1. PROCLAMATION

In Honor of Unity Day, October 23, 2019

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe the City Council members present unanimously approved the Proclamation.

Mayor Pro Tem Motts presented the *In Honor of Unity Day* to Director of Parks and Recreation Kaiser who thanked the City Council for the proclamation and encouraged the community to wear orange to promote Unity Day.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

Director of Parks and Recreation Kaiser announced the following events: Kids Fishing Derby at 9:00 A.M. on October 12, 2019 at Waldie Plaza and Big Truck Day, October 17, 2019 at Prewett Community Center.

ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Simonsen announced the following Board and Commission openings:

- Planning Commission: Two (2) vacancies: deadline date is October 25, 2019

He reported applications would be available in online at the City's website and at the Deputy City Clerk and City Clerk's offices.

PUBLIC COMMENTS

Allen Sims, Antioch resident, reported he was a resident of the Delta Villa Estates, a 55+ community on 18th street and explained that there were ongoing safety and health concerns due to the homeless encampments adjacent to their property. He noted of particular concern was fires that were occurring in the area. He suggested the City declare the area a no fire/camping zone in the area to reduce the risks to their families.

Ruby and DeAngelo Mathis, Pittsburg residents, expressed concern that their child was picked up at school by an individual who was not authorized to do so and they were not been notified. They requested the City Council partner with the Antioch Unified School district to implement additional security measures to assure that this issue does not occur in the future.

Ray Shively, Antioch resident, reported that he was a tenant at Delta Villa Estates, a 55+ community. He explained that there had been ongoing health and safety concerns as well as criminal activity occurring in the area due to the homeless encampment adjacent to the property.

Nicole Gardner discussed the recent disbandment of a homeless encampment along the railroad tracks and requested the City build trust with individuals who were being impacted.

Thea Hendricks thanked the City for providing supplies, portable restrooms and a dumpster for the homeless.

Mariah Williams requested information on how to establish nonprofits for an art studio and a homeless gardening project.

Velma Wilson announced the Veterans Day celebration sponsored by the Delta Veteran's Group would be held on November 11, 2019 and begin with a Pancake Breakfast at 8:30 A.M. followed by a ceremony, Battle of the Bands, recognition of Veteran of the Year and a free lunch at the VFW. She provided the City Council with applications for parade.

COUNCIL SUBCOMMITTEE REPORTS/COMMUNICATIONS

Councilmember Thorpe reported on his attendance at the Tri Delta Transit subcommittee meeting.

MAYOR'S COMMENTS

Mayor Pro Tem Motts thanked City staff for all of their hard work and responding to Council's requests. She noted they were proud of all of their efforts and the work being done in Antioch.

PRESENTATION

Contra Costa County Fire Protection District Update

Fire Chief Lewis Broschard gave the Contra Costa County Fire Protection District Overview for City Leaders PowerPoint presentation. He offered to provide CPR classes to any group requesting it. He thanked the City for their partnership and support.

Councilmember Thorpe thanked the Contra Costa Fire Protection District for participating in the Homeless Encampment Task Force Ad Hoc committee meetings.

In response to Councilmember Thorpe, Chief Broschard discussed the impact of homeless encampments on the fire district and their efforts to work with the Coordinated Outreach Referral, Engagement (CORE) team, and various stakeholders to address this matter.

Councilmember Thorpe voiced his appreciation to the district in handling these issues. He reported that there were several agencies investing a lot to address the homeless crisis.

Mayor Pro Tem Motts thanked the Fire District for keeping the community safe and Chief Broschard for the outreach.

2. CONSENT CALENDAR

A. APPROVAL OF COUNCIL MINUTES FOR SEPTEMBER 10, 2019

B. APPROVAL OF COUNCIL MINUTES FOR SEPTEMBER 24, 2019

C. APPROVAL OF COUNCIL WARRANTS

D. APPROVAL OF TREASURER'S REPORT FOR AUGUST 2019

**E. ORDINANCE NO. 2172-C-S SECOND READING – RESIDENTIAL GROWTH
ORDINANCE AMENDMENT (*Introduced on 09/24/19*)**

**F. ORDINANCE NO. 2173-C-S SECOND READING – FIRE PROTECTION FEE
ORDINANCE AMENDMENT (*Introduced on 09/24/19*)**

**G. RESOLUTION NO. 2019/152 COMMUNICATION ALLOWANCE FOR OTHER
ELECTED OFFICIALS**

**H. RESOLUTION NO. 2019/153 ESTABLISHING THE MUNICIPAL RESERVOIR
AQUATIC VEGETATION REMOVAL CAPITAL IMPROVEMENT PROJECT,
AMENDING THE FISCAL YEAR 2019/2020 CAPITAL IMPROVEMENT BUDGET, AND
AUTHORIZING THE CITY MANAGER TO SIGN A MAINTENANCE AND TRADE
SERVICES AGREEMENT WITH CLEAN LAKES, INC. (P.W. 453-1)**

**I. RESOLUTION NO. 2019/154 FIFTH AMENDMENT TO THE CONSULTANT
SERVICES AGREEMENT WITH BROWN AND CALDWELL, INC. FOR THE JAMES
DONLON BOOSTER PUMP STATION UPGRADES (P.W. 477-BP2)**

J. **RESOLUTION NO. 2019/155 FORD POLICE VEHICLES BID AWARD**

K. **RESOLUTION NO. 2019/156 CITY HALL COUNCIL CHAMBERS HVAC UPGRADES WITH SOLE SOURCE JUSTIFICATION REQUEST (P.W. 247-P3)**

L. **REPORT ON ACTIVITIES AT VILLA MEDANOS APARTMENTS**

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, the City Council members present unanimously approved the Council Consent Calendar with the exception of item L, which was removed for further discussion.

Item L - City Manager Bernal introduced Item L. Director of Community Development Ebbs presented the staff report dated October 8, 2019 recommending the City Council receive and file the report.

Thelma Ann Fields, Antioch resident, United Tenants of Villa Medanos member, asked for oversight of the renovations activities occurring at Villa Medanos Apartments.

Mayor Pro Tem Motts read written comment from Sandy Heinitz, Octavious Scott and Monica & Jonre James who expressed concern regarding the process in which the Villa Medanos Apartments had been converted to an affordable housing project by The Reliant Group.

Eduardo Torres, Bay Point resident, Northern California Regional Coordinator Tenants Together, reported he had assisted the residents of Villa Medanos Apartments to form a tenant's union. He expressed concern regarding the process in which the apartments had been converted to an affordable housing project. He announced that tenants were seeking the following demands: relocation expenses, new lease agreements, a Section 504 coordinator, a cap on rent increases at 10% while the City resolved the ongoing issues and a moratorium on unjust evictions.

Adam Dye, Antioch resident, tenants at Villa Medanos, expressed concern regarding the process in which the Villa Medanos Apartments had been converted to an affordable housing project by The Reliant Group.

Jason Snyder, Reliant Group Management, stated they had made mistakes in the process; however, they were doing their best to learn and understand the tenants concerns. He commented that they were sympathetic to those who had been dislocated. He noted they had followed state and federal guidelines as well as the regulations of the program. He discussed improvements being made to the property and explained that the rents that had been in place prior to them acquiring the property, were in direct relation to the condition of the apartment complex. He stated they welcomed the opportunity to continue the conversation to address the concerns of the residents.

Rosemarie Smith, Villa Medanos tenant, reported that she was going through the renovation process and management had done a good job communicating with her regarding the process. She thanked the City Council for supporting an affordable housing project.

Shernita Shields, Villa Medanos tenant, reported that she was going through the renovation process and she appreciated the current management staff. She encouraged management to secure the garbage area and restrict access to the area behind the complex.

Alex Magsano, Vallejo resident, discussed his support for AB-1482 Tenant Protection Act of 2019 and issues that Reliant tenants had been facing in Vallejo. He noted Vallejo City Council had assisted the tenants by enacting a rental cap.

Peggy Hardy, Vallejo resident, discussed issues related to a Reliant project in the City of Vallejo.

Christine Chambers, Pittsburg resident, stated she was a former tenant who had been displaced twice by rent increases at apartment complexes in Antioch.

Reverend Arnold Townsend, FRH Consulting, stated they had been engaged by Reliant Management Group to work with the Villa Medanos residents to assure that there was transparency to minimize the impacts. He discussed the need to create affordable housing to prevent homelessness. He explained that regulations placed a cap on income for residents living in an affordable housing project. He noted without renovations the buildings would be uninhabitable.

In response to Councilmember Ogorchock, Director of Community Development Ebbs commented that the purpose of the January hearing regarding endorsement of the bond was to accommodate The Reliant Groups procedural requirement under federal law. He explained that the City was not a regulatory agency over this type of project and if Council had decided not to endorse the bond, it would not have changed the course of the project.

City Attorney Smith added that the public hearing was the requirement to receive additional information on the topic. He noted what Council did with that information would have been separate and apart from the actual requirement for the hearing.

Councilmember Ogorchock encouraged Reliant to provide residents with a timeline for the renovations of their apartment units. She sympathized with the residents regarding the negative impacts they had experienced.

Councilmember Thorpe explained that Council's action regarding this project was limited to the issuance of bonds. He reported that he met with the president of Reliant and expressed concern that they had sent a letter to residents falsely claiming that the City was mandating the renovation. He commented that after touring the complex he was also concerned that the property had not been maintained or improved and noted that the rents were so low because they could not compete with a market rate project. He further noted that the renovations were a

significant improvement. He sympathized with the residents regarding the negative impacts they had experienced.

Mayor Pro Tem Motts stated she was encouraged that representatives from The Reliant Group were present this evening to address resident's concerns. She announced that she would be meeting with them on October 9, 2019 to discuss how they could improve the transition.

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe the City Council members present unanimously received and filed the report.

PUBLIC HEARING

3. PARK RIDGE CONDITION OF APPROVAL AMENDMENT (PD-05-01, UP-18-04, Z-19-02)

City Manager Bernal introduced Public Hearing Item #3.

Director of Community Development Ebbs presented the staff report dated October 8, 2019 recommending the City Council take the following actions: 1) Adopt the resolution approving the addendum to the final future urbanization area #2 specific plan EIR (FUA 2 EIR) prepared for the East Lone Tree Specific Plan as adequate for addressing the environmental impacts of the proposed amendment to condition of approval number 91 of City Council Resolution 2010-21 for the Park Ridge Subdivision project. 2) Adopt the resolution approving the proposed amendment to condition of approval number 91 of City Council Resolution 2010-21 for the Park Ridge Subdivision project.

Mayor Pro Tem Motts opened and closed the public hearing with no members of the public requesting to speak.

RESOLUTION NO. 2019/157 RESOLUTION NO. 2019/158

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe the City Council members present unanimously 1) Adopted the resolution approving the addendum to the final future urbanization area #2 specific plan EIR (FUA 2 EIR) prepared for the East Lone Tree Specific Plan as adequate for addressing the environmental impacts of the proposed amendment to condition of approval number 91 of City Council Resolution 2010-21 for the Park Ridge Subdivision project. 2) Adopted the resolution approving the proposed amendment to condition of approval number 91 of City Council Resolution 2010-21 for the Park Ridge Subdivision project.

COUNCIL REGULAR AGENDA

4. RESOLUTION APPROVING THE FINAL MAP AND IMPROVEMENT PLANS FOR PARK RIDGE UNIT 2 SUBDIVISION 9485 (DAVIDON HOMES) AND ANNEXING TO CITY WIDE LIGHTING AND LANDSCAPING DISTRICT 10 ZONE 1 (PW 674-2)

City Manager Bernal introduced Regular Agenda Item #4.

Director of Community Development Ebbs presented the staff report dated October 8, 2019 recommending the City Council adopt the resolution approving the final map and improvement plans for Park Ridge Unit 2 Subdivision 9485 and annexing to City Wide Lighting and Landscaping District 10 Zone 1.

RESOLUTION NO. 2019/159

On motion by Councilmember Thorpe, seconded by Councilmember Ogorchock the City Council members present unanimously adopted the resolution approving the final map and improvement plans for Park Ridge Unit 2 Subdivision 9485 and annexing to City Wide Lighting and Landscaping District 10 Zone 1.

PUBLIC COMMENTS – None

STAFF COMMUNICATIONS

City Manager Bernal announced that he had received a safety alert from PG&E and power may be turned off on October 9, 2019. He noted that a location for assistance would be established at the Bishop Ranch parking lot and it would be opened from 8:00 A.M. into night time hours.

Councilmember Ogorchock requested that the City open a local facility for residents in the event that PG&E turns off the power in Antioch.

Parks and Recreation Director Kaiser reported that Prewett Water Park would be available to serve as a center in the event residents needed assistance.

COUNCIL COMMUNICATIONS – None

ADJOURNMENT

On motion by Councilmember Thorpe, seconded by Councilmember Ogorchock, the City Council unanimously adjourned the meeting at 8:49 P.M.

Respectfully submitted:

Kitty Eiden
KITTY EIDEN, Minutes Clerk



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

100 General Fund

Non Departmental

00383913	DELTA DENTAL	PAYROLL DEDUCTIONS	481.54
00383923	FCS INTERNATIONAL INC	CONSULTING SERVICES	89,747.75
00383966	RANEY PLANNING & MANAGEMENT	CONSULTING SERVICES	19,584.12
00384138	SU, CHRISTINA	STATE FEE REFUND	4.00

City Council

00384088	CRYSTAL CLEAR LOGOS INC	COUNCIL SHIRTS	264.91
----------	-------------------------	----------------	--------

City Attorney

00383893	COLE HUBER LLP	LEGAL SERVICES RENDERED	4,495.38
00383929	GIBBONS AND CONLEY	LEGAL SERVICES RENDERED	1,151.40
00383930	GOLDFARB AND LIPMAN LLP	LEGAL SERVICES RENDERED	1,740.50
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	72.27
00383990	SHRED IT INC	SHRED SERVICES	144.40
00384003	TELECOM LAW FIRM PC	LEGAL SERVICES RENDERED	771.00
00384078	COLE HUBER LLP	LEGAL SERVICES RENDERED	1,827.00
00384088	CRYSTAL CLEAR LOGOS INC	STAFF SHIRT	63.56
00384099	FEDEX	SHIPMENT	62.49
00384102	GARCIA HERNANDEZ SAWHNEY	LEGAL SERVICES RENDERED	6,526.50

City Manager

00384073	BEST BEST AND KRIEGER LLP	PROFESSIONAL SERVICES	2,718.93
00384076	CITY OF WALNUT CREEK	2019 PMA ASSOCIATION DUES	310.00
00384088	CRYSTAL CLEAR LOGOS INC	STAFF SHIRTS	277.86

City Clerk

00383926	GARCIA, CHRISTINA L	TRAVEL EXPENSE REIMBURSEMENT	485.83
00383993	SIMONSEN, ARNE	TRAINING REIMBURSEMENT	219.04
00384015	WESTAMERICA BANK	COPIER LEASE	270.80
00384134	SIMONSEN, ARNE	TRAINING SEMINAR	500.00

City Treasurer

00383927	GARDA CL WEST INC	ARMORED CAR PICKUP	284.47
00935111	PFM ASSET MGMT LLC	ADVISORY SERVICES	8,343.33

Human Resources

00383990	SHRED IT INC	SHRED SERVICES	144.41
00384015	WESTAMERICA BANK	COPIER LEASE	270.80
00384075	BROWN, JAZZMAN MONIQUE	EDUCATION REIMBURSEMENT	690.00
00935113	SUPERION LLC	FMLA TRACKING	80.00

Economic Development

00383984	SAINT MARYS COLLEGE OF CA	SOMERSVILLE ECONOMIC PLAN	15,000.00
00383991	SIERRA DISPLAY INC	PROFESSIONAL SERVICES	1,330.00

Finance Administration

00384015	WESTAMERICA BANK	COPIER LEASE	342.57
----------	------------------	--------------	--------



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

Finance Accounting

00383990 SHRED IT INC	SHRED SERVICES	144.41
00935113 SUPERION LLC	ASP SERVICES	17,576.45

Finance Operations

00383960 OFFICE DEPOT INC	OFFICE SUPPLIES	100.10
00383964 PROGRESSIVE SOLUTIONS INC	CONFERENCE DUES	465.00

Non Departmental

00383907 COSTCO	EMPLOYEE APPRECIATION PICNIC	985.22
00383956 MUNICIPAL POOLING AUTHORITY	UNMET LIABILITY DEDUCTIBLE	7,533.07
00383977 RL KELLER DDS	OVERPAYMENT REFUND	1,399.96
00383987 SENECA FAMILY OF AGENCIES	OVERPAYMENT REFUND	500.00
00384010 WAGeworks	ADMIN FEE REFUND	230.00
00384069 ATWOOD, RANDY	OVERPAYMENT REFUND	380.63
00384138 SU, CHRISTINA	OVERPAYMENT REFUND	275.00
00935181 RETIREE	MEDICAL AFTER RETIREMENT	1,787.98

Public Works Administration

00384015 WESTAMERICA BANK	COPIER LEASE	299.06
---------------------------	--------------	--------

Public Works Street Maintenance

00383872 ANTIOCH ACE HARDWARE	SUPPLIES	9.82
00383882 BLUE SHIELD LIFE	PAYROLL DEDUCTIONS	7.50
00383908 COUNTY ASPHALT	ASPHALT	3,099.83
00383913 DELTA DENTAL	PAYROLL DEDUCTIONS	89.29
00383922 FASTENAL CO	SUPPLIES	29.49
00383936 INTERSTATE SALES	PARTS	3,726.30
00383961 OREILLY AUTO PARTS	AUTO PARTS	185.71
00383969 RECOLOGY BLOSSOM VALLEY OR.	PLANTER MATERIAL	5,568.34
00383999 SUBURBAN PROPANE	PROPANE	597.46
00384017 ZAP MANUFACTURING INC	SIGNS	4,920.76
00384062 ANTIOCH BUILDING MATERIALS	ASPHALT	5,627.25
00384126 PRINT CLUB	SIGNS	528.77

Public Works-Signal/Street Lights

00384059 AMERICAN GREENPOWER USA INC	INDUCTION LIGHTING	11,263.53
00384066 AT AND T MCI	PHONE	753.82
00384085 CONTRA COSTA COUNTY	TRAFFIC SIGNAL MAINTENANCE	28,826.15
00384122 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	760.85
00935107 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	9,848.14
00935278 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	131.58

Public Works-Facilities Maintenance

00383915 DREAM RIDE ELEVATOR	MAINTENANCE SERVICES	560.00
00383921 FAST SIGNS	BUSINESS CARDS	75.68
00383968 REAL PROTECTION INC	MONITORING SERVICES	360.23
00383974 RICKIES ROOF REPAIR	REPAIR SERVICES	4,200.00



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00383979	ROBINS LOCK AND KEY	SUPPLIES	452.90
00384066	AT AND T MCI	PHONE	62.04
00384093	DEPARTMENT OF INDUSTRIAL REL.	INSPECTION SERVICES	225.00
00384125	PEPPER INVESTMENTS INC	PEST CONTROL	684.00
00384129	ROBINS LOCK AND KEY	SUPPLIES	287.31
00935103	GRAINGER INC	SUPPLIES	264.66
00935107	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	3,082.00
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	3,500.00
Public Works-Parks Maint			
00383869	AMERICAN PLUMBING INC	PLUMBING SERVICES	495.00
00383896	COMBINATION LOCK AND SAFE	MAINTENANCE SERVICES	731.18
00383914	DELTA FENCE CO	GATE INSTALLATION	4,910.00
00383941	LEATHERS AND ASSOCIATES	PARTS	924.50
00383997	STEWARTS TREE SERVICE INC	LANDSCAPE SERVICES	7,550.00
00384066	AT AND T MCI	PHONE	106.10
00384092	DELTA FENCE CO	PROFESSIONAL SERVICES	4,910.00
00935273	DEL CONTES LANDSCAPING INC	LANDSCAPE SERVICES	5,371.00
Public Works-Median/General Land			
00383868	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	5,978.00
00383872	ANTIOCH ACE HARDWARE	IRRIGATION PARTS	161.70
00383935	HORIZON	IRRIGATION SUPPLIES	120.71
00383978	ROBERTS AND BRUNE CO	PIPE FITTINGS	207.19
00383997	STEWARTS TREE SERVICE INC	TREE SERVICES	250.00
00384060	ANTIOCH ACE HARDWARE	SUPPLIES	3.91
00384066	AT AND T MCI	PHONE	241.75
00384067	AT AND T MCI	INTERNET	168.50
00384144	WATERSAVERS IRRIGATION	IRRIGATION PARTS	228.84
00935112	SITEONE LANDSCAPE SUPPLY	IRRIGATION CONTROLLER PARTS	8,857.95
00935284	SITEONE LANDSCAPE SUPPLY	IRRIGATION PARTS	2,395.51
Police Administration			
00383878	ATKINSON ANDELSON LOYA RUUD	PROFESSIONAL SERVICES	2,784.59
00383886	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTS	258.00
00383890	CI TECHNOLOGIES INC	MAINTENANCE SERVICES	3,600.00
00383899	CONCORD UNIFORMS LLC	EQUIPMENT	1,166.56
00383900	CONTRA COSTA COUNTY	FIELD TRAINING	1,305.00
00383901	CONTRA COSTA COUNTY	TRAINING - A ALLEN	75.00
00383902	CONTRA COSTA COUNTY	TRAINING - B BUSHBY	75.00
00383903	CONTRA COSTA COUNTY	TRAINING - C PRIETO	75.00
00383904	CONTRA COSTA COUNTY	TRAINING - A RODRIGUEZ	75.00
00383910	CRIME SCENE CLEANERS INC	BIOHAZARD RESPONSE	320.00
00383925	GALLS LLC	UNIFORMS	199.02
00383931	GUADALAJARA TAQUERIA	BUSINESS EXPENSE	437.00



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00383939	KNOX INVESTIGATIONS	BACKGROUND INVESTIGATION	1,746.65
00383940	LC ACTION POLICE SUPPLY	EQUIPMENT	14,552.93
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	5.86
00383963	PRIETO, CALVIN GEOVANI	MEAL ALLOWANCES	57.50
00383965	PSYCHOLOGICAL SERVICES GRP	PROFESSIONAL SERVICES	12,000.00
00383976	RITE AID	OVERPAYMENT REFUND	205.00
00383980	RODRIGUEZ, ANDREA ALEJANDRA	MEAL ALLOWANCES	57.50
00384008	UNITED STATES POSTAL SERVICE	METER POSTAGE	2,000.00
00384056	ADAMSON POLICE PRODUCTS	RIFLE STOCK AND PARTS	3,803.78
00384087	COURTYARD BY MARRIOTT	LODGING - M TORRES	540.88
00384089	CSI FORENSIC SUPPLY	SUPPLIES	159.12
00384090	DANSIE, LYNNETTE RAE	TRAINING PER DIEM	330.00
00384096	EAN SERVICES LLC	RENTAL CAR - C KIDD	669.28
00384100	FORTNER, JOHN C	TRAINING PER DIEM	330.00
00384105	JOHNSEN, SONIA ZENELIA	TRAINING PER DIEM	330.00
00384107	KOCH, MATTHEW T	TRAINING PER DIEM	132.00
00384108	LC ACTION POLICE SUPPLY	BREACHING EQUIPMENT	936.27
00384109	LEXISNEXIS	SUBSCRIPTION SERVICES	252.50
00384111	MAGANA, JOSEPH J	TRAINING PER DIEM	66.00
00384113	MARTIN, RICHARD B	TRAINING PER DIEM	213.00
00384114	MEADS, ROBERT P	TRAINING PER DIEM	330.00
00384116	MENDES, TARRA L	TRAINING PER DIEM	132.00
00384120	NET TRANSCRIPTS	TRANSCRIPTION SERVICES	100.44
00384127	REACH PROJECT INC	JUVENILE DIVERSION	17,083.00
00384131	SAFESTORE INC	OFF-SITE EVIDENCE STORAGE	2,454.55
00384132	SAN DIEGO POLICE EQUIPMENT	SUPPLIES	28,387.63
00384135	SMITH, THOMAS S	TRAINING PER DIEM	66.00
00384139	TORRES, MARCOS ANGEL	TRAINING PER DIEM	330.00
00935106	HOYA SAFETY	SAFETY GLASSES - LENDERMAN	206.75
00935280	IMAGE SALES INC	ID CARDS	48.19
00935282	MOBILE MINI LLC	EVIDENCE STORAGE	155.60
Police Prisoner Custody			
00383986	SAVE MART SUPERMARKETS	SUPPLIES	20.95
Police Community Policing			
00383876	ARK PET HOSPITAL INC, THE	VETERINARY SERVICES	436.16
00383882	BLUE SHIELD LIFE	PAYROLL DEDUCTIONS	21.69
00383913	DELTA DENTAL	DENTAL INSURANCE	124.36
00383919	ENCINA VETERINARY HOSPITAL	VETERINARY SERVICES	2,857.89
00383954	MOORE K9 SERVICES	VETERINARY SERVICES	800.00
00383994	SMITH JR, RICHARD A	MILEAGE REIMBURSEMENT	46.51
00384103	HUNT AND SONS INC	GAS	139.43



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

Police Traffic Division

00384104 HUNT AND SONS INC	FUEL	225.45
----------------------------	------	--------

Police Investigations

00383883 BROGDON, CASEY AMON	MEAL ALLOWANCE	46.00
00383909 COX, JOHN SPENCER	MEAL ALLOWANCE	46.00
00383928 GERBER, ROBERT	MEAL ALLOWANCE	30.20
00383947 MAGANA, JOSEPH J	CHECK REPLACEMENT	35.89
00383949 MATIS, ZECHARIAH DANIEL	MEAL ALLOWANCE	54.25
00383951 MCDONALD, RYAN J	MEAL ALLOWANCE	57.50
00384016 WISECARVER JR, JIMMY R	MEAL ALLOWANCE	43.08

Police Special Operations Unit

00384070 AUTO WORLD INC	VEHICLE LEASE	541.25
-------------------------	---------------	--------

Police Communications

00384066 AT AND T MCI	PHONE	1,450.43
00384081 CONTRA COSTA COUNTY	ARIES SYSTEM MAINTENANCE	35,070.00

Office Of Emergency Management

00384066 AT AND T MCI	PHONE	321.91
-----------------------	-------	--------

Police Facilities Maintenance

00383915 DREAM RIDE ELEVATOR	MAINTENANCE SERVICES	160.00
00383968 REAL PROTECTION INC	MONITORING SERVICES	311.38
00383972 REPUBLIC SERVICES INC	PD SURGE AREA CLEAN-UP	69.83
00383985 SAM CLAR OFFICE FURNITURE	OFFICE FURNITURE	7,091.57
00383988 SERVICE PROS PLUMBERS INC	PLUMBING SERVICES	400.00
00384066 AT AND T MCI	PHONE	321.44
00384068 AT AND T MOBILITY	CELL PHONE	6,053.83
00384071 AUTOMATIC DOOR SYSTEMS INC	MAINTENANCE SERVICES	1,883.72
00384133 SERVICE PROS PLUMBERS INC	PLUMBING SERVICES	221.00
00935271 CLUB CARE INC	GYM MAINTENANCE	225.00
00935276 GRAINGER INC	SUPPLIES	291.11
00935281 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	3,575.00

Community Development Land Planning Services

00383864 URBAN PLANNING PARTNERS INC	PROFESSIONAL SERVICES	9,843.75
00935100 COMPUTERLAND	COMPUTER EQUIPMENT	172.68

CD Code Enforcement

00383937 K2GC	PROFESSIONAL SERVICES	409.89
00383989 SERVICEMASTER RESTORATION	PROFESSIONAL SERVICES	45,163.71
00384007 TRB AND ASSOCIATES	CONSULTING SERVICES	47,542.50
00384106 K2GC	CONTRACTOR SERVICES	8,688.08
00935100 COMPUTERLAND	COMPUTER EQUIPMENT	345.34

PW Engineer Land Development

00383892 COASTLAND CIVIL ENGINEERING	PROFESSIONAL SERVICES	29,915.00
00384066 AT AND T MCI	PHONE	40.79



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384077	COASTLAND CIVIL ENGINEERING	PROFESSIONAL SERVICES	25,110.00
Community Development Building Inspection			
00383871	ANDREWS, JOSEPH CRAIG	MILEAGE REIMBURSEMENT	78.64
00383946	LOPEZ, TAYLOR M	MILEAGE REIMBURSEMENT	39.32
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	209.32
00383998	SUBA, MEGHAN ELIZABETH	MILEAGE REIMBURSEMENT	20.30
00935106	HOYA SAFETY	SAFETY GLASSES-BOCCIO	331.45
Capital Imp. Administration			
00383944	LI, JUNMING	EXPENSE REIMBURSEMENT	33.32
210	Federal Asset Seizure Fund		
Asset Forfeiture			
00384086	CORDICO PSYCHOLOGICAL CORP.	HEALTH SERVICES	24,900.00
213	Gas Tax Fund		
Streets			
00383867	AL FRESCO LANDSCAPING INC	LANDSCAPE ENHANCEMENT	7,200.00
00384122	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	383.48
214	Animal Control Fund		
Animal Control			
00383887	CHAMELEON SOFTWARE PRODUCT	SOFTWARE SUPPORT	1,354.70
00383917	EAST BAY VETERINARY EMERG.	VETERINARY SERVICES	415.76
00383933	HILLS PET NUTRITION	ANIMAL FOOD	779.38
00383957	MWI VETERINARY SUPPLY CO	VETERINARY SUPPLIES	1,833.83
00384002	TECHAIR	OXYGEN	112.15
00384005	TONY LA RUSSA'S ANIMAL RESCUE	PROFESSIONAL SERVICES	476.00
00384080	CONCORD FEED	SUPPLIES	317.00
00384136	STARLINE SUPPLY COMPANY	CLEANING SUPPLIES	553.74
00935279	IDEXX LABORATORIES INC	LAB TEST	171.74
215	Civic Arts Fund		
Civic Arts			
00383915	DREAM RIDE ELEVATOR	MAINTENANCE SERVICES	826.00
00383968	REAL PROTECTION INC	MONITORING SERVICES	67.60
219	Recreation Fund		
Non Departmental			
00383881	BLUE MOUNTAIN CONSTRUCTION	RENTAL DEPOSIT REFUND	500.00
Nick Rodriguez Community Cent			
00383894	COLE SUPPLY CO INC	JANITORIAL SUPPLIES	256.37
00383968	REAL PROTECTION INC	MONITORING SERVICES	499.64
00383988	SERVICE PROS PLUMBERS INC	PLUMBING SERVICES	225.00
00384015	WESTAMERICA BANK	COPIER LEASE	270.80
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	500.00
Senior Programs			
00383894	COLE SUPPLY CO INC	SUPPLIES	191.84



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384066	AT AND T MCI	PHONE	466.68
00935103	GRAINGER INC	SUPPLIES	314.77
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	1.00
Recreation Sports Programs			
00384066	AT AND T MCI	PHONE	21.22
Recreation-Comm Center			
00383866	AHTTY, LOUIS E	SPECIAL EVENT EXPENSE	700.00
00383874	ANTIOCH STROLLING STRINGS	SPECIAL EVENT EXPENSE	250.00
00383907	COSTCO	MEMBERSHIP RENEWAL	626.92
00383950	MAX MARTIAL ARTS LLC	CONTRACTOR PAYMENT	1,148.40
00383967	REAL PROTECTION INC	MAINTENANCE SERVICES	485.00
00383975	RIDLEY, DEXTER	CONTRACTOR PAYMENT	189.00
00384066	AT AND T MCI	PHONE	23.88
00384095	DUGAND, KARINA	CONTRACTOR PAYMENT	478.80
00384118	MUIR, ROXANNE	CONTRACTOR PAYMENT	327.60
00384133	SERVICE PROS PLUMBERS INC	PLUMBING SERVICES	221.00
Recreation Water Park			
00383897	COMCAST	CONNECTION SERVICES	38.41
00383898	COMMERCIAL POOL SYSTEMS INC	CHEMICALS	59.00
00383924	FREEDOM ALARM INC	ALARM SERVICES	4,472.02
00383934	HONEYWELL INTERNATIONAL INC	HVAC SERVICES	653.75
00383938	KNORR SYSTEMS INC	CHEMICALS	2,556.30
00383943	LESLIES POOL SUPPLIES	CHEMICALS	150.24
00383945	LINCOLN EQUIPMENT INC	EQUIPMENT	297.58
00383968	REAL PROTECTION INC	MONITORING SERVICES	196.87
00383970	RED CROSS STORE	ARC CERTIFICATION CHARGES	568.00
00384009	UNIVAR USA INC	CHEMICALS	925.70
00384066	AT AND T MCI	PHONE	122.50
00384125	PEPPER INVESTMENTS INC	PEST CONTROL	342.00
00935107	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	773.54
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	500.00
221	Asset Forfeiture Fund		
Non Departmental			
00384083	CONTRA COSTA COUNTY	ASSET FORFEITURE	610.69
222	Measure C/J Fund		
Streets			
00383892	COASTLAND CIVIL ENGINEERING	PROFESSIONAL SVC PW392-30	5,115.00
00384077	COASTLAND CIVIL ENGINEERING	PROFESSIONAL SERVICES	29,062.50
226	Solid Waste Reduction Fund		
Solid Waste			
00384079	COLE SUPPLY CO INC	SUPPLIES	269.63



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

229 Pollution Elimination Fund

Channel Maintenance Operation

00383868	AL FRESCO LANDSCAPING INC	CREEK MAINTENANCE	4,800.00
00383953	MJH EXCAVATING INC	OPERATED EQUIPMENT RENTAL	3,520.00
00383959	NOMAD ECOLOGY LLC	BIOLOGIST CONSULTING	2,261.48
00384057	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	4,800.00
00384101	FURBER SAW INC	PARTS	62.80
00384115	MECOM EQUIPMENT LLC	EQUIPMENT RENTAL	950.00
00384117	MJH EXCAVATING INC	EQUIPMENT RENTAL	4,700.00
00384123	PAPA	MEMBERSHIP FEES	45.00
00935103	GRAINGER INC	SUPPLIES	2,769.36
00935114	WSP USA INC	INSPECTION SERVICES	2,513.94

238 PEG Franchise Fee Fund

Non Departmental

00384000	SWATT MIERS ARCHITECTS	COUNCIL CHAMBERS PROJECT	1,796.09
----------	------------------------	--------------------------	----------

251 Lone Tree SLLMD Fund

Lonetree Maintenance Zone 1

00383992	SILVA LANDSCAPE	LANDSCAPE SERVICES	4,020.00
00384004	TERRACARE ASSOCIATES	TURF MOWING	136.60
00384066	AT AND T MCI	PHONE	84.88

Lonetree Maintenance Zone 2

00384066	AT AND T MCI	PHONE	145.23
----------	--------------	-------	--------

Lonetree Maintenance Zone 3

00384066	AT AND T MCI	PHONE	63.66
----------	--------------	-------	-------

Lonetree Maintenance Zone 4

00384004	TERRACARE ASSOCIATES	TURF MOWING	218.56
----------	----------------------	-------------	--------

252 Downtown SLLMD Fund

Downtown Maintenance

00384004	TERRACARE ASSOCIATES	TURF MOWING	136.60
00935107	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	852.64

254 Hillcrest SLLMD Fund

Hillcrest Maintenance Zone 1

00383992	SILVA LANDSCAPE	LANDSCAPE SERVICES	4,782.40
00384004	TERRACARE ASSOCIATES	TURF MOWING	355.16
00384066	AT AND T MCI	PHONE	42.44

Hillcrest Maintenance Zone 2

00384004	TERRACARE ASSOCIATES	TURF MOWING	486.30
00384066	AT AND T MCI	PHONE	148.54

Hillcrest Maintenance Zone 4

00384004	TERRACARE ASSOCIATES	TURF MOWING	273.20
00384066	AT AND T MCI	PHONE	107.28



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

255 Park 1A Maintenance District Fund

Park 1A Maintenance District

00384004	TERRACARE ASSOCIATES	TURF MOWING	355.16
00384066	AT AND T MCI	PHONE	21.22
00384122	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	34.06

256 Citywide 2A Maintenance District Fund

Citywide 2A Maintenance Zone 3

00384004	TERRACARE ASSOCIATES	TURF MOWING	333.30
----------	----------------------	-------------	--------

Citywide 2A Maintenance Zone 6

00384004	TERRACARE ASSOCIATES	TURF MOWING	327.84
----------	----------------------	-------------	--------

Citywide 2A Maintenance Zone 8

00384004	TERRACARE ASSOCIATES	TURF MOWING	27.32
----------	----------------------	-------------	-------

Citywide 2A Maintenance Zone 9

00384004	TERRACARE ASSOCIATES	TURF MOWING	81.96
00384066	AT AND T MCI	PHONE	84.88

Citywide 2A Maintenance Zone10

00383868	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,586.80
----------	---------------------------	--------------------	----------

257 SLLMD Administration Fund

SLLMD Administration

00935107	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	788.07
00935112	SITEONE LANDSCAPE SUPPLY	IRRIGATION CONTROLLER PARTS	933.49

416 Honeywell Capital Lease Fund

Non Departmental

00383879	BANK OF AMERICA	LOAN PAYMENT	45,917.90
----------	-----------------	--------------	-----------

570 Equipment Maintenance Fund

Non Departmental

00384104	HUNT AND SONS INC	FUEL	8,055.07
----------	-------------------	------	----------

Equipment Maintenance

00383873	ANTIOCH AUTO PARTS	SUPPLIES	949.19
00383877	ARROWHEAD 24 HOUR TOWING	TOWING SERVICES	52.50
00383888	CHUCKS BRAKE AND WHEEL SERV	AUTO PARTS	423.45
00383889	CHUCKS BRAKE AND WHEEL SERV	AUTO PARTS	149.49
00383942	LES SCHWAB TIRES OF CA	REPAIR SERVICES	394.52
00383948	MATCO TOOLS	AUTO PARTS	1,011.51
00383961	OREILLY AUTO PARTS	AUTO PARTS	577.49
00383962	PEREIRA, SANDY W	PURCHASE REIMBURSEMENT	101.49
00383971	RELIABLE MOBILE AUTOMOTIVE	REPAIR SERVICES	5,571.07
00383981	ROYAL BRASS INC	PARTS	205.96
00383995	SPRAYTEC	REPAIR KIT	76.70
00384011	WALNUT CREEK FORD	AUTO PARTS	176.69
00384061	ANTIOCH AUTO PARTS	AUTO PARTS	600.75
00384097	EAST BAY WELDING SUPPLY	SUPPLIES	45.84



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384101	FURBER SAW INC	AUTO PARTS	194.47
00384121	OREILLY AUTO PARTS	AUTO PARTS	1,013.48
00384129	ROBINS LOCK AND KEY	PROFESSIONAL SERVICES	220.80
00384143	WALNUT CREEK FORD	AUTO PARTS	463.21
00935096	A1 TRANSMISSION	AUTO REPAIR	4,626.25
00935109	KIMBALL MIDWEST	SUPPLIES	548.00
00935269	BIG SKY ENVIRONMENTAL SOLUT	DISPOSAL OF HAZARDOUS WASTE	1,067.75
573	Information Services Fund		
	Information Services		
00384066	AT AND T MCI	PHONE	78.26
00384142	VERIZON WIRELESS	DATA SERVICES	383.03
	Network Support & PCs		
00383870	AMS DOT NET INC	SOFTWARE	8,808.98
00384066	AT AND T MCI	PHONE	86.18
00935098	CDW GOVERNMENT INC	SOFTWARE	6,625.00
	Telephone System		
00384065	AT AND T MCI	LONG DISTANCE LINES	22.85
00384066	AT AND T MCI	PHONE	2,240.54
	Office Equipment Replacement		
00935100	COMPUTERLAND	COMPUTER EQUIPMENT	3,393.45
00935102	DELL COMPUTER CORP	COMPUTER EQUIPMENT	7,242.03
00935274	DELL COMPUTER CORP	SOFTWARE	4,874.73
577	Post Retirement Medical-Police Fund		
	Non Departmental		
00384019	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00384020	RETIREE	MEDICAL AFTER RETIREMENT	768.25
00384024	RETIREE	MEDICAL AFTER RETIREMENT	1,093.20
00384027	RETIREE	MEDICAL AFTER RETIREMENT	1,093.20
00384035	RETIREE	MEDICAL AFTER RETIREMENT	403.35
00384038	RETIREE	MEDICAL AFTER RETIREMENT	955.99
00384040	RETIREE	MEDICAL AFTER RETIREMENT	1,239.98
00384047	RETIREE	MEDICAL AFTER RETIREMENT	248.13
00384050	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00384054	RETIREE	MEDICAL AFTER RETIREMENT	511.48
00935115	RETIREE	MEDICAL AFTER RETIREMENT	511.48
00935116	RETIREE	MEDICAL AFTER RETIREMENT	1,861.45
00935120	RETIREE	MEDICAL AFTER RETIREMENT	955.99
00935121	RETIREE	MEDICAL AFTER RETIREMENT	286.54
00935123	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935124	RETIREE	MEDICAL AFTER RETIREMENT	1,022.99
00935128	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935129	RETIREE	MEDICAL AFTER RETIREMENT	1,124.82



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00935136	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935141	RETIREE	MEDICAL AFTER RETIREMENT	972.43
00935143	RETIREE	MEDICAL AFTER RETIREMENT	886.00
00935146	RETIREE	MEDICAL AFTER RETIREMENT	584.82
00935148	RETIREE	MEDICAL AFTER RETIREMENT	1,332.57
00935160	RETIREE	MEDICAL AFTER RETIREMENT	1,124.82
00935161	RETIREE	MEDICAL AFTER RETIREMENT	1,536.50
00935166	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935167	RETIREE	MEDICAL AFTER RETIREMENT	886.00
00935168	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935180	RETIREE	MEDICAL AFTER RETIREMENT	248.13
00935183	RETIREE	MEDICAL AFTER RETIREMENT	511.48
00935184	RETIREE	MEDICAL AFTER RETIREMENT	1,344.66
00935185	RETIREE	MEDICAL AFTER RETIREMENT	275.71
00935186	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935192	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00935193	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935206	RETIREE	MEDICAL AFTER RETIREMENT	1,089.10
00935208	RETIREE	MEDICAL AFTER RETIREMENT	632.25
00935209	RETIREE	MEDICAL AFTER RETIREMENT	258.83
00935220	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935221	RETIREE	MEDICAL AFTER RETIREMENT	584.82
00935222	RETIREE	MEDICAL AFTER RETIREMENT	955.99
00935224	RETIREE	MEDICAL AFTER RETIREMENT	1,016.38
00935234	RETIREE	MEDICAL AFTER RETIREMENT	569.53
00935235	RETIREE	MEDICAL AFTER RETIREMENT	1,423.72
00935244	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935246	RETIREE	MEDICAL AFTER RETIREMENT	768.25
00935251	RETIREE	MEDICAL AFTER RETIREMENT	511.48
00935255	RETIREE	MEDICAL AFTER RETIREMENT	248.13
00935265	RETIREE	MEDICAL AFTER RETIREMENT	632.25
00935267	RETIREE	MEDICAL AFTER RETIREMENT	632.25

578 Post Retirement Medical-Misc Fund

Non Departmental

00384018	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00384021	RETIREE	MEDICAL AFTER RETIREMENT	491.84
00384025	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384028	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384030	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00384036	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00384042	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384044	RETIREE	MEDICAL AFTER RETIREMENT	100.69



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384045	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00384046	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384049	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384052	RETIREE	MEDICAL AFTER RETIREMENT	100.00
00384053	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384055	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935117	RETIREE	MEDICAL AFTER RETIREMENT	258.83
00935118	RETIREE	MEDICAL AFTER RETIREMENT	163.37
00935122	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935127	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935132	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935134	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935137	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935138	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935139	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935142	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935149	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935152	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935153	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935156	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935159	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935163	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935164	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935165	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00935172	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00935173	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935174	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935175	RETIREE	MEDICAL AFTER RETIREMENT	117.78
00935179	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935182	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935188	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935189	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935191	RETIREE	MEDICAL AFTER RETIREMENT	103.69
00935195	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935198	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935200	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935201	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935204	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935215	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00935216	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935217	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935226	RETIREE	MEDICAL AFTER RETIREMENT	100.69



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00935229	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935233	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935239	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935249	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935253	RETIREE	MEDICAL AFTER RETIREMENT	23.70
00935254	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00935256	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935258	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00935264	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935266	RETIREE	MEDICAL AFTER RETIREMENT	100.69

579 Post Retirement Medical-Mgmt Fund

Non Departmental

00384022	RETIREE	MEDICAL AFTER RETIREMENT	877.90
00384023	RETIREE	MEDICAL AFTER RETIREMENT	158.69
00384026	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00384029	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00384031	RETIREE	MEDICAL AFTER RETIREMENT	877.90
00384032	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00384033	RETIREE	MEDICAL AFTER RETIREMENT	400.00
00384034	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00384037	RETIREE	MEDICAL AFTER RETIREMENT	1,861.45
00384039	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00384041	RETIREE	MEDICAL AFTER RETIREMENT	880.38
00384043	RETIREE	MEDICAL AFTER RETIREMENT	738.38
00384048	RETIREE	MEDICAL AFTER RETIREMENT	877.90
00384051	RETIREE	MEDICAL AFTER RETIREMENT	1,861.45
00935119	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935125	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935126	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935130	RETIREE	MEDICAL AFTER RETIREMENT	190.74
00935131	RETIREE	MEDICAL AFTER RETIREMENT	187.74
00935133	RETIREE	MEDICAL AFTER RETIREMENT	158.70
00935135	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935140	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935144	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935145	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935147	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00935150	RETIREE	MEDICAL AFTER RETIREMENT	653.66
00935151	RETIREE	MEDICAL AFTER RETIREMENT	163.37
00935154	RETIREE	MEDICAL AFTER RETIREMENT	1,013.90
00935155	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935157	RETIREE	MEDICAL AFTER RETIREMENT	453.38



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00935158	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935162	RETIREE	MEDICAL AFTER RETIREMENT	258.83
00935169	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935170	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935171	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935176	RETIREE	MEDICAL AFTER RETIREMENT	426.90
00935177	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935178	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935187	RETIREE	MEDICAL AFTER RETIREMENT	359.91
00935190	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00935194	RETIREE	MEDICAL AFTER RETIREMENT	877.90
00935196	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935197	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935199	RETIREE	MEDICAL AFTER RETIREMENT	1,400.50
00935202	RETIREE	MEDICAL AFTER RETIREMENT	46.16
00935203	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935205	RETIREE	MEDICAL AFTER RETIREMENT	995.67
00935207	RETIREE	MEDICAL AFTER RETIREMENT	224.41
00935210	RETIREE	MEDICAL AFTER RETIREMENT	258.83
00935211	RETIREE	MEDICAL AFTER RETIREMENT	158.69
00935212	RETIREE	MEDICAL AFTER RETIREMENT	1,861.45
00935213	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935214	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935218	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935219	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935223	RETIREE	MEDICAL AFTER RETIREMENT	610.47
00935225	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935227	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935228	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935230	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935231	RETIREE	MEDICAL AFTER RETIREMENT	158.70
00935232	RETIREE	MEDICAL AFTER RETIREMENT	218.69
00935236	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935237	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935238	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935240	RETIREE	MEDICAL AFTER RETIREMENT	258.83
00935241	RETIREE	MEDICAL AFTER RETIREMENT	653.66
00935242	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935243	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935245	RETIREE	MEDICAL AFTER RETIREMENT	453.38
00935247	RETIREE	MEDICAL AFTER RETIREMENT	226.28
00935248	RETIREE	MEDICAL AFTER RETIREMENT	100.69



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00935250	RETIREE	MEDICAL AFTER RETIREMENT	573.38
00935252	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00935257	RETIREE	MEDICAL AFTER RETIREMENT	337.38
00935259	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935260	RETIREE	MEDICAL AFTER RETIREMENT	229.69
00935261	RETIREE	MEDICAL AFTER RETIREMENT	1,652.77
00935262	RETIREE	MEDICAL AFTER RETIREMENT	100.69
00935263	RETIREE	MEDICAL AFTER RETIREMENT	1,861.45
611	Water Fund		
	Non Departmental		
00383873	ANTIOCH AUTO PARTS	AUTO PARTS	1,941.97
00383880	BISHOP CO	SUPPLIES	1,050.85
00383918	EAST BAY WORK WEAR	SUPPLIES	224.86
00383978	ROBERTS AND BRUNE CO	SUPPLIES	3,026.23
00384074	BISHOP CO	SUPPLIES	331.86
00384079	COLE SUPPLY CO INC	SUPPLIES	3,426.09
00384128	ROBERTS AND BRUNE CO	PIPE FITTINGS	91.77
00935103	GRAINGER INC	SUPPLIES	1,748.32
00935104	HAMMONS SUPPLY COMPANY	SUPPLIES	393.78
00935276	GRAINGER INC	SUPPLIES	168.67
00935277	HAMMONS SUPPLY COMPANY	SUPPLIES	339.98
	Water Supervision		
00383916	DREHER, PIERRE RAPHAEL	TRAINING REIMBURSEMENT	617.41
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	65.54
	Water Production		
00383872	ANTIOCH ACE HARDWARE	PARTS	39.47
00383875	ARAMARK UNIFORM SERVICES	PROFESSIONAL SERVICES	49.61
00383891	CITY OF BRENTWOOD	GROUNDWATER WATER SUPPORT	4,643.66
00383905	CONTRA COSTA WATER DISTRICT	UNTREATED WATER	870,651.52
00383906	CONTRA COSTA WATER DISTRICT	UNTREATED WATER	239,684.68
00383913	DELTA DENTAL	DENTAL INSURANCE	131.59
00383914	DELTA FENCE CO	FENCE REPAIR	2,904.00
00383920	EXPONENT INC	WATER RIGHTS CONSULTING	2,991.00
00383952	MEDORA CORP	EQUIPMENT SERVICE PROGRAM	13,635.00
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	399.17
00383979	ROBINS LOCK AND KEY	PARTS & SERVICE	453.55
00383983	S AND S SUPPLIES AND SOLUTION	PARTS & SERVICE	246.48
00383996	SWRCB	ANNUAL FEE	4,310.00
00383997	STEWARTS TREE SERVICE INC	TREE REMOVAL	2,100.00
00384009	UNIVAR USA INC	CAUSTIC	11,238.86
00384012	WALTER BISHOP CONSULTING	PROFESSIONAL SERVICES	7,318.08
00384061	ANTIOCH AUTO PARTS	AUTO PARTS	676.61



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384064	ARAMARK UNIFORM SERVICES	PROFESSIONAL SERVICES	49.61
00384066	AT AND T MCI	PHONE	1,115.96
00384072	BAILEY VALVE INC	PROFESSIONAL SERVICES	3,235.00
00384141	UNIVAR USA INC	CHEMICALS	3,259.88
00935099	CHEMTRADE CHEMICALS US LLC	CHEMICALS	25,636.04
00935101	CONSOLIDATED ELECTRICAL DIST	SUPPLIES	381.20
00935103	GRAINGER INC	PARTS	432.74
00935105	HARDY DIAGNOSTICS	LABORATORY SUPPLIES	139.14
00935107	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	475.26
00935108	IDEXX LABORATORIES INC	SUPPLIES	3,843.34
00935110	PETERSON TRACTOR CO	REPAIR SERVICE	4,744.79
00935270	CHEMTRADE CHEMICALS US LLC	CHEMICALS	16,168.26
00935275	EUROFINS EATON ANALYTICAL INC	TESTING	960.00
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	200.00
Water Distribution			
00383872	ANTIOCH ACE HARDWARE	PARTS	21.59
00383885	C AND J FAVALORA TRUCKING INC	HAULING SERVICES	7,733.50
00383913	DELTA DENTAL	PAYROLL DEDUCTIONS	220.88
00383921	FAST SIGNS	BUSINESS CARDS	75.68
00383958	NATIONAL METER & AUTOMATION	WATER METER PARTS	8,743.17
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	701.41
00383973	RICHMOND MACHINE & ENGINEER	PIPE FITTINGS	1,150.00
00383978	ROBERTS AND BRUNE CO	MISCELLANEOUS WATER FITTINGS	10,422.73
00383981	ROYAL BRASS INC	PARTS	5.99
00383982	RT LAWRENCE CORP	LOCKBOX PROCESSING	463.26
00384001	SYAR INDUSTRIES INC	ASPHALT	1,994.86
00384013	WATER SYSTEMS OPTIMIZATION	LEVEL 1 VALIDATION AUDIT (TAP)	2,500.00
00384066	AT AND T MCI	PHONE	21.22
00384123	PAPA	MEMBERSHIP RENEWAL	45.00
00384128	ROBERTS AND BRUNE CO	BACKFLOW MATERIALS	33,271.74
00384140	TYLER TECHNOLOGIES	WEBSITE HOST	680.00
00935103	GRAINGER INC	SUPPLIES	1,470.96
00935272	COMPUTERLAND	SOFTWARE	19.51
Public Buildings & Facilities			
00383884	BROWN AND CALDWELL INC	PROFESSIONAL SERVICES	78,294.75
00383955	MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	8,480.00
00384145	LIBERTY ISLAND HOLDINGS I LLC	CONSERVATION CREDIT PURCHASE	21,000.00
00935097	CAROLLO ENGINEERS INC	PROFESSIONAL SERVICES	156,627.77
621 Sewer Fund			
Swr-Wastewater Administration			
00383872	ANTIOCH ACE HARDWARE	SUPPLIES	4.89
00383885	C AND J FAVALORA TRUCKING INC	HAULING SERVICES	7,733.50



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00383913	DELTA DENTAL	DENTAL INSURANCE	213.66
00383918	EAST BAY WORK WEAR	SAFETY SHOES - TOGNOTTI	176.15
00383955	MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	5,760.00
00383960	OFFICE DEPOT INC	OFFICE SUPPLIES	353.59
00383978	ROBERTS AND BRUNE CO	SUPPLIES	1,026.95
00383982	RT LAWRENCE CORP	LOCKBOX PROCESSING	463.26
00384001	SYAR INDUSTRIES INC	ASPHALT	1,994.86
00384014	WESCO RECEIVABLES CORP	SUPPLIES	554.42
00384058	ALL STAR RENTS	EQUIPMENT RENTAL	488.29
00384060	ANTIOCH ACE HARDWARE	SUPPLIES	7.34
00384066	AT AND T MCI	PHONE	46.37
00384094	DKF SOLUTIONS GROUP LLC	CONSULTING SERVICES	1,950.00
00384098	FASTENAL CO	TOOLS	893.64
00384130	ROOTX	PROFESSIONAL SERVICES	2,524.80
00384140	TYLER TECHNOLOGIES	WEBSITE HOST	680.00
631	Marina Fund		
	Marina Administration		
00383911	CUSTOM COMPUTERS INC	REMOTE SUPPORT	196.00
00383912	DEL RAY ADVERTISING & MARKET.	ADVERTISING	2,017.50
00383934	HONEYWELL INTERNATIONAL INC	HVAC REPAIR	487.02
00383968	REAL PROTECTION INC	MONITORING SERVICES	65.62
00384063	ANTIOCH HERALD	ADVERTISING	506.25
00384091	DEL RAY ADVERTISING & MARKET.	MARINA ADVERTISING	1,791.10
00384133	SERVICE PROS PLUMBERS INC	PLUMBING SERVICES	493.00
00935281	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	1,300.00
	Marina Maintenance		
00383894	COLE SUPPLY CO INC	SUPPLIES	39.53
	Major Projects		
00384006	TRANSYSTEMS CORPORATION	PROFESSIONAL SERVICES	837.96
721	Employee Benefits Fund		
	Non Departmental		
00383865	AFLAC	PAYROLL DEDUCTIONS	5,410.86
00383882	BLUE SHIELD LIFE	PAYROLL DEDUCTIONS	3,552.59
00383895	COLONIAL LIFE	PAYROLL DEDUCTIONS	407.06
00383913	DELTA DENTAL	PAYROLL DEDUCTIONS	38,904.30
00383932	EMPLOYEE	PAYROLL DEDUCTIONS	115.32
00384082	CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	50.00
00384084	CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
00384110	LINA	PAYROLL DEDUCTIONS	3,512.69
00384112	EMPLOYEE	CHECK REPLACEMENT	77.93
00384119	MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	2,094.29
00384124	PARS	PAYROLL DEDUCTIONS	5,197.83



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 27 - OCTOBER 10, 2019
FUND/CHECK#

00384137	STATE OF CALIFORNIA	PAYROLL DEDUCTIONS	200.00
00935268	ANTIOCH POLICE OFFICERS ASSO.	PAYROLL DEDUCTIONS	194.81
00935283	NATIONWIDE RETIREMENT SOLUT	PAYROLL DEDUCTIONS	41,568.55
00935285	VANTAGEPOINT TRANSFER AGENT	PAYROLL DEDUCTIONS	5,288.43



HOUSING SUCCESSOR TO
THE ANTIOCH DEVELOPMENT AGENCY
CLAIMS BY FUND REPORT
FOR THE PERIOD OF
SEPTEMBER 13 - OCTOBER 10, 2019
FUND/CHECK#

227 Housing Fund

Housing

00935072 HOUSE, TERI CONSULTING SERVICES 5,405.00

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Forrest Ebbs, Community Development Director *FE*

SUBJECT: Resolution Amending Contract with K2GC (Contractor) to increase the Contract Value to a Total Not to Exceed Eighty-Seven Thousand Five Hundred Dollars (\$87,500)

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution authorizing the City Manager to amend the contract for K2GC to increase the contract amount by \$25,000, bringing the total to \$87,500.

FISCAL IMPACT

The City would not incur any real expenses. All time and material costs are reimbursed by the property owners. As a result, there is no net cost to the City.

DISCUSSION

The City contracts with K2GC to provide after hour property board up services as well as abatement services as directed by the Code Enforcement Division. These services also support the Antioch Police Department when securing properties after hours.

On March 26, 2018 the City and K2GC entered into a 2-year contract in the amount of \$50,000 to provide property abatement and board up services. On April 15, 2019 an amendment to the contract was executed increasing the scope of work by \$12,500 for a not to exceed amount of \$62,500.

Since the inception of the contract there have been 47 calls for after hours board ups and 7 abatement actions by Code Enforcement.

With the last abatement on September 18th and 19th, we have exceeded the limit of this contract. This contract is necessary to protect property when an act of vandalism occurs outside of normal business hours, as well as to assist Code Enforcement with executing scheduled abatement actions.

ATTACHMENTS

A: Resolution

ATTACHMENT "A"

RESOLUTION NO. 2019/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AUTHORIZING THE CITY MANAGER TO AMEND THE CONTRACT WITH K2GC TO INCREASE THE NOT TO EXCEED AMOUNT BY \$25,000 FOR A TOTAL OF \$87,500

WHEREAS, on March 26, 2018, the City of Antioch and K2GC entered into a contract to provide property abatement and board up services;

WHEREAS, on April 15, 2019, the contract was amended to increase the not to exceed value by \$12,500 to a total of \$62,500; and

WHEREAS, the City of Antioch desires to amend the contract with K2GC to increase the not to exceed amount by \$25,000 for a total of \$87,500.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch authorizes the City Manager to amend the contract with K2GC to increase the contract amount by \$25,000 for a total amount not to exceed eighty-seven thousand, five hundred (\$87,500), in a form approved by the City Attorney.

* * * * *

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 22nd day of October 2019 by the following vote:

AYES:

NOES:

ABSENT:


**ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH**


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Scott Buenting, Project Manager 

APPROVED BY: Bailey Grewal, Interim Public Works Director/City Engineer 

SUBJECT: Consideration of Bids for the Community Development Block Grant Downtown Roadway Pavement Rehabilitation, Phase 8 (P.W. 678-8)

RECOMMENDED ACTION

It is recommended that the City Council award the Community Development Downtown Roadway Pavement Rehabilitation, Phase 8 project to the low bidder, Graniterock, for a contract amount of \$859,372.

FISCAL IMPACTS

The 2019-20 Capital Improvement Budget includes \$615,000 of Community Development Block Grant program funds and will carry over \$385,000 of Fiscal Year 2018-19 Community Development Block Grant program funds for the rehabilitation of downtown roadways for a total of \$1,000,000.

DISCUSSION

On October 15, 2019 seven (7) bids were received and opened as shown on the attached tabulation. The low bid was submitted by Graniterock of San Jose in the amount of \$859,372. The bids have been checked and found to be without any errors or omissions.

This project will remove and replace the asphalt concrete over the full width of the roadways of West Seventh Street from 'A' to 'D' Streets and 'B', 'C' and 'D' Streets between West Sixth Street to West Eighth Street. Portions of the roadway on West Seventh Street at the 'B' and 'C' Street intersections will be fully reconstructed. Eight new curb ramps will be installed. Deteriorating, damaged and uneven concrete curb, gutter, sidewalk and driveway approaches adjacent to the roadways will be replaced and various storm drainage improvements will be performed.

ATTACHMENTS

A. Resolution

ATTACHMENT "A"

RESOLUTION NO. 2019/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AWARDING THE COMMUNITY DEVELOPMENT BLOCK GRANT
DOWNTOWN ROADWAY PAVEMENT REHABILITATION, PHASE 8
CONTRACT AND EXECUTION OF A CONSTRUCTION AGREEMENT
WITH GRANITEROCK
P.W. 678-8**

WHEREAS, the City Council has considered awarding the Community Development Block Grant Downtown Roadway Pavement Rehabilitation, Phase 8 project construction contract to the lowest responsive and responsible bidder, Graniterock, for a contract amount of \$859,372; and

WHEREAS, the City desires to execute a construction agreement with Graniterock in the amount of \$859,372, for the Community Development Block Grant Downtown Roadway Pavement Rehabilitation, Phase 8 project;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby awards the construction contract for the Community Development Block Grant Downtown Roadway Pavement Rehabilitation, Phase 8 project to the lowest responsive and responsible bidder, Graniterock, and authorizes the City Manager to execute a construction agreement with Graniterock, for a total amount of \$859,372 in a form approved by the City Attorney.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 22nd day of October 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:


**ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH**

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

APPROVED BY: Bailey Grewal, Interim Public Works Director/City Engineer 

SUBJECT: Consideration and Adoption of Resolution of Support for the Countywide Imposition of One-Half of One Percent Sales Tax to Fund Transportation Improvements in Contra Costa County and Adopting the Proposed Transportation Expenditure Plan (TEP) Conditionally Amending the Growth Management Program (GMP), which includes Attachment B: Principles of Agreement for Establishing the Urban Limit Line (ULL) in the Measure J TEP to Match that Found in the 2020 TEP

RECOMMENDED ACTION

It is recommended that the City Council consider and adopt the resolution of support for the Countywide imposition of one-half of one percent sales tax to fund transportation improvements in Contra Costa County and adopt the proposed Transportation Expenditure Plan (TEP) conditionally amending the Growth Management Program (GMP).

FISCAL IMPACT

This measure would provide approximately 18% of the sales tax revenue for the Central, East, and Southwest subregions of the County for use in local roadway projects. The City will also receive approximately \$1.63M as a return to source from the new measure.

DISCUSSION

The Contra Costa Transportation Authority (Authority) is responsible for maintaining and improving Contra Costa County's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs that connect communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.

The Authority is proposing the imposition of a countywide one-half of one percent sales tax for transportation purposes for a period of 35 years starting July 1, 2020 through June 30, 2055. Over the past year, the Authority conducted extensive consultations with local governments and outreach to a wide variety of interest groups and the public in order to develop a mix of projects and programs to be funded by the proposed sales tax. On August 28, 2019, the Authority released a proposed TEP to guide the use of the proposed

sales tax revenues. The proposed TEP also includes a revised GMP, a new Complete Streets Policy, a new Road Traffic Safety Policy, a new Transit Policy, and a new Advance Mitigation Program to help the Authority achieve its goals to reduce future congestion, manage the impacts of growth, and expand alternatives to the single-occupant vehicle.

The Authority also adopted Ordinance 19-01 on August 28, 2019 to conditionally amend the GMP, which includes Attachment A: Principles of Agreement for Establishing the ULL in the Measure J TEP (Measure J TEP) to match that found in the 2020 TEP. This amendment would only apply if the one-half of one percent local transportation sales tax is placed on the ballot and successfully approved by the electors on the March 3, 2020 ballot.

Currently, transportation needs significantly exceed projected revenues. Over the next 35 years, Contra Costa County population will continue to grow, resulting in new demands on the transportation infrastructure and additional mobility needs. The new sales tax measure is needed to keep Contra Costa County moving and to create livable and sustainable communities.

The proposed sales tax measure is expected to generate \$3.6 billion (current dollars). The TEP consists of a set of transportation investments (funding categories), taxpayer safeguards and accountability measures, and pertinent policies. The transportation investments are split roughly equal between funding categories targeted at congestion relief on major commute corridors throughout Contra Costa County and funding categories intended to improve transportation in all our communities. Overall, approximately 54.6% of transportation investments are to be used for transit and alternative modes; 26.7% for local streets and roads; and 18.7% for Highways and Freeways.

The TEP includes stable and reliable funding (17.4% of overall funding) to each city and town and Contra Costa County for maintenance and improvement of local roads. This is equivalent to 18% of the sales tax revenues for the Central, East, and Southwest subregions and 15.2% of sales tax revenues for the West subregion of Contra Costa County. Other community-based funding included bus and public transit, pedestrian and bicycle improvements on trails and streets, safe transportation for students, seniors and people with disabilities, and technology solutions to reduce emission and improve air quality.

The TEP also sets forward clear policies that ensure that while communities grow, the growth is kept within clear ULL. This will allow Contra Costa County to continue growing in a smart way, while protecting vital open space for parks and farmland. Furthermore, increased investments in bicycle and pedestrian facilities bring access to the outdoors to every community.

The plan, if enacted, will provide the following benefits:

- Smooth-flowing traffic along highways and roads;
- Quicker trips and less time sitting in traffic;
- Smoother pavement and fewer potholes;

- Transit, where and when it's needed;
- Easier ways to get from home or work to transit stops and back home again;
- Cleaner air due to reduced vehicle emissions;
- More bicycle lanes and walking paths to support an active lifestyle; and
- Free or reduced transit fares for students.

BACKGROUND

Contra Costa County passed its first transportation sales tax measure in 1988 known as Measure C. Measure C created the Authority and provided critical transportation funding for projects throughout Contra Costa County. Recognizing the pending expiration of Measure C, voters overwhelmingly approved Measure J extending funding to 2034. Measures C and J provided stable funding to cities/towns and Contra Costa County to maintain local streets and roads and established the GMP and ULL Compliance Requirements to preserve and enhance our quality of life and promote a strong economy. Funding was allocated to public transportation and bus operators, to service providers that assisted students to go to school and seniors and people with disabilities to go where they needed to go. Major projects included the Bay Area Rapid Transit (BART) extensions to Pittsburg/Bay Point and Antioch, the Caldecott Tunnel Fourth Bore, Highway 4 widening, train stations and intermodal transit centers, and improvements to bicycle and pedestrian trails. Equally important, local funding from Measures C and J were able to attract \$4.1 billion in outside funding from state, federal and regional sources. These leveraged funds combined with sound financial management have enabled the Authority to complete the major projects in Measure J significantly ahead of schedule.

Despite this success, the demand for transportation services and new funding continue to grow. New transportation technology is offering unprecedented opportunities to streamline travel, smooth traffic flow and reduce emissions. People are increasingly valuing alternative ways to get around, such as transit, walking and biking. As Contra Costa County's population grows, more people are using our highways, roads and transit. Contra Costa County's population is also aging. Currently, about 14% of the population is age 65 or older. By 2035, this population is expected to double to about 30%. As the agency responsible to maintain and improve Contra Costa County's transportation system, the Authority envisions a future where all of our transportation systems work together for more streamlined, safe, efficient, and convenient travel.

A set of Guiding Principles were used to develop the TEP. The Guiding Principles are collectively a statement of values to ensure a new TEP provides transportation solutions that meet the transportation needs of Contra Costa County's residents, businesses and travelers. The Guiding Principles consist of (see Attachment A):

- Relieve Traffic Congestion;
- Transit First;
- Performance Orientation;
- Economic Opportunity to partially fund transportation infrastructure that is likely to result in significant job growth;
- Public Participation that collects input from Stakeholders;

- Accountability and Transparency;
- A Balanced and Equitable Approach to benefit all residents and regions;
- Maximize Available Funding;
- Commitment to Technology and Innovation to improve transportation;
- Protecting the Environment and
- Commitment to Growth Management.

Transportation Investments:

A one-half percent transportation sales tax for a 35-year period from July 1, 2020 to June 30, 2055 is expected to generate approximately \$3.6 billion. To ensure an equitable distribution of benefits, the TEP allocates a proportionate share of the expected revenue to each of Contra Costa County's four subregions based on the projected population of each subregion. The Authority used input from the Regional Transportation Planning Committee (RTPC) for each subregion, as well as input from other stakeholders, public opinion surveys and public comments to further allocate funding to priority projects and programs in each subregion.

The proposed TEP is organized to focus on congestion relief along three signature corridors and on countywide programs intended to improve transportation in local communities. A brief overview of the major focus of the TEP follows:

A. Relieving Congestion on Highways, Interchanges and Major Roads (\$1.484 billion)

- Improve State Route 242 (SR242), Highway 4, Transit and the Bay Area Rapid Transit Corridor in East County – (eBART) (\$705 million);
- Modernize Interstate 680 (I-680), Highway 24, Transit and BART Corridor (\$536 million); and
- Upgrade I-80 and I-580 (Richmond-San Rafael Bridge), Transit and BART Corridor (\$243 million)

Easing traffic congestion is one of Contra Costa County residents' highest priorities. Accordingly, the proposed TEP invests nearly half of the new transportation sales tax revenue toward new, modern tools and strategies to improve traffic flow and reduce traffic congestion on Contra Costa County's major corridors and roads. These strategies include highway and road improvements thoughtfully integrated with transit improvements and alternative modes.

Each of Contra Costa County's corridors contains a major interstate or highway, a major transit line, local roads and streets, paths, bus lines, and transit stations. Everyone is impacted by the performance of each component of the corridor as each impacts the corridor as a whole. For example, improving transit and transit connections will lessen traffic congestion on Contra Costa County highways. As transit service is improved and more people take transit, fewer cars on the road translates to less traffic.

B. Improving Transportation Countywide in all of our Communities (\$1.98 billion)

The proposed TEP includes many projects throughout Contra Costa County to improve our local communities and protect Contra Costa County's environment and quality of life. This funding spreads into every community, through local projects and programs that improve Contra Costa County's vast transportation network. Funding will be allocated towards improving local roads and streets to make them safer for all travelers. Smaller projects, such as removing bottlenecks, improving traffic signal operations, installing traffic calming measures, and making streetscape improvements, which can make big improvements in a community's quality of life.

Funding will be allocated toward substantial investments in a robust transit system that provides affordable, efficient, convenient, and accessible transit to travelers throughout Contra Costa County. These projects will result in cleaner, safer, and more reliable trips on BART, buses, and ferries. The transit systems will extend into parts of Contra Costa County that are currently lacking frequent transit service. When more people take transit, traffic congestion on Contra Costa County roads and highways will decrease, traffic will flow more smoothly, and air emissions will decrease, thereby improving air quality in Contra Costa County. The Initial Draft TEP continues to allocate funding towards a wide array of programs for students, seniors, veterans, and people with disabilities, aimed at offering safe transportation options and improving mobility.

The following countywide programs are included in the "Improving Transportation Countywide in all of our Communities":

- Modernize Local Roads and Improve Access to Jobs and Housing (17.4%) – The TEP provides funding directly to every city, town and Contra Costa County so that they may make improvements to their own local roads and streets. This is equivalent to 18% of the sales tax revenues for the Central, East, and Southwest subregions and 15.2% of sales tax revenues for the West subregion of Contra Costa County.
- Provide Convenient and Reliable Transit Service in Central, East and Southwest Contra Costa County (10.9% of total funding) – Funding will be provided to public transit operators in the central, east, and southwest subregions to provide cleaner, safer, and more reliable trips on buses or shuttles. This funding will enable transit operators to improve the frequency of service on existing routes, especially high-demand routes, increase ridership, and incentivize transit use by offsetting fares.
- Increase Bus Services and Reliability in West Contra Costa County (6.9%) – Similar to above, but with a larger share of the West County allocation to focus on expanding transit services to unserved or underserved areas, along with more frequent and reliable bus service to all.
- Improve Walking and Biking on Streets and Trails (6.0%) – The TEP contains unprecedented levels of funding to improve safety for bicyclists and pedestrians in every part of Contra Costa County.

- Accessible Transportation for Seniors, Veterans, and People with Disabilities (5.0%) – Funding in this category will be used for affordable and safe countywide transportation for seniors, disabled veterans, and other people with disabilities who cannot drive or take other transit options.
- Cleaner and Safer BART (3.3%) – Funding for a suite of modernization projects at select stations to increase safety, security, and cleanliness, and to improve the customer experience.
- Safe Transportation for Youth and Students (2.9%) – The TEP allocates funding towards a wide array of transportation projects and programs for students and youth, aimed at offering safe transportation options, such as walking, and cycling, and improving mobility.
- Reduce and Reverse Commutes (1.5%) – Funding to provide transportation infrastructure to incentivize employers to create jobs in housing-rich areas, and promote transit, shared trips, telecommuting and shifting work schedules, all with the intent of reducing commuter traffic at peak commute times and better utilizing available reverse commute capacity in the existing transportation infrastructure.
- Reduce Emissions and Improve Air Quality (1.0%) – Funding for technology solutions to help solve the challenges of the lack of connectivity between transportation options, resulting in reduced emissions, and improved air quality.

Taxpayer Safeguards and Accountability:

The Authority has approved various administrative, financial and accountability policies beginning with the passage of Measure C in 1988 and the approval of Measure J in 2004. Certain policies relate to administrative and accounting practices, committee structures, local hiring preference, allocation of funds, and maintenance-of-effort are common in local transportation sales tax measures.

The major change proposed in the proposed TEP relates to the Authority's commitment that the TEP be a performance-based, outcome-oriented plan. Several sections were added to the Taxpayer Safeguards for performance standards to be considered before certain projects can be funded from sales tax revenue. The Authority envisions a process that consists of project nomination, project performance review, and full funding commitment for the highest performing projects. The intent is to prioritize the highest performing projects and work with project sponsors to fully fund them from one or more TEP funding categories combined with other state, federal or regional funding sources available to the Authority.

The proposed TEP also establishes a Public Oversight Committee (POC) (replacing the current Citizens Advisory Committee (CAC)) with prescribed additional responsibilities, including oversight of fiscal and performance audits.

Other Pertinent Policies:

The proposed TEP includes a mix of policies included in the existing Measure J, as well as four proposed new policies.

- GMP/ULL Compliance Requirements;
- Complete Streets Policy;
- Advance Mitigation Program;
- Transit Policy; and
- Road Traffic Safety aka "Vision Zero" Policy.

The GMP/ULL Compliance Requirements continue these policies with minor changes. Any jurisdiction with a developable hillside, ridgeline, wildlife corridor or creek is required to approve a corresponding development and protection policy. The process to approve minor amendments to the ULL has also been revised.

The other listed policies are new to the proposed TEP. The Complete Streets Policy, Transit Policy and Road Traffic Safety Policy are intended to provide an overall framework for a transportation system that is safe, sustainable, equitable, and provides for the needs of all users.

Transportation Benefits for My Community:

Authority staff will provide an overview of the projects and programs that will benefit the City of Antioch.

Requested Action

Pursuant to Public Utilities Code § 180206(b) a TEP may not be finally adopted and placed before the voters until it has received the approval of the County Board of Supervisors and city/town councils, which in aggregate represent both a majority of the cities/towns in Contra Costa County and a majority of the population residing in the incorporated areas of Contra Costa County. All jurisdictions will be asked to adopt the proposed TEP as presented. The Authority is seeking approval of the proposed TEP from all cities/towns and County Board of Supervisors by October 22, 2019. The Authority will consider approving the TEP and accompanying ordinance to impose the sales tax at a special meeting of the Authority Board on October 30, 2019. The conditional amendment to the GMP, which includes Attachment A: Principles of Agreement for Establishing the ULL in the Measure J TEP to Match that Found in the 2020 TEP would only apply if the one-half of one percent local transportation sales tax is placed on the ballot and successfully approved by the electors on the March 3, 2020 ballot. For the limited purpose identified in Public Utilities Code § 180206(b), the Authority seeks the City of Antioch's support of the new Measure, by adopting the attached Resolution of Support for the Countywide Imposition of One-Half of One Percent Sales Tax to Fund Transportation Improvements in Contra Costa County and approval of the TEP and Adopting the Proposed Transportation Expenditure Plan (TEP) Conditionally Amending the Growth Management Program (GMP), which

includes Attachment A: Principles of Agreement for Establishing the Urban Limit Line (ULL) in the Measure J TEP to Match that Found in the 2020 TEP.

Adopting the attached Resolution of Support is not subject to the California Environmental Quality Act of 1970 (CEQA) because the TEP is not a project within the meaning of CEQA. (See 14 California Code of Regulations (CCR), § 15378, 15352). Specifically, the Council's adoption of the Resolution of Support does not constitute the approval of a CEQA project for reasons that include, but are not limited to: (1) the TEP does not authorize the construction of any projects that may result in any direct or indirect physical change in the environment; (2) the TEP is a mechanism for funding potential future transportation projects, the timing, approval, and construction of which may be modified or not implemented depending on a number of factors, including future site-specific CEQA environmental review; and (3) the TEP is subject to further discretionary approvals insofar as it may not be adopted until and unless the pre-conditions set forth in the Public Utilities Code are satisfied (See 14 CCR., § 15378, 15352; Public Utilities Code § 180206(b)).

ATTACHMENTS

- A: Resolution
- B: CCTA Ordinance 19-01
- C: Principles of Agreement for Establishing the Urban Limit Line (ULL) in the Measure J TEP to Match that Found in the 2020 TEP
- D: CCTA Transportation Expenditure Plan Draft

ATTACHMENT "A"

RESOLUTION NO. 2019/**

RESOLUTION OF SUPPORT FOR THE COUNTYWIDE IMPOSITION OF ONE-HALF OF ONE PERCENT SALES TAX TO FUND TRANSPORTATION IMPROVEMENTS IN CONTRA COSTA COUNTY AND ADOPTING THE PROPOSED TRANSPORTATION EXPENDITURE PLAN ("TEP") CONDITIONALLY AMENDING THE GROWTH MANAGEMENT PROGRAM ("GMP"), WHICH INCLUDES ATTACHMENT B: PRINCIPLES OF AGREEMENT FOR ESTABLISHING THE URBAN LIMIT LINE ("ULL") IN THE MEASURE J TEP TO MATCH THAT FOUND IN THE 2020 TEP

WHEREAS, the Contra Costa Transportation Authority ("Authority") proposes the countywide imposition of a one-half of one percent sales tax for transportation purposes for a period of 35 years effective July 1, 2020 through June 30, 2055;

WHEREAS, the Authority has administered a one-half of one percent sales tax for transportation purposes since its inception on April 1, 1989;

WHEREAS, the Authority conducted extensive consultations with local governments and conducted outreach to a wide variety of interest groups and the public in order to develop a TEP proposing a potential mix of projects and programs to be funded by the proposed sales tax;

WHEREAS, on August 28, 2019, the Authority authorized the release of a proposed TEP reflecting the results of that consultation and outreach, and seeking concurrence on the proposed TEP from Contra Costa County and the cities/towns within Contra Costa County;

WHEREAS, on August 28, 2019, the Authority adopted Ordinance 19-01 to conditionally amend the GMP, which includes Attachment A: Principles of Agreement for Establishing the ULL in the Measure J Transportation Expenditure Plan ("Measure J TEP") to match that found in the 2020 TEP. This amendment would only apply if the one-half of one percent local transportation sales tax is placed on the ballot and successfully approved by the electors on the March 2020 ballot;

WHEREAS, the proposed TEP includes measures that help reduce future congestion, manage the impacts of growth, and expand alternatives to the single-occupant vehicle;

WHEREAS, if the proposed TEP is ultimately adopted by the Authority and approved by the voters, the TEP would guide the use of the proposed sales tax revenues; and

WHEREAS, pursuant to Public Utilities Code § 180206(b), a TEP may not be adopted by the Authority until and unless the proposed TEP has received the approval of the County Board of Supervisors and city/town councils representing both a majority of

A1

RESOLUTION NO. 2019/**

October 22, 2019

Page 2

the cities/towns in Contra Costa County and a majority of the population residing in the incorporated areas of Contra Costa County.

NOW, THEREFORE, BE IT RESOLVED that the City of Antioch Council finds that the proposed TEP is not subject to the California Environmental Quality Act of 1970 ("CEQA") because the proposed TEP is not a project within the meaning of CEQA, and the Council's adoption of this resolution does not commit the Council to a definite course of action with regard to any specific transportation improvements set forth in the proposed TEP (See 14 California Code of Regulations (CCR), § 15378, 15352). Specifically, the Council's adoption of this resolution does not constitute the approval of a CEQA project for reasons that include, but are not limited to: (1) the proposed TEP does not authorize the construction of any projects that may result in any direct or indirect physical change in the environment; (2) the proposed TEP is a mechanism for funding potential future transportation projects, the timing, approval, and construction of which may be modified or not implemented depending on a number of factors, including future site-specific CEQA environmental review; and (3) the proposed TEP is subject to further discretionary approvals insofar as it may not be adopted until and unless the pre-conditions set forth in the Public Utilities Code are satisfied. (See 14 CCR, § 15378, 15352; Public Utilities Code § 180206(b)).

BE IT FURTHER RESOLVED, that the City of Antioch Council approves, for the limited purpose identified in Public Utilities Code, § 180206(b), the proposed TEP released by the Authority on August 28, 2019.

BE IT FURTHER RESOLVED, that the City of Antioch Council urges the Authority, consistent with the provisions of Public Utilities Code § 180206, to adopt the proposed TEP.

BE IT FURTHER RESOLVED, that the City of Antioch Council urges the County Board of Supervisors, consistent with Public Utilities Code, § 180203, to place the one-half of one percent local transportation sales tax on the March 3, 2020 ballot.

BE IT FURTHER RESOLVED, that the City of Antioch Council approves of the conditional amendment to the GMP, which includes Attachment A: Principles of Agreement for Establishing the ULL in the Measure J TEP to Match that Found in the proposed TEP, acknowledging that this amendment would only apply if the one-half of one percent local transportation sales tax is placed on the ballot and successfully approved by the electors on the March 3, 2020 ballot.

* * * * *

A2

RESOLUTION NO. 2019/**

October 22, 2019

Page 3

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 22nd day of October 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

A3



CONTRA COSTA TRANSPORTATION AUTHORITY

ORDINANCE 19-01

**CONDITIONALLY AMENDING THE MEASURE J TRANSPORTATION EXPENDITURE
PLAN (TEP) GROWTH MANAGEMENT PROGRAM (GMP), WHICH INCLUDES
ATTACHMENT A: PRINCIPLES OF AGREEMENT FOR ESTABLISHING
THE URBAN LIMIT LINE (ULL) TO MATCH THE PROPOSED 2020 TEP**

WHEREAS, Public Utilities Code, §180207 and Section 8 of the Ordinance adopting Measure J provide for a mechanism to amend the Measure J TEP based upon unforeseen circumstances; and

WHEREAS, the Contra Costa Transportation Authority (Authority) is considering the countywide imposition of a one-half of one percent sales tax for transportation purposes for a period of 35 years effective on July 1, 2020 through June 30, 2055; and

WHEREAS, the Authority conducted extensive consultations with local governments and conducted outreach to a wide variety of interest groups and the public in order to develop a TEP proposing a potential mix of projects and programs to be funded by the proposed sales tax; and

WHEREAS, the Authority has concluded that due to the unforeseen circumstances of a new sales tax measure, it would be beneficial to manage one GMP for both Measures.

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

- 1) The Measure J TEP GMP, which includes Attachment A: Principles of Agreement for Establishing the ULL is hereby replaced in its entirety as set forth in Exhibit 1, incorporated herein by reference and made a part of this Ordinance as if fully set forth.

The foregoing Ordinance was adopted by the Authority Board on August 28, 2019, and shall become effective only after the following: (1) the 45th day following notice by the Authority to Contra Costa County, the cities/towns, and the Conference of Mayors, unless overridden; and (2) if the proposed one-half of one percent local transportation sales tax is placed on the ballot and successfully approved by the electors on the March 3, 2020 ballot.

SEVERABILITY: If any provision or clause of this Ordinance or the application thereof is held unconstitutional or otherwise invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, clauses, or applications of this Ordinance which can be implemented without the invalid provision, clause, or application, it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, adopted and/ or ratified irrespective of the fact that any one or more sections, subsections, sentences, clauses, and/or phrases may be declared invalid or unconstitutional.

EFFECTIVE DATE: This ordinance shall be effective immediately upon adoption.

PASSED AND ADOPTED by the Contra Costa Transportation Authority Board of Directors in Walnut Creek, State of California, on August 28, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

E-SIGNED by Robert Taylor
on 2019-09-03 22:07:29 GMT

Robert Taylor, Chair

This Ordinance 19-01 was entered into at a meeting of the Contra Costa Transportation Authority held on August 28, 2019, in Walnut Creek, California, and shall become effective as provided above.

Attest:

E-SIGNED by Tarienne Grover
on 2019-09-03 15:36:49 GMT

Tarienne Grover, Clerk of the Board

B2

*Ordinance 19-01
August 28, 2019
Pages 3 of 3*

**EXHIBIT 1
GROWTH MANAGEMENT PROGRAM**

[Attached behind this page]

B3

THE GROWTH MANAGEMENT PROGRAM

Coupled with the Expenditure Plan is Contra Costa's unique and well-tested program for managing growth. The overall goal of the Growth Management Program (GMP) is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa County through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land-use decisions.¹

The objectives of the GMP are to:

- Assure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth;
- Require cooperative transportation and land-use planning among Contra Costa County, cities/towns, and transportation agencies;
- Support land-use patterns within Contra Costa County that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions; and
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J TEP GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is augmented and superseded by this 2020 TEP.

COMPONENTS

To receive its share of funding from the following categories:

- 2020 TEP Modernize Local Roads & Improve Access to Housing and Job Centers;
- Measure J Local Streets Maintenance & Improvements (LSM); and
- Measure J Transportation for Livable Communities (TLC);

each jurisdiction must:

1. Adopt a Growth Management Element (GME)

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–9 below. The Authority will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

1. The Authority will, to the extent possible, attempt to harmonize the GMP and the State-mandated Congestion Management Program (CMP). To the extent they conflict, CMP activities shall take precedence over the GMP activities.

B4

Each jurisdiction is encouraged to incorporate other standards and procedures into its GME to support the objectives and required components of this GMP.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities, and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Transportation Plan (CTP).

The jurisdiction's local Development Mitigation Program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional Development Mitigation Program shall establish fees, exactions, assessments, or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecasted development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling.

Each RTPC shall develop the regional Development Mitigation Program for its region, taking account of planned and forecasted growth and the Multimodal Transportation Service Objectives (MTSOs) and actions to achieve them established in the Action Plans for Routes of Regional Significance. RTPCs may use existing regional mitigation programs, if consistent with this section, to comply with the GMP.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the average number of units needed each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory

systems which provide opportunities for, and do not unduly constrain, housing development; or

- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

Jurisdictions will provide prepared reports regarding the production and preservation of affordable units as provided for in the Annual Housing Element Progress Report and subsequent reports. Each jurisdiction shall demonstrate meaningful progress in preserving existing affordable units for lower-income residents by adopting and implementing locally appropriate anti-displacement and affordable housing policies, for example, preservation of affordable housing, density bonus ordinance and/or inclusionary zoning, to support community stabilization.

Jurisdictions are subject to California's Surplus Land Act, which includes the disposition of surplus land, and each jurisdiction will affirm whether it complies with the Surplus Land Act and whether it maintains an inventory of all public land in its jurisdiction that adheres to applicable Surplus Land Act and Government Code 50569 requirements and makes the inventory available to the public.

Each jurisdiction will indicate whether it adheres to applicable local, state, or federal policies or laws regarding tenant protection and whether it has prepared the reports required by such policies or laws and made the reports available to the public.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments. Each jurisdiction must participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.

4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the RTPCs and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the RTPCs to:

- a. Identify Routes of Regional Significance and MTSOs or other tools adopted by the Authority Board for measuring performance and quality of service along routes of

B6

regional significance, collectively referred to as MTSOs for those routes and actions for achieving those objectives;

- b. Apply the Authority's Travel Demand Model (TDM) and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives;
- c. Create a Development Mitigation Program as outlined in section 2 above; and
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the RTPCs, each jurisdiction will use the TDM to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a TDM. Jurisdictions shall help maintain the Authority's TDM system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Continuously Comply with an Urban Limit Line (ULL)

In order to be found in compliance with this element of the Authority's GMP, all jurisdictions must continually comply with an applicable voter-approved ULL. Said ULL may either be the Contra Costa County voter-approved ULL (County ULL) or a locally initiated, voter-approved ULL (LV-ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements (Attachment A), which are incorporated herein.

Any of the following actions by a local jurisdiction will constitute non-compliance with the GMP:

- a. The submittal of an annexation request to the Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
- b. Failure to conform to the Authority's ULL Compliance Requirements.

6. Develop a Five-Year Capital Improvement Program (CIP)

Each jurisdiction shall prepare and maintain a CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The CIP shall include approved projects and an analysis of the costs of the proposed projects, as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its CIP to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools, and park-and-ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model TSM ordinance that the Authority has drafted and adopted. Upon approval of the Authority Board, cities/towns with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable):

- a. Hillside Development Policy;
- b. Ridgeline Protection Policy;
- c. Wildlife Corridor Policy; and
- d. Creek Development Policy.

Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Preservation Plan (NCCP) Act shall satisfy the requirement to have an adopted Wildlife Corridor Policy and Creek Development Policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (Prime/Statewide), as defined by the California Department of Conservation and mapped by the Farmland Mapping and Monitoring Program within their planning areas but outside of their city/town shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime/Statewide outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

9. Adopt a Complete Streets Policy and Road Traffic Safety (aka Vision Zero) Policy

Each jurisdiction shall adopt a Complete Streets Policy, consistent with the California Complete Streets Act of 2008, Assembly Bill 1358 (AB 1358) and with the Authority's Complete Streets

Policy, which accommodates all users of travel modes in the public Right-of-Way (ROW). Each jurisdiction shall also adopt a Vision Zero Policy, which substantially complies with the Authority's Model Vision Zero Policy and reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds. Jurisdictions shall document their level of effort to implement these policies, including during requests for funding, peer review of project design, and as part of the newly-added compliance requirement in the biennial GMP checklist.

ALLOCATION OF FUNDS

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities/towns and Contra Costa County) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the GMP and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the GMP in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the GMP, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the GMP, it shall allocate to the jurisdiction its share of 2020 TEP funding from the Fix and Modernize Local Roads category and its share of Measure J Transportation Sales Tax Expenditure Plan LSM funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold those funds and also make findings that the jurisdiction shall not be eligible to receive Measure J TLC funds until the Authority determines that the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds, and treatment of unallocated funds shall be as established in adopted Authority policies and procedures.

Attachment C

Urban Limit Line Compliance Requirements *(CCTA's Attachment A)*

Definitions—the following definitions apply to the GMP/ULL requirement:

1. Urban Limit Line (ULL) – A ULL, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.
2. Local Jurisdictions – Includes Contra Costa County, the 19 cities and towns within Contra Costa County, plus any newly incorporated cities or towns established after July 1, 2020.
3. County ULL – A County ULL placed on the ballot by the County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

- City of Brentwood
- Town of Moraga
- City of Clayton
- City of Oakley
- City of Concord
- City of Orinda
- Town of Danville
- City of Pinole
- City of El Cerrito
- City of Pleasant Hill
- City of Hercules
- City of Richmond
- City of Lafayette
- City of San Pablo
- City of Martinez
- City of Walnut Creek

4. Local Voter ULL (LV-ULL) – A LV-ULL or equivalent measure placed on the local jurisdiction's ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as

of its effective date to meet the Authority's GMP/ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

- City of Antioch
- City of Pittsburg
- City of San Ramon

5. Minor Adjustment – An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.

6. Other Adjustments – Other adjustments that address issues of unconstitutional takings and conformance to State and Federal law.

REVISIONS TO THE ULL

1. A local jurisdiction, which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
 - d. However, if any countywide measure to approve a revision to the County ULL fails, then the legislative body of each local jurisdiction relying on the prior County ULL may accept and approve the existing County ULL.
4. Local jurisdictions may, without voter approval, enact minor adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:

- a. Minor adjustment shall not exceed 30 acres;
- b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 200606 § 3, 91-1 § 2, 90-66 § 4) which includes:
- A natural or man-made disaster or public emergency has occurred, which warrants the provision of housing and/or other community needs within land located outside the ULL;
 - An objective study has determined that the ULL is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by State law, and the governing elected legislative body finds that a change to the ULL is necessary and the only feasible means to enable the jurisdiction to meet these requirements of State law;
 - A majority of the cities/towns that are party to a preservation agreement and Contra Costa County has approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement;
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries;
 - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, or Contra Costa County growth management studies or otherwise) or circumstances have changed, warranting a change to the ULL;
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further Contra Costa County's aviation related needs; or
 - A change is required to conform to applicable California or Federal law.
- c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as

defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.

- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
- e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
- f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.

5. A local jurisdiction may revise its LV-ULL, and Contra Costa County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.

CONDITIONS OF COMPLIANCE

- 1. Submittal of an annexation request by a local jurisdiction to LAFCO outside of an approved ULL will constitute non-compliance with the GMP.
- 2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.
- 3. Submittal of an annexation request for land outside an approved ULL by a third party to LAFCO will constitute non-compliance with the GMP, if the local jurisdiction: (1) submits a will-serve letter to LAFCO. A will-serve letter determines the applicant's ability and willingness to serve the subject area and any further development; (2) utilizes an existing applicable tax sharing agreement; and/or (3) enters into a new tax sharing agreement for the annexation request.



CONTRA COSTA
transportation
authority

Attachment D

Draft

Published September 4, 2019

A TRANSFORMATIVE PLAN FOR CONTRA COSTA'S FUTURE

2020 Transportation Expenditure Plan

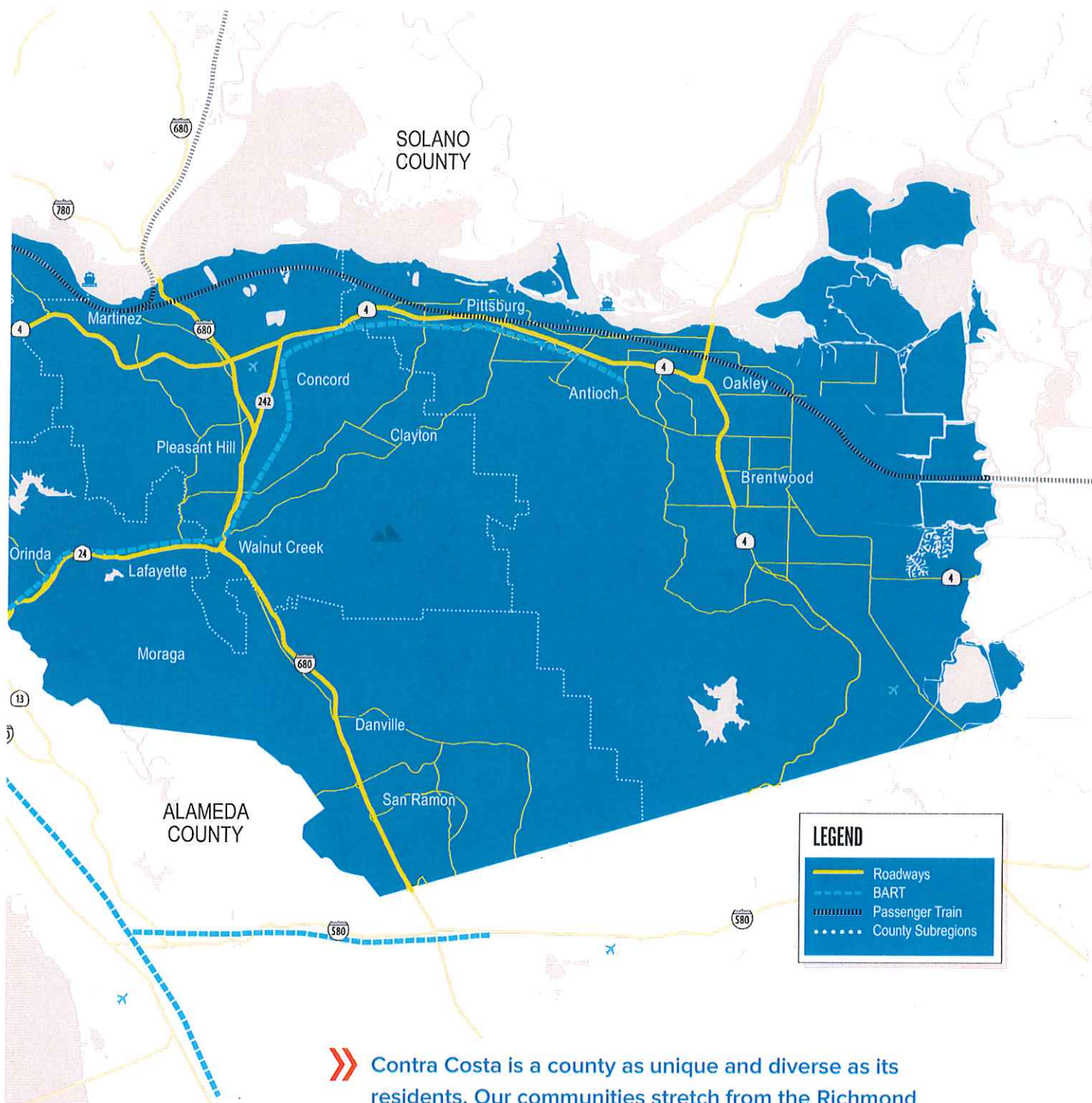


September 2019

» TABLE OF CONTENTS

03.....	A New Transportation Future for Contra Costa County Transportation Expenditure Plan Funding Summary
07.....	Decades of Transportation Improvements and Managed Growth Who We Are and What We Do Fulfilling Our Promise to Contra Costa County Voters Transportation for the Next Three-and-a-Half Decades Local Funding for Local Projects
11.....	A Roadmap for the Future What This Transportation Expenditure Plan Will Accomplish Commitment to Performance Achieving Intended Outcomes Taxpayer Safeguards Pertinent Policies
15.....	Proposed Transit and Transportation Investments Planning for the Future Relieving Congestion on Highways, Interchanges, and Major Roads Improve SR-242, Highway 4, Transit, and eBART Corridor Modernize I-680, Highway 24, Transit, and BART Corridor Enhance I-80, I-580, Transit, and BART Corridor Improving Transit and Transportation Countywide in All Our Communities
29.....	Policy Statements The Growth Management Program (GMP) Urban Limit Line (ULL) Compliance Requirements Transit Policy Complete Streets Policy Advance Mitigation Program Taxpayer Safeguards and Accountability Policy Road Traffic Safety Policy





» Contra Costa is a county as unique and diverse as its residents. Our communities stretch from the Richmond coastline to Discovery Bay, from Port Chicago to the San Ramon Valley, and from Mount Diablo to Crockett Hills.

» ALL FUNDING AMOUNTS presented in this Transportation Expenditure Plan are rounded.

GUIDING PRINCIPLES USED TO DEVELOP THE TEP

CCTA is committed to funding an outcomes-based program that includes thoughtful projects that will relieve congestion countywide, reduce greenhouse gasses, enhance transit operations, and improve accessibility to jobs and housing. The 2020 Transportation Expenditure Plan is a carefully curated set of solutions designed to bring Contra Costa's transportation system into the future by moving more people efficiently, encouraging mode shift, and promoting shared mobility options for all. The following set of principles will guide and inspire the planning, funding, and delivering of the 2020 TEP.



RELIEVE TRAFFIC CONGESTION

Funding will focus on making traveling through Contra Costa faster, more reliable, and more predictable by, for example, reducing travel times and moving more people with fewer cars.



ACCOUNTABILITY AND TRANSPARENCY

CCTA will ensure funding flows to opportunities that maximize and directly benefit your commute. CCTA strives for excellence in protecting the public's investments. We will routinely engage with partner organizations, advisory committees, and the County's residents and businesses to ensure full transparency. Our plans and results shall be easily available to the public, and we shall remain accessible to the public for questions and comments.



BALANCED AND EQUITABLE APPROACH

CCTA will balance the needs and benefits for all people and all areas of Contra Costa County to provide an equitable and sustainable transportation system that promotes transit options for all, social equity, and community stabilization.



ECONOMIC OPPORTUNITY

CCTA supports creating an economic environment that promotes job growth close to residents' homes or high-frequency public transit, thereby stabilizing communities, improving access for low-income populations and Communities of Concern, shortening commute times, reducing vehicle-miles traveled (VMTs), and improving air quality. CCTA will promote local contracting and good jobs in Contra Costa through funding of local infrastructure projects.



MAXIMIZE AVAILABLE FUNDING

CCTA will proactively seek regional, state, and federal funding, as well as private investments to supplement the County's local transportation sales tax revenue, thereby maximizing the total amount of funding for transportation projects in Contra Costa County.



PUBLIC PARTICIPATION

CCTA will meaningfully engage with county residents and respond to public priorities through a comprehensive public outreach program.



TRANSIT FIRST

CCTA commits to increasing transit use by funding solutions that reduce transit travel times, increase transit frequencies, and give transit vehicles priority in high-traffic periods. CCTA will enhance transit connectivity between modes to help promote car-free travel and the importance of providing adequate transit service to areas slated for significant employment and housing growth.



PERFORMANCE ORIENTATION

CCTA is committed to a performance-oriented approach with rigorous evaluation of transportation solutions that meet the goals of the TEP and state greenhouse gas (GHG) mandates. CCTA will use transportation sales tax funds to achieve defined outcomes and benefits most sought by residents and businesses. Funding will flow to the best opportunities consistent with other guiding principles and policies.



PROTECT THE ENVIRONMENT

CCTA commits to improving the air quality in our communities by funding projects and programs that relieve congestion, reduce vehicle-miles traveled (VMT) per capita, and reduce GHG.



COMMITMENT TO GROWTH MANAGEMENT

CCTA administers countywide policies that support thoughtful growth management to sustain Contra Costa's economy, preserve its environment, and support its communities. The advanced mitigation programs for environmental impacts and vehicle-miles traveled (VMTs) are some of the tools used to support the county's growth management policies.



COMMITMENT TO TECHNOLOGY AND INNOVATION

CCTA is committed to keeping Contra Costa County on the cutting edge of transportation technology by continuing to incorporate advanced technologies and emerging innovations pursuant to the goals of the TEP.

A NEW TRANSPORTATION FUTURE FOR CONTRA COSTA COUNTY

TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

The Contra Costa Transportation Authority (CCTA) envisions a future where all transportation systems work together for more streamlined, safe, efficient, and convenient travel. We've created a focused plan that ensures funds directly benefit your commute. CCTA is committed to outcomes-based delivery, where all projects meet performance targets for reduced traffic, shortened commute times, reduced greenhouse gas emissions (GHG), and other mandates and goals.

This 2020 Transportation Expenditure Plan (TEP) focuses on innovative strategies and new technologies that will relieve congestion, promote a strong economy, protect the environment, promote social equity, and enhance the quality of life for all of Contra Costa County's diverse communities. This plan outlines projects that will achieve a broad range of goals:

- **Relieve Traffic Congestion on Highways and Interchanges.** CCTA's goal is to smooth traffic flow and reduce congestion for people and goods through major corridors, to address bottlenecks and hot spots, and to make commutes smoother and more predictable.
- **Make Bus, Ferry, Passenger Train, and BART Rides Safer, Cleaner, and More Reliable.** Contra Costa County's residents and travelers value safe, clean, convenient, and affordable transit options. CCTA's goal is to support transit operators in providing more frequent and reliable transit services and to plan and build the infrastructure that improves connectivity countywide.
- **Provide Accessible and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities.** CCTA will prioritize social equity and provide better mobility options for all, especially for those with the greatest transportation barriers such as youth, seniors, people of lower incomes, and people with disabilities.
- **Improve Transportation in Our Communities.** CCTA supports livable communities by providing local cities and towns with funding to fix and modernize local streets, offer safer places to walk and cycle, and improve air quality. We're committed to funding infrastructure that provides access to affordable housing and jobs. CCTA also helps manage urban sprawl through its advanced mitigation programs and the county's growth management program.

The TEP is intentionally designed to be equitable across the entire county, based on population. CCTA commits to delivering proportionally greater benefits to Communities of Concern (as defined by the Metropolitan Transportation Commission) and low-income residents. CCTA understands that access to quality transportation, jobs, housing, education, health care, and public safety contribute to residents' well-being. **All locally generated transportation revenue—plus any additional grant funding CCTA receives—will be spent on local projects in Contra Costa County.**

TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

FUNDING CATEGORIES	SUBTOTALS	
	\$ (millions)*	%
RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS	\$1,484	41.1
Improve State Route 242 (SR-242), Highway 4, Transit, and eBART Corridor	705	19.5
Relieve Congestion and Improve Access to Jobs Along Highway 4 and SR-242	200	5.5
Improve Local Access to Highway 4 and Byron Airport	150	4.2
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	2.8
Improve Traffic Flow on Major Roads in East County	107	3.0
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.4
Improve Transit Reliability Along SR-242, Highway 4, and Vasco Road	50	1.4
Additional eBART Trains Cars	28	0.8
Seamless Connected Transportation Options	20	0.6
Modernize I-680, Highway 24, Transit, and BART Corridor	536	14.9
Relieve Congestion, Ease Bottlenecks, and Improve Local Access Along the I-680 Corridor	200	5.5
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	145	4.0
Improve Transit Reliability along the I-680 and Highway 24 Corridors	50	1.4
Provide Greater Access to BART Stations Along I-680 and Highway 24	49	1.4
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.0
Improve Traffic Flow on Major Roads in San Ramon Valley	32	0.9
Seamless Connected Transportation Options	25	0.7
Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit, and BART Corridor	243	6.7
Improve Transit Reliability Along the I-80 Corridor	90	2.5
Relieve Congestion and Improve Local Access Along the I-80 Corridor	57	1.6
Improve Traffic Flow on Major Roads in West County	38	1.1
Enhance Ferry Service and Commuter Rail in West County	34	0.9
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge Along I-580 and Richmond Parkway	19	0.5
Seamless Connected Transportation Options	5	0.1
IMPROVING TRANSIT AND TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES	\$1,980	54.9
Modernize Local Roads and Improve Access to Job Centers and Housing	628	17.4
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	392	10.9
Increase Bus Services and Reliability in West Contra Costa	250	6.9
Improve Walking and Biking on Streets and Trails	215	6.0
Accessible Transportation for Seniors, Veterans, and People with Disabilities	180	5.0
Cleaner, Safer BART	120	3.3
Safe Transportation for Youth and Students	104	2.9
Reduce and Reverse Commutes	54	1.5
Reduce Emissions and Improve Air Quality	37	1.0
SUBTOTAL	\$3,464	96%
Transportation Planning, Facilities & Services	\$108	3.0
Administration	\$36	1.0
TOTAL	\$3,608	100%

*Funding amounts are rounded



OUR NEW TRANSPORTATION FUTURE

Carefully crafted to offer a broad array of tangible benefits to all, this Plan will bring:

- » Smooth-flowing traffic along highways and roads
- » Quicker trips and less time sitting in traffic
- » Smoother pavement and fewer potholes
- » Transit, where and when it's needed
- » Easier ways to get from home or work to transit stops and back home again
- » Cleaner air due to reduced vehicle emissions
- » More bicycle lanes and walking paths to support an active lifestyle
- » Free or reduced transit fares for students

DECADES OF TRANSPORTATION IMPROVEMENTS AND MANAGED GROWTH

WHO WE ARE AND WHAT WE DO

The Contra Costa Transportation Authority (CCTA) is responsible for **maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation projects that connect our communities**, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. CCTA is also responsible for putting solutions in place to help manage traffic by providing and connecting a wide range of transportation options.

We are proud of our accomplishments and we recognize the immense transportation challenges still faced by county residents and businesses—particularly considering population growth, continued development, and threats to the environment. CCTA works to advance transportation solutions, ease congestion, and prepare Contra Costa County for safe, future mobility.

CCTA is leading the way and presenting innovative solutions while protecting the qualities that make Contra Costa a wonderful place to call home. We present this Transportation Expenditure Plan (TEP), which reflects where we are now and, more importantly, our commitment to pursuing transportation policies, planning, and investments that will get us to where we want to be in the future.

FULFILLING OUR PROMISE TO CONTRA COSTA COUNTY VOTERS

Contra Costa County voters passed **Measure C** in 1988, sending a clear message that recognized the immense need to improve the way people travel around Contra Costa County. Voters authorized a 20-year (1989-2009) half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. In 1989, CCTA was born.

Measure C expired in 2009 but much was accomplished, including widening Highway 4 from Hercules to Martinez, the BART extension to Pittsburg/Bay Point, Richmond Parkway construction, and new transit programs for seniors and people with disabilities.

In 2004, Contra Costa County voters approved **Measure J**. The measure provided for the continuation of the county's half-cent transportation sales tax for twenty-five more years (2009-2034) beyond the Measure C expiration date. Without Measures C and J funding, CCTA would not have qualified to receive additional federal, state, or regional funds. With a total of \$1.4 billion in Measure C and J project funds, a total of more than \$5.5 billion will be invested in vital transportation projects in Contra Costa County through 2034, leveraging Measure C and J funding at about a three-to-one ratio.

CCTA has delivered most of the major infrastructure improvement projects in Measure J—such as the fourth bore of the Caldecott Tunnels, Highway 4 East widening, eBART extension from the Pittsburg/Bay Point BART station to Antioch, and I-680 and I-80 corridor improvements—on an accelerated timeline to deliver its promises to voters. CCTA periodically issues bonds to provide advance funding to design and build major infrastructure projects. Then, the revenue generated from the transportation sales tax is used to pay back the bonds. By turning future Measure J revenue into capital dollars and accelerating design and construction, transportation projects are put into place sooner to alleviate transportation challenges. Designing and building the projects earlier costs less money, because the added cost of future inflation is avoided.

As of 2018, about 80 percent of the Measure J project funds have been expended. Remaining revenues are now going toward repayment of bonds, fixing local streets, continuing programs, and supporting public transportation. **Without a new TEP, the CCTA will be unable to fund any new major projects to address pressing mobility needs.**

TRANSPORTATION FOR THE NEXT THREE-AND-A-HALF DECADES

While the existing Measure J will remain intact through 2034, this new TEP has been developed for several reasons:

- All of the planned major capital improvement projects funded by Measure J are either complete or in construction, ahead of schedule.
- New transportation technology is offering unprecedented opportunities to streamline travel and traffic and to reduce emissions.
- The gap between transportation needs and available funding is large and requires a bold solution. The new TEP will allow local funding to keep needed services in place and alleviate congestion by attracting other funding sources.



- The demand on Contra Costa County's roads, highways, BART stations, and buses is increasing. The county's population is growing and more people are using roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate growth and prepare the system for the future.
- People are increasingly valuing alternative ways to get around, such as transit, walking, and biking. Our roads need to safely accommodate all users.
- Contra Costa County's population is aging. Currently, about 14 percent of the population is age 65 or older.* By 2035, this population is expected to double to about 30 percent. Additionally, poverty has risen faster in suburban areas, particularly in Solano, Contra Costa, and Marin counties. Low-income populations increasingly have less access to public transit and services.** New and different transportation solutions are needed to keep our older residents mobile, living independently, and to maintain quality of life for all, including low-income residents.

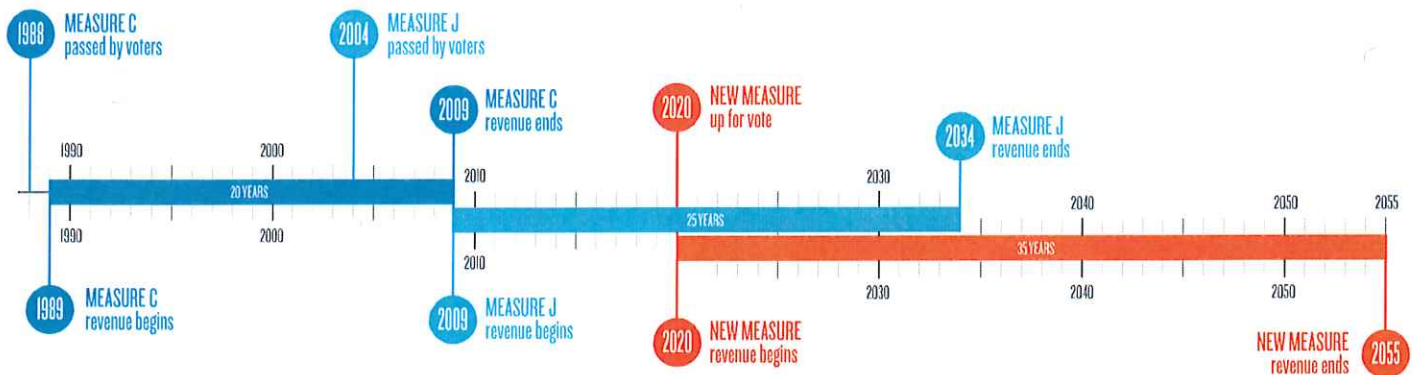
LOCAL FUNDING FOR LOCAL PROJECTS

Measures C and J local transportation sales taxes have provided a substantial and steady share of the total funding available for transportation projects in Contra Costa County. State and federal sources have targeted some major projects, but local funding is needed to attract and supplement those sources. Our local transportation sales tax has been indispensable in helping to meet the county's growing needs in an era of unpredictable resources.

* Population based on Association of Bay Area Governments (ABAG) Projections 2013

** Coordinated Public Transit – Human Services Transportation Plan (Metropolitan Transportation Commission, 2018)

Timeline of Local Funding Contra Costa County Transportation Improvements



The funding for this TEP will augment the existing Contra Costa County Measure J half-cent transportation sales tax by a half-cent until Measure J expires in 2034, then continue the half-cent transportation sales tax until 2055. A sales tax will generate approximately \$3.6 billion for essential transportation improvements that touch every city, town, and community in Contra Costa County.

These local funds have allowed CCTA to compete effectively for outside funds by providing a local matching fund source, as required by most grants. Measures C and J, for example, will attract \$4.1 billion of additional funds for Contra Costa County transportation projects through 2034, providing a total investment of \$5.5 billion in vital transportation improvements.

CCTA will continue to use local transportation sales tax revenue to attract outside funds for projects already identified in regional and state funding measures. In fiscal year 2017-2018 alone, more than \$77 million of California's Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, transportation funding was earmarked for projects sponsored by CCTA. The required local match for the grant was \$35 million. In other words, for every dollar Contra Costa County taxpayers paid for these projects, the state paid two more dollars.

Similarly, voters approved Regional Measure 3 (RM3), which was authorized and signed into law in 2018 to fund major roadway and public transit improvements via an increase in tolls on the Bay Area's seven state-owned toll bridges. Contra Costa County projects that may benefit from RM3 include:

- Interstate 80 Transit Improvements: expand bus service along the Interstate 80 corridor
- Interstate 680 Transit Improvements: enhance transit service along the Interstate 680 corridor, including bus operations, transit centers, and real-time travel information
- East Contra Costa County Transit Intermodal Station: construct a transit intermodal center to enhance access to eBART and the Mokelumne Bike Trail/Pedestrian Overcrossing at Highway 4
- Contra Costa Interstate 680/Highway 4 Interchange Improvements: reduce congestion and improve safety by widening Highway 4 and adding new direct connectors between I-680 and Highway 4
- Richmond-San Rafael Bridge Access (Contra Costa approach): make improvements to reduce delays on bridge approaches and at the toll plaza, including improvements to the Richmond Parkway
- Byron Highway-Vasco Road Connector: Improve access, safety, airport connectivity, and economic development with a new connector between Byron Highway and Vasco Road

RM3 provides only partial funding for these projects. Additional funding is needed to make them a reality.



D12

A ROADMAP FOR THE FUTURE

WHAT THIS TRANSPORTATION EXPENDITURE PLAN WILL ACCOMPLISH

Contra Costa Transportation Authority's (CCTA's) 2020 Transportation Expenditure Plan (TEP) serves as both a roadmap and an itinerary that will guide transportation investments for the coming 35 years. Throughout the 35-year duration of this Plan, Contra Costa County's population is expected to grow and change, infrastructure will continue to age and wear out, new forms of travel will emerge, and the environment will need continued protection. Such changes will place even more strain on the County's transportation systems. **Without new investments in transportation, Contra Costa will face a future with distressed and outdated infrastructure, increased traffic on already-congested roadways, and a decrease in critical transportation services to those with the greatest need.**

CCTA strives to preserve and enhance an excellent quality of life for Contra Costa County's residents, businesses, and communities with convenient, reliable, and accessible transportation. We do this through optimizing the existing transportation system, leveraging emerging technologies, offering meaningful programs and services, and providing seamless connections between various forms of transportation (for example, cars, transit, cycling, and walking).

The projects in this Plan will benefit all who live and travel within Contra Costa County. The projects will help improve the transportation network over the coming decades to meet growing needs, while supporting economic vitality and an environmentally sustainable future.

CCTA is an internationally recognized leader in implementing transportation-related technological solutions to help ease traffic congestion, offer alternative mobility options for travel, provide valuable information to travelers, make it easier and more efficient to maintain our transportation infrastructure, and many other applications that may be currently under development. This TEP reflects CCTA's commitment to fully integrate applicable transportation technologies with traditional infrastructure for the benefit of residents and travelers.

When implemented, the projects in this TEP will accomplish an array of major transportation improvements throughout the county. These projects serve to enhance people's transportation options and reduce congestion on every major transportation corridor in the county. The funding will also reach deep into the local communities to improve residents' quality of life and protect the County's natural environment.

COMMITMENT TO PERFORMANCE

The 2020 Transportation Expenditure Plan (TEP) will be governed by strong performance criteria against which funding, projects, and programming will be evaluated and scored to ensure maximum contribution to the guiding principles and goals of the Plan. Guidelines will be developed through meaningful community engagement and engagement with cities and towns, Contra Costa County, Regional Transportation Planning Committees, and the Public Oversight Committee to establish the performance criteria for evaluation of programs identified in the Policy Statements. In addition, the Plan will meet the Governor's Executive Order B-16-2012 to reduce transportation-related GHG emissions to 80% below 1990 levels by 2050. To achieve this, CCTA commits to a goal of accelerating zero emission vehicle (ZEV) penetration and a 15% reduction in vehicle-miles traveled (VMTs) per capita.

ACHIEVING INTENDED OUTCOMES

The 2020 TEP was created for Contra Costa County residents, businesses, and travelers by the communities and people it serves. Key stakeholder groups were convened and community outreach conducted to understand what guiding principles, priorities, outcomes, and results are most important to the residents and businesses of Contra Costa County.

CCTA is fully committed to an outcomes-based approach that includes measurable performance targets for all principles and criteria. The TEP presents a suite of transportation solutions that align with guiding principles and will offer a transportation system that supports a vibrant, modern, equitable, and livable Contra Costa County.

CCTA will ensure funding in the TEP will achieve the outcomes identified in the 2017 Countywide Transportation Plan (CTP). The TEP offers equitable transportation opportunities for all residents of Contra Costa. In evaluating detailed funding proposals, CCTA will ensure that expenditures benefit those living in Communities of Concern and for minority and low-income residents.

Every project with total costs of more than \$10 million will undergo a performance analysis and review prior to funding being allocated. Implemented projects and programs will also undergo a thorough analysis of their performance to initiate program modification where needed and/or changes in evaluation methods.

A Public Oversight Committee will provide input for developing specific performance criteria by which projects can be evaluated and measured. In this way, county taxpayers can be assured that the funding is spent responsibly to meet the county's transportation goals.

TAXPAYER SAFEGUARDS

Over the past thirty years, CCTA has operated under a system of rigorous taxpayer safeguards to protect the county's investments and to ensure that transportation sales tax revenue is invested wisely, equitably, and transparently. CCTA consistently achieves the highest standards in its governmental accounting and financial reporting and ensures full accountability in its programs and projects.

With the 2020 TEP, CCTA is fully committed to continuing our strong accountability to Contra Costa taxpayers through many safeguards:

- CCTA will continue to publish an annual budget and strategic delivery plan that estimates expected transportation sales tax receipts, other anticipated revenue, and planned expenditures for the year.
- CCTA's Public Oversight Committee will continue to provide diligent oversight of all CCTA expenditures and report its oversight activities and findings to the public through annual audits that focus on the allocation of funding, project performance, tracking of TEP goals, local jurisdiction compliance, and growth management performance.
- CCTA will routinely inform, communicate with, and engage its partner organizations, advisory committees, and the County's residents and businesses to ensure that its programs and projects are fully transparent and best meet the needs of its residents.
- CCTA will strive to balance the needs of all people and areas of Contra Costa County to support an equitable and sustainable transportation system for all, while ensuring proportionally greater benefits to Communities of Concern and low-income residents.
- CCTA's regional transportation planning committees will continue to ensure cohesion with local and subregion planning and implementation efforts and adherence to adopted policies.

In July 2019, CCTA was the proud recipient of Contra Costa Taxpayers Association Silver Medal Award for Good Governance.



PERTINENT POLICIES

CCTA implements and follows several key policies to ensure that Contra Costa's transportation systems are in alignment with the County's established future vision. Full text of these policies is included in the Policy Statements section at the end of this document. In summary, these key policies are as follows:



Growth Management Program establishes principles that preserve and enhance the county's quality of life and promotes a healthy and strong economy through a cooperative, multijurisdictional process for managing growth while maintaining local authority over land use decisions.



Urban Limit Line Compliance Policy requires each jurisdiction to adopt and comply with a voter-approved Urban Limit Line, which defines the physical limits of a jurisdiction's future urban development.

Both the Growth Management Program and Urban Line Limit Compliance policies, which have been in place since Measure J began in 2009, have been enhanced in this TEP.

CCTA, with input from many stakeholders, has developed the following **additional four policies** to ensure that projects align with the vision, guidelines, and requirements for fund expenditures.



Transit Policy sets out goals for improving, coordinating, and modernizing transit service—along with first- and last-mile connections to transit—thereby increasing the percentage of residents and commuters that may travel conveniently by public transit.



Advanced Mitigation Program provides innovative ways to advance needed infrastructure projects more efficiently and provides more effective conservation of natural resources such as watersheds, wetlands, and agricultural lands. CCTA will also begin development of a countywide vehicle-miles traveled (VMT) mitigation program.

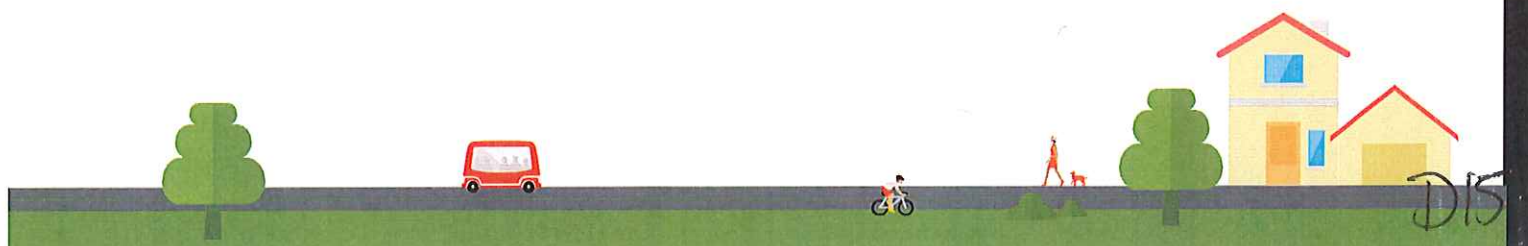


Complete Streets Policy encourages making local streets more efficient and safe for all users—including drivers, pedestrians, bicyclists, and transit riders—and giving travelers convenient options while minimizing the need to widen roadways.



Road Traffic Safety requires all funding recipients to systemically apply planning and design practices that quantifiably reduce the risk of traffic-related deaths and severe injuries.

These policies, along with the guiding principles, will govern the funding and implementation of the 2020 TEP.





D16

PROPOSED TRANSIT AND TRANSPORTATION INVESTMENTS

PLANNING FOR THE FUTURE

This Transportation Expenditure Plan (TEP) includes transportation-related projects and programs to be planned, designed, funded, constructed, and/or delivered in Contra Costa County over the next thirty-five years. This plan anticipates an investment of approximately \$3.6 billion of revenue generated from the half-cent transportation sales tax. Contra Costa County's local sales tax revenue will help Contra Costa Transportation Authority (CCTA) attract additional local, regional, state, and federal funding to augment the sales tax revenue.

The project descriptions that follow are purposefully brief and offer general overviews of the purpose and nature of the projects. Several projects (such as affordable transit for students, seniors, and people with disabilities) are continuations or enhancements to ongoing work performed under Measure J. Many other projects included in this Plan are still in the concept or planning stages. Stakeholders and the public will have plenty of future opportunities to help shape these projects so that they are most useful and beneficial to residents, commuters, and visitors.

In its role as the administrator of Contra Costa County's transportation sales tax revenue, CCTA has instituted requirements so that taxpayer's revenue is invested per established policies, as presented in the Policy Statements section of this TEP. The policy statements generally require that recipients of funding perform advance performance assessments and comply with applicable laws and other CCTA policies. The Taxpayer Safeguards and Accountability Policy in the Policy Statements section includes the full statement of funding requirements and restrictions, as applicable.

CCTA sets aside funding to implement the countywide Growth Management Program, prepare the countywide transportation plan, and support the programming and monitoring of federal and state funds, as well as CCTA's Congestion Management Agency functions. A very small percentage of the funding also covers basic administrative functions (such as salaries) and basic expenses (such as rent).

► **\$1.48 BILLION**

IN 2017, FOUR
MAJOR FREEWAYS IN
CONTRA COSTA COUNTY
RANKED IN THE TOP 10
WORST COMMUTES:
I-680, I-80, HIGHWAY 24
AND HIGHWAY 4.*

RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS

More than 79 percent of Contra Costa County's residents drive to work; several of Contra Costa County's highways have been identified as the "most congested in the San Francisco Bay Area."**

Easing traffic congestion is one of Contra Costa County residents' highest priorities. Accordingly, CCTA will invest nearly half of the new transportation sales tax revenue toward new, modern tools and strategies to improve traffic flow and reduce traffic congestion on the county's major corridors and roads. These strategies include highway and road improvements thoughtfully integrated with transit improvements and alternative modes.

Improving transit and transit connections will lessen traffic congestion on the County's highways; as transit service is improved and more people take transit, fewer cars on the road translates to less traffic.

CCTA is committed to improving access to jobs throughout Contra Costa and supporting economic development through programs and projects in this Transportation Expenditure Plan such as the Northern Waterfront Initiative. Programs and projects will support housing within planned or established job centers that are served by transit, or that aid economic development and job creation.

Projects will be subject to applicable policies as presented in the Policy Statements section at the end of this document.

*SOURCE: Metropolitan Transportation Commission, Vital Signs - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf

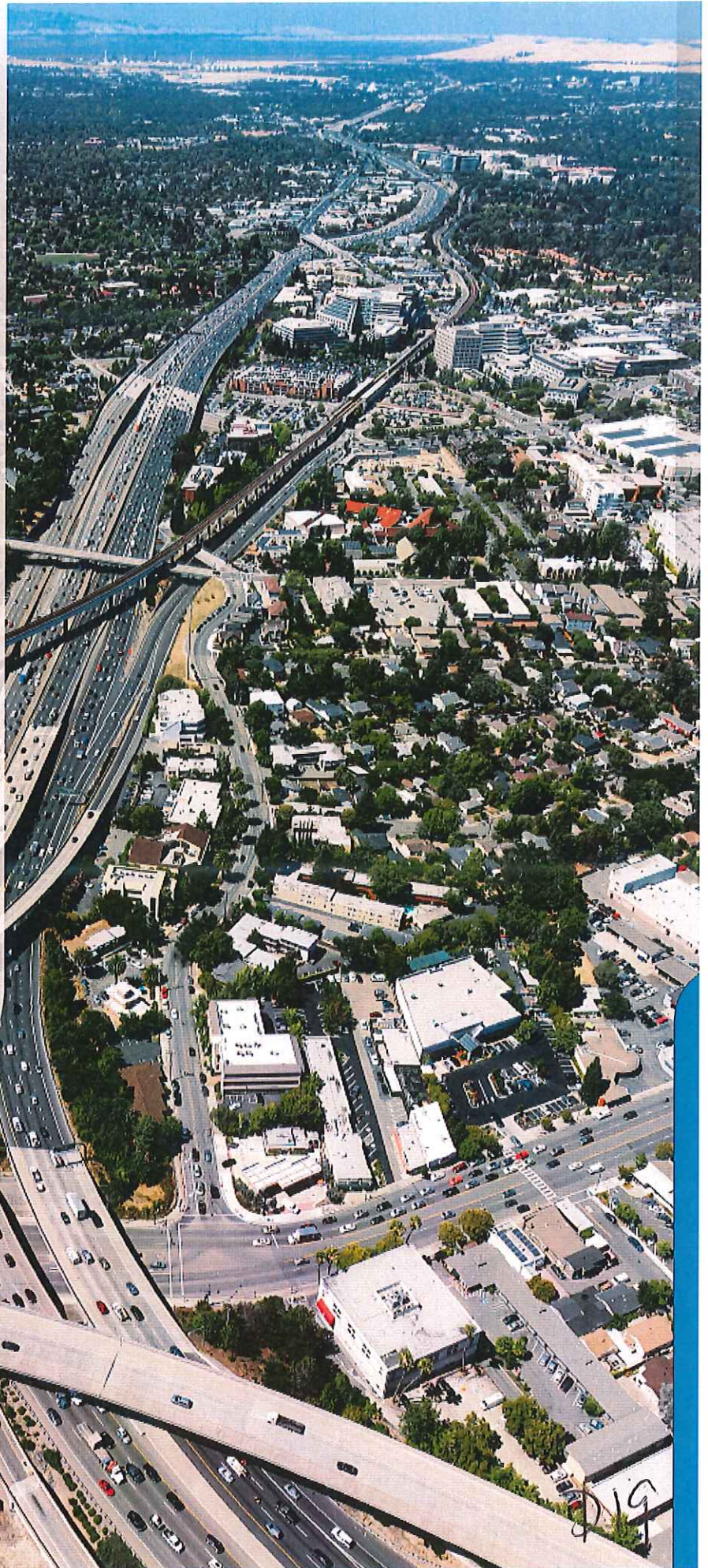
**SOURCE: Metropolitan Transportation Commission, Vital Signs, 2016-2017 data

WHAT'S A CORRIDOR?

A corridor is a swath or belt of land that contains one or more types of transportation infrastructure, such as a road or railway. Each of Contra Costa County's corridors contains a major interstate or highway as well as a major transit line; roads, streets, paths, bus lines, and transit stations.

Everyone is impacted by the performance of corridors. This impact is felt each and every day, whether you're doing your daily commute, heading to a medical appointment, or traveling to a youth soccer game. CCTA is focused on optimizing all transportation within a corridor so that traffic is smooth, transit is convenient, and all systems work together to support travel across communities and throughout the region. For purposes of this Transportation Expenditure Plan, CCTA is focused on three major transportation corridor improvement categories:

- » Improve State Route 242, Highway 4, Transit, and eBART Corridor
- » Modernize I-680, Highway 4, Transit, and BART Corridor
- » Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit, and BART Corridor



019

Improve SR-242, Highway 4, Transit, and eBART Corridor

4

242

RELIEVE CONGESTION AND IMPROVE ACCESS TO JOBS ALONG HIGHWAY 4 AND SR-242

CCTA is continuing its work in **easing traffic congestion**, smoothing traffic flow, and reducing travel time along Highway 4 and SR-242 with a blend of projects that may be considered:

- Improving access to jobs and support economic development along the northern waterfront
- Improving access to local key destinations, including business districts and BART stations
- Reconfiguring interchanges along SR-242
- Managing traffic flow on Highway 4 by connecting and **synchronizing traffic on freeways**, local roads, and freeway ramps
- Completing operational improvements at the I-680/Highway 4 interchange
- Addressing bottlenecks and cooling hot spots caused by high-volume weaving areas and **adding auxiliary lanes** and improving ramps between SR-242 and Bailey Road
- Providing incentives to encourage the use of transit and alternative transportation options

**5th most
CONGESTED
HIGHWAY
in the Bay Area**
*Eastbound Martinez to Pittsburg**



IMPROVE LOCAL ACCESS TO HIGHWAY 4 AND BYRON AIRPORT

CCTA has developed a multipronged approach to **reducing traffic congestion and improving safety and travel time reliability** on the roads through and around Byron. These projects will also facilitate economic development and goods movement in East Contra Costa County. Key projects may consider:

- A new limited-access connector between Byron Highway and Vasco Road south of Camino Diablo to **improve access to Byron Airport**, making it a more useful transportation hub
- Improvements to Vasco Road and Byron Highway, and other safety improvements
- Interchange improvements along Highway 4 at Balfour Road, Marsh Creek Road, Walnut Boulevard, and Camino Diablo
- Enhancements to the Byron Airport
- Improve access to jobs and support economic development along the Northern Waterfront

These projects will include measures to prevent growth outside predefined urban limit lines, for example, prohibitions on roadway access from adjacent properties, permanent protection and/or acquisition of agricultural lands or critical habitat, and habitat conservation measures.



ADDITIONAL eBART TRAIN CARS

Trains are full with standing room only during commute hours. Funding will be considered for allocation toward **purchasing additional eBART train cars** so that trains can carry more passengers on this popular route.

*Source: Metropolitan Transportation Commission, "Vital Signs: Bay Area Freeway Locations with most Weekday Traffic Congestion, 2017" - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix of freeways to bike paths, trains to shuttles, and many other modes in between. Providing **seamless connectivity among these many travel options** will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and taking advantage of future transportation technology trends.

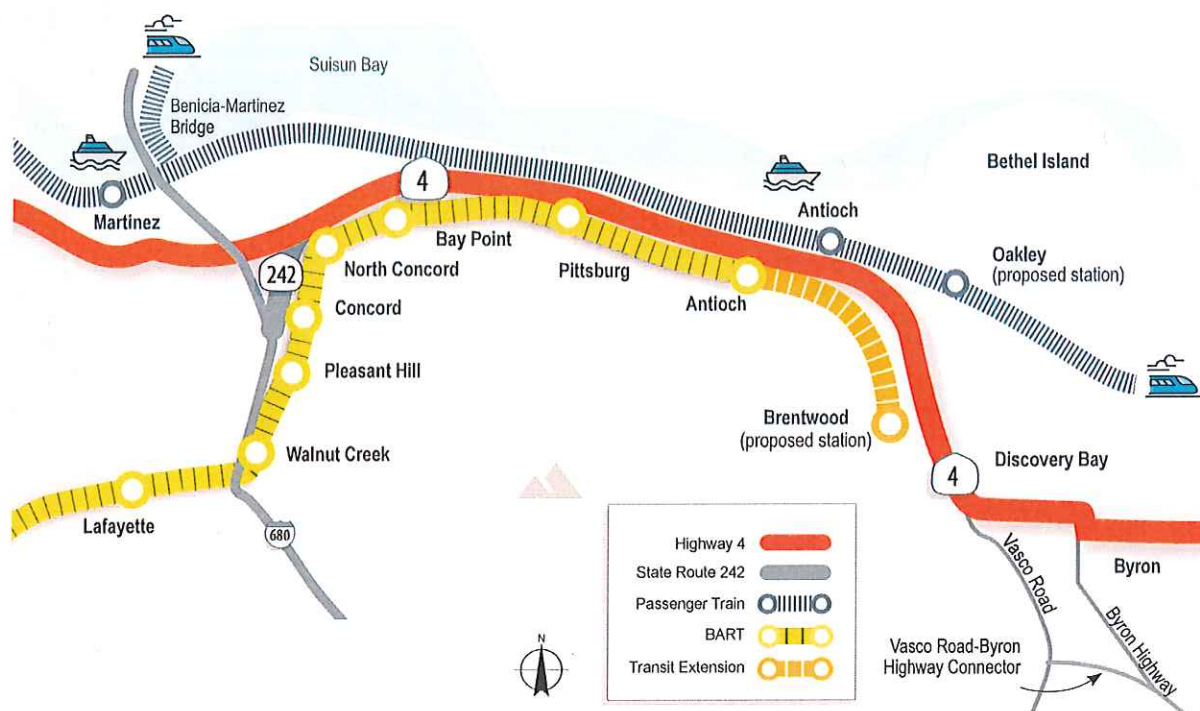


ENHANCE FERRY SERVICE AND COMMUTER RAIL IN EAST AND CENTRAL COUNTY

To help travelers make convenient connections between the Capitol Corridor and San Joaquin train system and the BART system, CCTA proposes to **fund new stations and improvements to existing stations** and rail facilities. Some example projects may include a new train station for the San Joaquin line and a park-and-ride lot in Oakley, new connections between the new Oakley station and Antioch eBART, and a transit connection from the Martinez Amtrak station to the North Concord BART station.

CCTA is also considering expanding ferry service between Martinez and Antioch. As more people use ferries and the passenger train, traffic congestion on Contra Costa County's roads and highways will decrease, **traffic will flow more smoothly, and air emissions will decrease**, thereby improving the County's air quality.

» TOTAL INVESTMENTS: \$705 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN EAST COUNTY

CCTA is committed to relieving congestion on major roads and **implementing modern systems** that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians. Projects will range in size and type, and may consider the following:

- New and/or wider lanes or shoulders
- **New bicycle and pedestrian facilities**
- Installation of "smart" parking management programs
- **Traffic signal synchronization** and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs and gutters, and streetscapes
- Bus transit facility enhancements, such as bus turnouts and passenger amenities
- Close gaps and extend major roads to relieve congestion and improve safety



EAST COUNTY TRANSIT EXTENSION TO BRENTWOOD AND CONNECTIVITY TO TRANSIT, RAIL, AND PARKING

Expanding transit service throughout East Contra Costa County will enable more people to travel conveniently to the Antioch eBART station and other destinations served by transit. The TEP may consider funding a direct link between a new intermodal center in Brentwood to the Antioch eBART station.

Funding will also be considered to **improve transit service throughout Brentwood, Oakley, and nearby communities** via new shuttle service, bus service, and transit hubs such as a new Tri Delta park-and-ride lot to service eBART and a new Amtrak San Joaquin station in Oakley. Funding will help integrate existing transit services using new technologies, so that people have smooth and convenient connections with less wait time.



IMPROVE TRANSIT RELIABILITY ALONG SR-242, HIGHWAY 4, AND VASCO ROAD

One of CCTA's strategies to smoothing traffic along SR-242, Highway 4, and Vasco Road is to **improve and enhance transit service** to give travelers viable and convenient options to driving. When more people take transit, there will be fewer cars on the road and traffic congestion will be reduced. Possible projects that CCTA may consider:

- Increased express bus service
- Improved interchanges and local access for buses so they can utilize the highways more efficiently
- **Dedicated part-time transit lanes** to bypass congestion
- Improved transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing transit users' first-mile/last-mile challenges

Modernize I-680, Highway 24, Transit, and BART Corridor

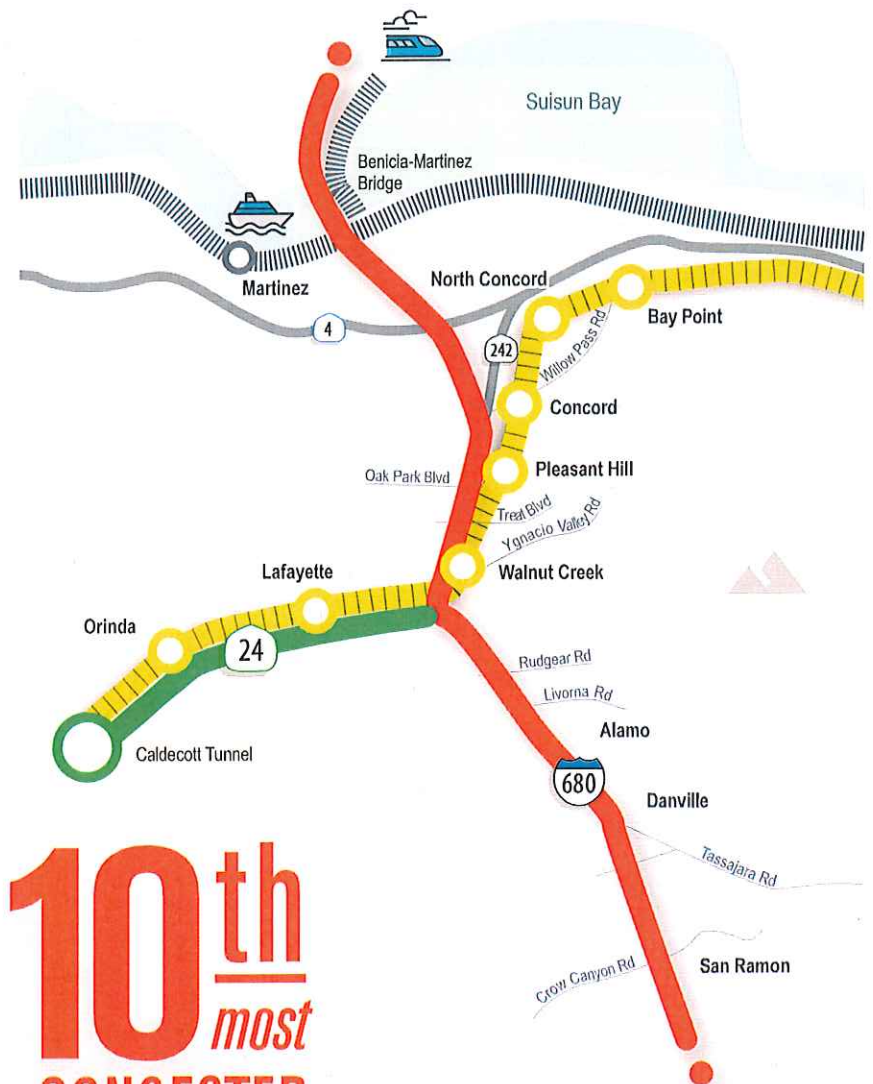


RELIEVE CONGESTION, EASE BOTTLENECKS, AND IMPROVE LOCAL ACCESS ALONG THE I-680 CORRIDOR

Improvements to the I-680 corridor will work together to address bottlenecks, **relieve traffic congestion**, smooth traffic flow, reduce travel times, **improve air quality**, and offer efficient transportation choices to all travelers. Key strategies to be considered include:

- **Complete express lanes** in both directions from Rudgear Road in Walnut Creek to the Benicia-Martinez Bridge, to provide twenty-five miles of continuous southbound express lanes and nearly continuous northbound express lanes
- Address congestion hot spots caused by high-volume weaving areas such as between Livorna Road and Treat Blvd. Additional merge lanes and ramp improvements at these locations **will provide safe merging for motorists and ease bottlenecks** that currently create chronic delays
- Implement innovative technology solutions to manage traffic flow by connecting and synchronizing traffic on local arterials, freeway ramps, and freeways
- Transform park-and-ride facilities into **shared mobility hubs** that provide multimodal transportation options and amenities to encourage transit use
- Implement transportation demand management programs to reduce single-occupancy vehicle travel
- Provide incentives for using alternative transportation options

*Source: Metropolitan Transportation Commission, "Vital Signs: Bay Area Freeway Locations with most Weekday Traffic Congestion, 2017" - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf



**10th most
CONGESTED
HIGHWAY
in the Bay Area**
*Northbound Danville
to Walnut Creek**



I-680	
Highway 24	
Passenger Train	
BART	

» TOTAL INVESTMENTS: \$536 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN CENTRAL COUNTY AND LAMORINDA

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide **safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians**. Projects will range in size and type, and may consider the following:

- New and/or wider lanes or shoulders
- New bicycle and pedestrian facilities
- Installation of "smart" parking management programs
- Traffic signal synchronization and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs, gutters, and streetscapes
- Bus transit facility enhancements, such as bus turnouts and passenger amenities



24

IMPROVE TRAFFIC FLOW ON HIGHWAY 24 AND MODERNIZE THE OLD BORES OF CALDECOTT TUNNEL

CCTA has plans to improve traffic flow and access along Highway 24 in Orinda, Lafayette, and Moraga through a suite of projects that could include improving interchanges, modifying major roads to reduce highway access delays, and other congestion-reducing improvements. CCTA will also **develop transit and shared trip incentives** for drivers in lieu of single-occupant vehicle travel.

The original two-bore Caldecott Tunnel opened in 1937. CCTA will implement improvements that may include increased lighting and visibility, improved traffic alerts for crashes or stalled vehicles, and other physical or technological solutions to improve safety and help improve traffic flow in the tunnels.



IMPROVE TRANSIT RELIABILITY ALONG THE I-680 AND HIGHWAY 24 CORRIDORS

One of CCTA's strategies to smoothing traffic along the I-680 and Highway 24 corridors is to improve and **enhance transit service** to give travelers viable and convenient alternatives to driving in their vehicles. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding may consider the following:

- Implement and increase express bus service along the I-680 and Highway 24 corridors
- Improve interchanges and local access so buses can utilize the highways more efficiently
- Provide **dedicated part-time transit lanes** to bypass congestion
- **Improve transit connections** between transit stations, schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users



PROVIDE GREATER ACCESS TO BART STATIONS ALONG I-680 AND HIGHWAY 24

In addition to making shuttle service to and from BART more frequent, CCTA will consider allocating funding toward making **parking and access improvements** that serve BART stations, so that buses and people in vehicles—along with people arriving by walking or bicycling—can get to the station more easily and conveniently. Funding may be considered for constructing satellite parking lots with frequent direct shuttle service to BART.



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix, from freeways to bike paths, trains to shuttles, and many other modes in between.

Providing seamless connectivity among these many travel options will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and **taking advantage of future transportation technology trends**.



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN SAN RAMON VALLEY

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide **safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians**. Projects will range in size and type, and may consider the following:

- New and/or wider lanes or shoulders
- New bicycle and pedestrian facilities
- Installation of "smart" parking management programs
- Traffic signal synchronization and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs, gutters, and streetscapes
- Bus transit facility enhancements, such as bus turnouts and passenger amenities

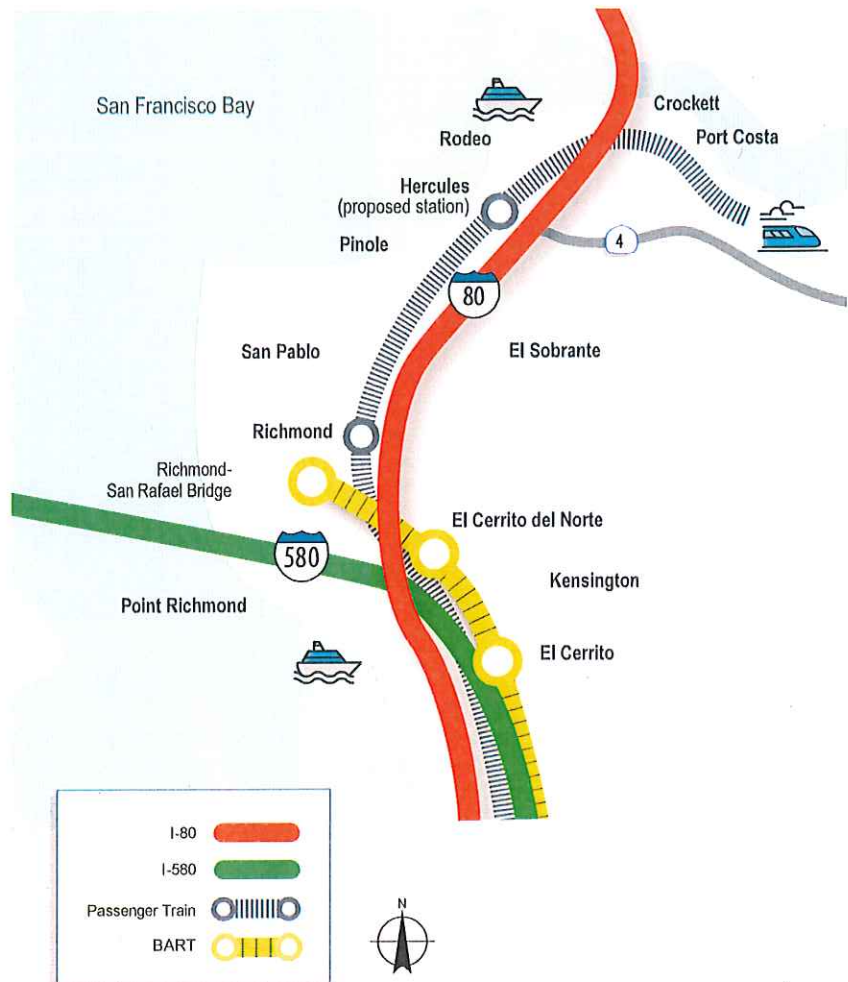
Enhance I-80, I-580, Transit, and BART Corridor



RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG THE I-80 CORRIDOR

Improvements to the I-80 corridor will address bottlenecks, relieve traffic congestion, smooth traffic flow, reduce travel times, improve air quality, and offer efficient transportation choices to all travelers. Key improvements may include:

- Several innovative strategies and operational improvements will be implemented to **reduce travel time, improve air quality, reduce weaving at interchanges**, and smooth traffic flow
- Expand intelligent transportation systems and advanced technology strategies along I-80 to **maximize system efficiency** and prepare the corridor for future advances in transportation technology
- Increase travel time reliability in the carpool lanes through cost-effective **managed lane strategies** and enforcement
- Improve and expand express transit service through the corridor
- Transform park-and-ride facilities into **shared mobility hubs** that provide multimodal transportation options and amenities to encourage transit use
- Provide incentives to encourage the use of transit and alternative transportation options.



AN ADDITIONAL
\$250M



WILL BE SPENT TO INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA COUNTY.

» TOTAL INVESTMENTS: \$243 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN WEST COUNTY

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians. Projects will range in size and type, and may consider the following:

- Railroad grade separations
- New and/or wider lanes or shoulders
- **New bicycle and pedestrian facilities**
- Installation of "smart" parking management programs
- **Traffic signal synchronization** and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs and gutters, and streetscapes
- Bus **transit facility enhancements**, such as bus turnouts and passenger amenities



ENHANCE FERRY SERVICE AND COMMUTER RAIL IN WEST COUNTY

To help travelers make convenient connections with the Capitol Corridor and San Joaquin train systems, CCTA will consider funding a **new regional intermodal station** in Hercules, along with new or improved ferry services in Hercules with connections to the train. As more people use ferries and the train, traffic congestion on Contra Costa County's roads and highways will decrease, traffic will flow more smoothly, and air emissions will be reduced thereby improving the county's air quality.



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix, from freeways to bike paths, trains to shuttles, and many other modes in between. **Providing seamless connectivity** among these many travel options will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and **taking advantage of future transportation technology trends.**



IMPROVED TRAFFIC FLOW AND LOCAL ACCESS TO RICHMOND-SAN RAFAEL BRIDGE ALONG I-580 AND RICHMOND PARKWAY

CCTA plans to relieve traffic congestion and reduce traffic delays by **modernizing facilities**, expanding pedestrian and bicycling options, improving transit reliability, and encouraging the use of carpools and buses.

Specific improvements to be considered:

- **Extending the carpool lane along I-580** from the toll plaza at the Richmond-San Rafael Bridge to Central Avenue in El Cerrito
- Making improvements so that pedestrians and cyclists can better access the Richmond-San Rafael bridge, Richmond Parkway, Richmond Ferry Terminal, and Richmond BART Station
- Improving the interchange at Richmond Parkway and I-580
- **Providing incentives** for using alternative transportation options



IMPROVE TRANSIT RELIABILITY ALONG THE I-80 CORRIDOR

One of CCTA's strategies to smoothing traffic along the I-80 corridor is to improve and **enhance transit service** to give travelers viable and convenient options to driving. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding is planned to:

- Increase express bus service along the corridor
- Improve interchanges and local access for buses so they can utilize the highways more efficiently
- Provide dedicated part-time transit lanes along I-80 to bypass congestion
- **Improve transit connections** between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

► **\$1.98 BILLION**

IMPROVING TRANSIT AND TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES



The quality of roads and availability of transportation options are two major factors in making our communities great places to live, as are the availability of jobs, safety, access to parks and trails, and good clean air and water. CCTA will implement many projects throughout the county to improve our local communities and **protect Contra Costa County's environment and quality of life.**

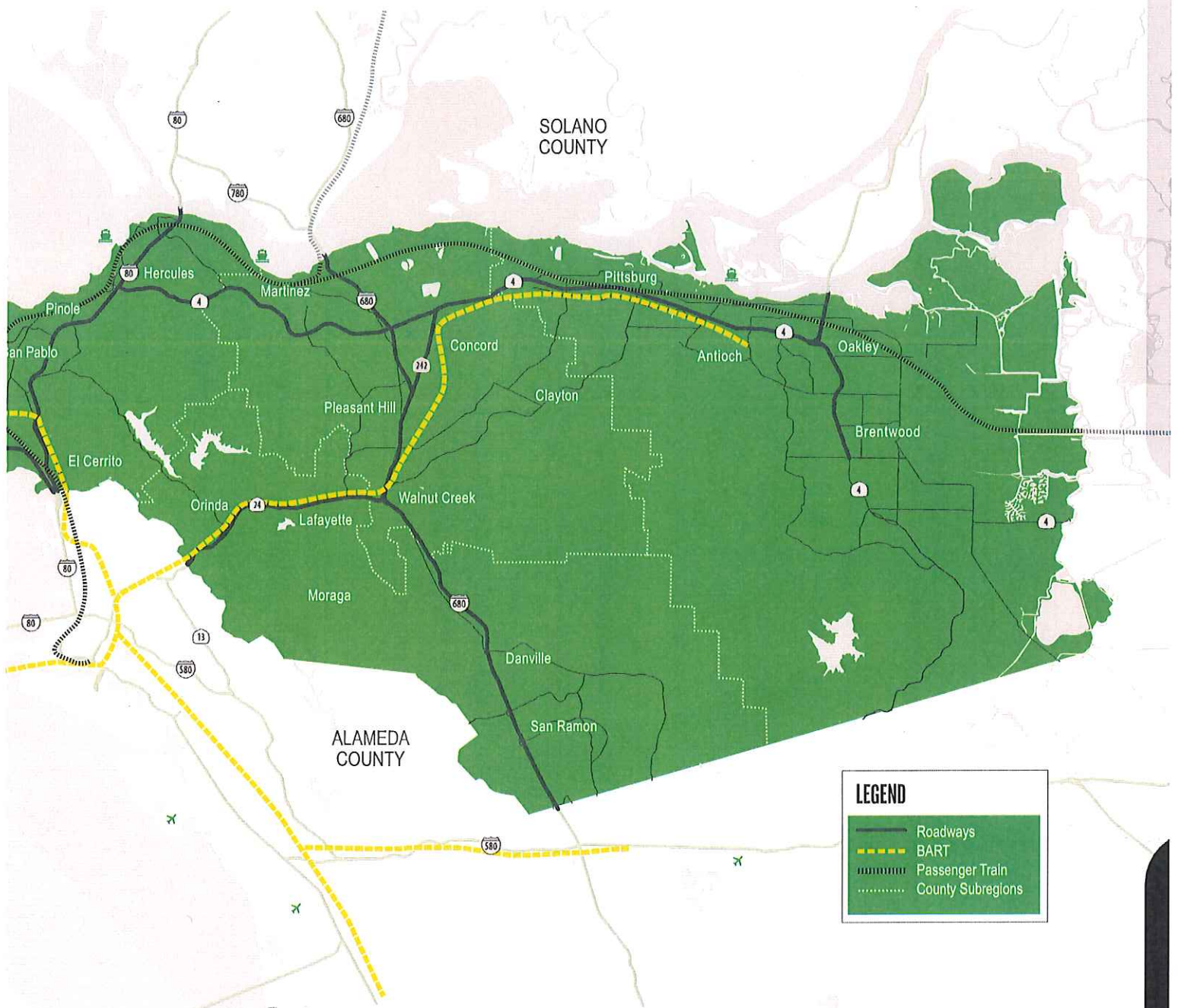
The previous section of this TEP presented investments focused on Contra Costa County's major corridors. This section describes funding that spreads into every community, through local projects and programs that improve the County's vast transportation network.

Funding will be allocated toward improving local roads and streets to make them safer for all travelers. Smaller projects—such as removing bottlenecks, improving traffic signal operations, installing traffic calming measures, and making streetscape improvements—can make big improvements in a community's quality of life.

Funding will be allocated toward substantial investments in a **robust transit system** that provides affordable, efficient, convenient, and accessible transit to travelers throughout the county. These projects will result in cleaner, safer, and more reliable trips on BART, buses, and ferries. The transit systems will extend into parts of the county that are currently lacking frequent transit service. When more people take transit, traffic congestion on the County's roads and highways will decrease, traffic will flow more smoothly, and **air emissions will decrease**, thereby improving the county's air quality.

CCTA is committed to supporting accessible and safe transportation for all Contra Costa County residents. CCTA will allocate funding toward a wide array of **programs for students, seniors, veterans, and people with disabilities**, aimed at offering safe transportation options and improving mobility.

Projects will be subject to applicable policies as presented in the Policy Statement section.



LEGEND

- Roadways
- BART
- Passenger Train
- County Subregions

Location
Eastern suburb of the San Francisco Bay Area

Population
1 Million+

Diverse
Demographically, economically and geographically

Improving Transit and Transportation Countywide In All Our Communities



MODERNIZE LOCAL ROADS AND IMPROVE ACCESS TO JOB CENTERS AND HOUSING

Smooth, pothole-free roads, safe intersections, pleasant sidewalks, safe bike lanes, and clean air are some of the important features that make Contra Costa County a great place to live and work.

CCTA will provide funding directly to the county's cities, towns, and unincorporated areas so that they may make improvements to their own local roads, streets, and access to job centers and housing.

To ensure transparency and accountability, local agencies report annually on the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements. Local agencies must also meet the requirements set forth in the Growth Management Program, Urban Limit Line Compliance Requirements, Transit Policy, Complete Streets Policy, Road Traffic Safety Policy, and other applicable policies in the Policy Statements section.



SAFE TRANSPORTATION FOR YOUTH AND STUDENTS

Drop-off and pick-up at schools often creates traffic jams on local streets and unsafe conditions for children. CCTA will allocate funds toward a wide array of transportation projects and programs for students and youth, aimed at relieving congestion, offering safe transportation options—such as walking and cycling—and improving mobility.

Funding will also be used for **reduced fare transit passes**, transit incentives, and school bus programs to encourage more youth and students to use transit to attend school and afterschool programs.

In cooperation with project sponsors in each subregion, CCTA will establish guidelines to define priorities and maximize effectiveness. The guidelines may require provisions such as operational efficiencies, performance criteria, parent contributions, and reporting requirements.



IMPROVE WALKING AND BIKING ON STREETS AND TRAILS

Numerous studies and research across many different communities have demonstrated the benefits of creating an environment where walking and bicycling are safe, comfortable, and convenient. For example, **increased walking and bicycling can improve air quality by reducing emissions and energy use** from motor vehicles, improving access by foot or bike can make transit more convenient, and regular walking and bicycling can improve people's health and reduce mortality rates and health care costs.

This TEP contains **unprecedented levels of funding to improve safety for bicyclists and pedestrians in every part of the county**—from local street improvements to trail enhancements and similar projects. Funding will be considered to implement projects in the Contra Costa Countywide Bicycle and Pedestrian Plan. CCTA will develop program guidelines for a competitive project-selection process that maximizes benefits for all users. All funding will be consistent with CCTA's Complete Streets, Road Traffic Safety, and other applicable policies.

Approximately one-fifth of the funds will be considered for allocation to the East Bay Regional Park District for the development, maintenance, and rehabilitation of paved regional trails.



REDUCE AND REVERSE COMMUTES

If people live closer to their jobs and transit, they have less need to commute long distances, thereby reducing traffic congestion, vehicle-miles traveled (VMT), and greenhouse gas (GHG) emissions. Transportation programs and projects funded out of this category will support economic development and job creation in Contra Costa County. All expenditures in this category will be used to reduce or reverse commutes.

Funding will also incentivize employers to create local jobs in housing-rich areas and to promote transit, shared trips, telecommuting, and shifting work schedules, all with the intent of reducing commuter traffic at peak commute times and better utilizing available reverse commute capacity in the existing transportation infrastructure. Funding is intended to match regional, state, or federal grants and private-sector investment to achieve maximum benefits and may be spent on other regional transportation priorities at the request of the subregion. Examples of projects that may be funded include new or upgraded rail crossings to "unlock" development potential for employment centers, rail-based goods movement improvements, bike lanes and bike facilities in business parks and on routes from transit stations and/or housing to employment centers, and other new or upgraded transportation infrastructure intended to strategically attract jobs to housing-rich areas. Transit service to new employment centers could also be funded under this category.



» TOTAL INVESTMENTS: \$1.98 billion



ACCESSIBLE TRANSPORTATION FOR SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES

Contra Costa County's population is aging. As people get older or become disabled and can no longer drive, they will increasingly rely on other ways to get around. Funding in this category will be used for **affordable, accessible, cost-effective, and safe countywide transportation** for seniors, disabled veterans, and other people with disabilities who, due to age or disability, cannot drive or take other transit options.

In collaboration with stakeholders, transit and non-profit service providers, CCTA will develop an Accessible Transportation Strategic Plan to implement a customer-focused, user-friendly, seamless coordinated system using these funds. The Plan will be developed based on the characteristics and abilities of all system users and identify options including traditional and beyond traditional paratransit services.



INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA

Many people in West Contra Costa County rely on buses and transit as their primary means of travel. CCTA will focus on expanding transit services to unserved or underserved areas, along with more frequent and reliable bus service to all. Funding will be provided to public transit operators in the west subregion of Contra Costa County (including AC Transit and WestCAT) to **provide cleaner, safer, and more reliable trips on buses**. This funding will enable transit operators to improve the frequency of service, especially on high-demand routes, increase ridership and incentivize transit use by offsetting fares.



PROVIDE CONVENIENT AND RELIABLE TRANSIT SERVICES IN CENTRAL, EAST, AND SOUTHWEST CONTRA COSTA

Although BART and rail service offers backbone transit options to residents in central, southwest, and east County, many neighborhoods and communities are unserved or underserved by bus or other transit options, meaning that transit is not close enough to people who want to use it and not frequent enough to be convenient. Funding will be provided to public transit operators in the central, east, and southwest subregions to provide **cleaner, safer, and more reliable trips on buses or shuttles**. This funding will enable transit operators to improve the frequency of service, especially on high-demand routes, increase ridership, and incentivize transit use by offsetting fares.



CLEANER, SAFER BART

BART began operating in the early 1970s and its stations and station equipment are showing their age. There are eleven BART stations located in Contra Costa County.

CCTA plans to fund a suite of modernization projects at select stations to **increase safety, security, and cleanliness**, and to improve customer experience. Several projects will focus on improving reliability of fare gates and reducing fare evasion. Many of these projects are eligible for Measure RR (BART's \$3.5 billion general obligation bond). CCTA will provide no more than a dollar-for-dollar match for BART projects. BART and CCTA will develop a countywide program to determine how funding is allocated, evaluated, and tracked for effectiveness. Specific funding and maintenance of effort requirements are required and identified in the Taxpayers Safeguards and Accountability Policy section.



REDUCE EMISSIONS AND IMPROVE AIR QUALITY

CCTA is a nationwide leader in sustainable, technology-enabled transportation. We integrate innovative technological solutions into Contra Costa County's transportation network to improve traffic flow and safety, reduce greenhouse gas emissions, and offer improved travel options. Technology solutions can help solve the challenges of the lack of connectivity between transportation options, resulting in reduced emissions and improved air quality. Eligible expenditures in this category include:

- Implementing the strategies developed in the 2019 Contra Costa Electric Vehicle Readiness Blueprint and subsequent updates
- Reducing transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet, including alternative fuels and/or locally produced energy
- Preparing for a growing fleet of zero-emission vehicles by facilitating the installation of electric charging stations or alternative fuels
- Increasing utilization of nonautomobile types of transportation by expanding walking and biking paths and transit options
- Using demand management strategies designed to reduce congestion, increase use of nonautomobile transportation, increase occupancy of autos, manage existing infrastructure, and reduce greenhouse gas emissions
- Managing parking supply to improve availability, utilization, and to reduce congestion and greenhouse gas production

Funding is intended to match regional, state, or federal grants and private-sector investment to achieve maximum benefits. CCTA will develop and adopt guidelines for a competitive project-selection process for the use of these funds.



POLICY STATEMENTS

The Growth Management Program (GMP)

Coupled with the Transportation Expenditure Plan (TEP) is Contra Costa's unique and well-tested program for managing growth. The overall goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multijurisdictional process for managing growth, while maintaining local authority over land-use decisions.¹

The objectives of the GMP are to:

- Assure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth
- Require cooperative transportation and land-use planning among Contra Costa County, cities/towns, and transportation agencies
- Support land-use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions
- Support infill and redevelopment in existing urban and brownfield areas

The Measure J GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is augmented and superseded by this 2020 TEP.

1. The Authority will, to the extent possible, attempt to harmonize the GMP and the State-mandated Congestion Management Program (CMPs). To the extent they conflict, CMP activities shall take precedence over the GMP activities.

COMPONENTS

To receive its share of funding from the following categories:

- 2020 TEP Modernize Local Roads & Improve Access to Job Centers and Housing
- Measure J Local Streets Maintenance & Improvements
- Measure J Transportation for Livable Communities (TLC)

each jurisdiction must:

1. Adopt a Growth Management Element (GME)

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–9 below. The Contra Costa Transportation Authority (Authority) will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

Each jurisdiction is encouraged to incorporate other standards and procedures into its GME to support the objectives and required components of this GMP.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities, and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Transportation Plan (CTP).

The jurisdiction's local Development Mitigation Program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional Development Mitigation Program shall establish fees, exactions, assessments, or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling.

Each RTPC shall develop the regional Development Mitigation Program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives (MTSOs) and actions to achieve them established in the Action Plans for Routes of Regional Significance. RTPCs may use existing regional mitigation programs, if consistent with this section, to comply with the GMP.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by one of the following:

- a. Comparing the number of housing units approved, constructed, or occupied within the jurisdiction over the preceding five years with the average number of units needed each year to meet the housing objectives established in the jurisdiction's Housing Element
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives

Jurisdictions will provide prepared reports regarding the production and preservation of affordable units as provided for in the Annual Housing Elements Progress Report and subsequent reports.

Each jurisdiction shall demonstrate meaningful progress in preserving existing affordable units for lower-income residents by adopting and implementing locally appropriate antidisplacement and affordable housing policies, for example, preservation of affordable housing, density bonus ordinance and/or inclusionary zoning, to support community stabilization.



Jurisdictions are subject to California's Surplus Land Act, which includes the disposition of surplus land, and each jurisdiction will affirm whether it complies with the surplus Land Act and whether it maintains an inventory of all public land in its jurisdiction that adheres to applicable Surplus Land Act and Government Code 50569 requirements and makes the inventory available to the public.

Each jurisdiction will indicate whether it adheres to applicable local, state, or federal policies or laws regarding tenant protection and whether it has prepared the reports required by such policies or laws and made the reports available to the public.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle, and pedestrian access in new developments.

4. Participate in an Ongoing Cooperative, Multijurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the RTPCs and the Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the RTPCs to:

- a. Identify Routes of Regional Significance and MTSOs or other tools adopted by the Authority for measuring performance and quality of service along routes of significance—collectively referred to as MTSOs—for those routes and actions for achieving those objectives
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives
- c. Create the Development Mitigation Programs outlined in section 2 above
- d. Help develop other plans, programs, and studies to address other transportation and growth management issues

In consultation with the RTPCs, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Continuously Comply with an Urban Limit Line (ULL)

To be found in compliance with this element of the Authority's GMP, all jurisdictions must continually comply with an applicable voter approved ULL. Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV-ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein.

Either of the following actions by a local jurisdiction will constitute noncompliance with the GMP:

- a. The submittal of an annexation request to the Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
- b. Failure to conform to the Authority's ULL Compliance Requirements.

6. Develop a Five-Year Capital Improvement Program (CIP)

Each jurisdiction shall prepare and maintain a CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its CIP to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools, and park-and-ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model TSM ordinance that the Authority has drafted and adopted. Upon approval of the Authority, cities/towns with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable):

- a. Hillside Development Policy
- b. Ridgeline Protection Policy
- c. Wildlife Corridor Policy
- d. Creek Development Policy

Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor, or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Preservation Plan Act (NCCP) shall satisfy the requirement to have an adopted Wildlife Corridor Policy and Creek Development Policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (Prime/Statewide)—as defined by the California Department of Conservation and mapped by the Farmland Mapping and Monitoring Program—within their planning areas but outside of their city/town shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime/Statewide outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

9. Adopt a Complete Streets Policy and Vision Zero Policy

Each jurisdiction shall adopt a Complete Streets Policy, consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Authority's Complete Streets Policy, which accommodates all users of travel modes in the public right-of-way. Each jurisdiction shall also adopt a Vision Zero Policy that substantially complies with the Authority's Model Vision Zero Policy and reflects best practices for street design elements and programs to mitigate human error and quantifiably

improve the traffic safety of all users in the planning, design, and construction of projects funded with Measure funds. Jurisdictions shall document their level of effort to implement these policies, including during requests for funding, peer review of project design, and as part of the newly added compliance requirement in the biennial GMP Checklist.

ALLOCATION OF FUNDS

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities/towns and County) for use on local, subregional, and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the GMP and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the GMP in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the GMP, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the GMP, it shall allocate to the jurisdiction its share of 2020 TEP funding from the Modernize Local Roads & Improve Access to Job Centers and Housing category and its share of Measure J Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Measure J TLC funds until the Authority determines that the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds, and treatment of unallocated funds shall be as established in adopted Authority policies and procedures.

Urban Limit Line (ULL) Compliance Requirements

Definitions—the following definitions apply to the GMP ULL requirement:

1. Urban Limit Line (ULL):

A ULL, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.

2. Local Jurisdictions:

Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after July 1, 2020.

3. County ULL:

County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L and approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. Local Voter ULL (LV-ULL):

Local Voter ULL (LV-ULL): A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of Pittsburg
City of San Ramon	

5. Minor Adjustment:

An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.

6. Other Adjustments:

Other adjustments that address issues of unconstitutional takings and conformance to state and federal law.

REVISIONS TO THE ULL

1. A local jurisdiction that has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section

However, if any Countywide measure to approve a revision to the County ULL fails, then the legislative body of each local jurisdiction relying on the prior County ULL may accept and approve the existing County ULL.

4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor adjustment shall not exceed 30 acres.
 - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 200606 § 3, 91-1 § 2, 90-66 § 4), which include:



- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL
 - An objective study has determined that the ULL is preventing the jurisdiction from providing its fair share of affordable housing or regional housing, as required by state law, and the governing elected legislative body finds that a change to the ULL is necessary and is the only feasible means to enable the County jurisdiction to meet these requirements of state law
 - A majority of the cities/towns that are party to a preservation agreement and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries
 - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, County growth management studies, or otherwise) or circumstances have changed, warranting a change to the ULL
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the County's aviation related needs
 - A change is required to conform to applicable California or Federal law
- c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation, or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements, such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceeds 30 acres.
- e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in that land subsequently through separate adjustments.
- f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.

CONDITIONS OF COMPLIANCE

1. Submittal of an annexation request by a local jurisdiction to LAFCO outside of an approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period for the local jurisdiction to be found in compliance with the GMP requirements.
3. Submittal of an annexation request for land outside an approved ULL by a third party to LAFCO will constitute noncompliance with the GMP, if the local jurisdiction: (1) submits a "will serve" letter to LAFCO. A "will serve" letter determines the applicant's ability and willingness to serve the subject area and any further development, (2) utilizes an existing applicable tax sharing agreement, and/or (3) enters into a new tax sharing agreement for the annexation request.

Transit Policy

VISION

This Transportation Expenditure Plan (TEP) envisions a transportation system that provides reliable, safe, comfortable and convenient access for all users of the transportation system, regardless of mode choice and travel characteristics. The TEP further envisions a public transit system that provides convenient, safe, affordable, and reliable service and which offers an attractive alternative to private automobile usage. The Transit Policy Vision includes the infrastructure needed to accommodate a more robust transportation system for Contra Costa County that promotes greater use of transit and other shared mobility alternatives by prioritizing the movement of people rather than single-occupancy vehicles across the network. The TEP aims to improve transit countywide and reduce commute travel times, deliver more frequent and reliable service, expand transit service areas, and provide better connections to and from transit by various modes of mobility options. Improving the coordination among transit operators and integrating the existing transit systems with new technological tools and platforms to enhance customer access and experience should increase the share of residents and employees who choose public transit. Doing so will reduce congestion, improve air quality, and accommodate a growing population.

To achieve this vision, the TEP allocates more than one-half of the expected sales tax revenue to Transit and Alternative Modes and approximately one-quarter for local road improvements. To provide the maximum benefits to Contra Costa residents, the Contra Costa Transportation Authority (Authority) adopts the following policies and principles for use of transit funds authorized in the TEP:

POLICY

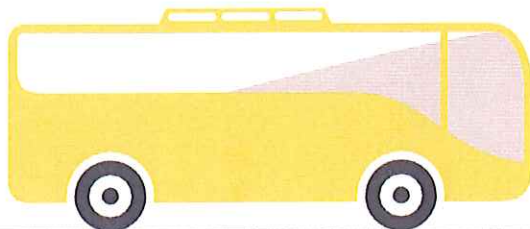
1. The Policy shall promote Transit First and guide the development of an Integrated Transit Plan (ITP). In the context of this Policy, Transit First considers the following to provide a seamless and integrated transportation system:
 - a. Decisions regarding the use of limited public street and sidewalk space shall prioritize the use

of public rights-of-way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

- b. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles and to improve safety for people who bike and walk.
 - c. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
 - d. Bicycling shall be promoted by encouraging safe streets for riding, providing convenient access to transit, and increasing the availability of bicycle lanes and secure bicycle parking.
 - e. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
 - f. The ability to reduce traffic congestion depends on the adequacy of regional public transportation. The cities/towns and County shall promote the use of transit and the continued development of an integrated and reliable regional public transportation system.
 - g. The cities/towns and County shall encourage innovative solutions to meet public transportation needs wherever possible.
2. All transit operators that receive funding from the TEP shall participate in the development of an ITP to identify how to utilize funding to better coordinate and integrate transit services countywide. The ITP should guide how the TEP funding dedicated to Transit and Alternative Modes categories can be used to implement the Transit Policy Vision:
 - a. The ITP will be developed and managed under the leadership of the Authority and the County's transit operators. The Authority and the transit operators shall coordinate with transportation service providers in Contra Costa to inform the development of the ITP. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the ITP.
 - b. The ITP will focus on delivering a streamlined and unified experience for the customer across all modes

and transit operators should identify transit service investments (i.e., new routes, service hours, frequency), capital projects/assets (i.e., transit centers, bus stops, stop amenities, vehicles), and transit priority measures (i.e., transit signal priority, bus lanes, queue jumps) to be funded from the TEP.

- c. The ITP shall demonstrate reduction in vehicle-miles traveled (VMT) per capita and greenhouse gas (GHG) emissions to meet the Authority's countywide goals. Transit service investments, capital projects/assets, and transit priority measures to be funded from the TEP shall reduce VMT and GHG emissions or participate in the VMT Mitigation Program.
 - d. Prioritization for TEP funding should consider projects that can leverage other state, federal, or local funding.
 - e. The ITP shall be updated at least every five years to address new technology opportunities, any changes in demand, and other conditions.
3. Transit operators in Contra Costa County shall incorporate the findings and recommendations of the ITP pertinent to each operator's service area into their respective Short-Range Transit Plans (S RTP). The S RTPs shall be reviewed for consistency with the ITP associated with this TEP.
 4. Allocations pursuant to this TEP will be made in support of the recommendations in the ITP. Any recommendations in the ITP shall include performance measures to achieve continued funding.
 5. The Authority expects transit operating funds from the TEP to be used to support the vision of this policy. In the event that TEP funds must be used to support other transit services as a result of reduction of operating funds from other sources or due to other financial concerns, the transit operator shall update its S RTP and submit to the Authority.
 6. The Authority expects that public agencies and transit operators leverage new and emerging technologies to improve service and to address first-mile/last-mile connections between transit stops and other traveler destinations. These technologies may include, but not be limited to, ride hailing partnerships, autonomous shuttles, shared mobility (bikes, scooters, cars), and mobility-on-demand platforms that best fit within each transit operator's service area. The ITP should address how these technology services function within and among service boundaries and provide a seamless experience countywide for customers.
 7. The Authority expects that recipients of TEP funding create, analyze, and seize opportunities for fare and schedule integration among transit operators and any technology services adopted. Focus should be placed on reducing inconveniences associated with transferring between services and on having a cost-effective, universally accepted digital payment method. The ITP should address how Contra Costa transit operators can maximize benefits of fare payment and schedule integration while acknowledging current efforts by various agencies to achieve the same goal.
 8. The Authority will not fund construction of any transit capital improvement until the project sponsor demonstrates how the project would increase ridership and/or decrease VMT. Funding for planning and design—including demonstration pilots—is not subject to this requirement.
 9. All recipients of funding through this TEP shall consider and accommodate, wherever possible, the principles of Transit First in the planning, design, construction, reconstruction, rehabilitation, and maintenance of the transportation system.
 10. All transit operators that receive funding from the TEP shall report how received funding benefits Communities of Concern and low-income residents in their jurisdictions and service areas. The ITP should ensure proportionally greater benefits to Communities of Concern and low-income residents.



Complete Streets Policy

VISION

This Plan envisions a transportation system and infrastructure in which each component provides safe, comfortable, and convenient access for users of all ages and abilities. These users include pedestrians, bicyclists, transit riders, automobile drivers, taxis, Transportation Network Companies (TNCs) and their passengers, and truckers as well as people of varying abilities, including children, seniors, people with disabilities, and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users. All projects shall be planned, designed, constructed, and operated to prioritize users' life safety and accommodate the Complete Streets concept.

By making streets more efficient and safer for all users, a Complete Streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

POLICY

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users and may require reallocating existing rights-of-way (ROW) for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that project sponsors using measure

funds must submit. This checklist will document how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. This includes regular public review of agency repaving programs. If the proposed project or program will not provide context-appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of 2020 TEP funding for the Modernize Local Roads and Improve Access to Job Centers and Housing category and Measure J TEP Funding from Local Maintenance and Improvements shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public ROW for which the agency is responsible. These procedures shall:

1. Be consistent with the California Complete Streets Act of 2008 (AB 1358)
2. Be consistent with and be designed to implement each agency's General Plan Policies once that plan has been updated to comply with the California Complete Streets Act of 2008 and the Authority's Complete Streets Policy
3. Involve and coordinate the work of all agency departments and staff whose projects will affect the public ROW
4. Meet or exceed the Complete Street design standards adopted by the Authority
5. Be consistent with the adopted Local Jurisdiction Complete Streets Policy and Authority's Complete Street Policy herein
6. Promote proactive data collection and traffic system monitoring using next generation technology, such as advance detection systems
7. Provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's CIP

As part of their biennial GMP checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes by applying Transit, Complete Streets, and Vision Zero Policies.

As part of the multijurisdictional planning required by the GMP, agencies shall work with the Authority and the RTPCs to harmonize the planning, design, and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

EXCEPTIONS

Project sponsors may provide a lesser accommodation or forgo Complete Street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility
2. The cost of new accommodation would be excessively disproportionate to the need or probable use. If meeting adopted design standards is cost prohibitive, the proposed project improvements should be phased, or a more cost-effective solution should be provided
3. The sponsor demonstrates that such accommodation is not needed based on objective factors including:
 - a. Current and projected user demand for all modes based on current and future land use
 - b. Lack of identified conflicts, both existing and potential, between modes of travel

Project sponsors shall explicitly approve exception findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.¹ Prior to this project, sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

¹ Major Collectors and above, as defined by the California Department of Transportation (Caltrans) California Road System (CRS) map.

Advance Mitigation Program

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program (AMP) as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County host an extraordinarily rich array of valuable natural communities and ecosystems that provides habitat for rare plants and wildlife and supports residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, adaptation to climate change, and protection from disasters like flooding and landslides.

Assembly Bill No. 2087 (AB 2087) outlines a program for informing science-based, nonbinding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The AMP used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The AMP will provide environmental mitigation activities specifically required under the California Environmental Quality Act of 1970 (CEQA), National Environmental Policy Act of 1969 (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit, and regional arterial and local streets and roads projects identified in the Plan. Senate Bill 1 (SB 1) (2017) created the AMP at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes by mitigating the effects of transportation projects. The Authority's AMP compliments advance mitigation funding from SB 1.

The Authority's participation in an AMP is subject to the following conditions:

1. Development and approval of a Regional Conservation Investment Strategy (RCIS) that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The RCIS established conservation goals and includes

countywide opportunities and strategies that are, among other requirements, consistent with and that support the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Preservation Plan Act (NCCP). The RCIS will identify mitigation opportunities for all areas of the County to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the RCIS, in consultation with the RTPCs, prior to the allocation of funds for the AMP.

2. Development of a Project Impacts Assessment (PIA) that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the PIA prior to the allocation of funds for the AMP. The PIA and estimated costs do not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an AMP in Contra Costa County.
4. The identification of the Implementing Agency to administer the AMP for Contra Costa County or portions of the Bay Area, including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds

shall be used for environmental mitigation purposes on a project-by-project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the Program.

All projects funded from the TEP are eligible for inclusion in the AMP. Note that some projects are within the East Contra Costa County HCP/NCCP. The AMP provides an opportunity to meet species mitigation needs on projects that cannot be met by East Contra Costa County HCP/NCCP.

Pursuant to Senate Bill No. 743, which reformed the process for California Environmental Quality Act (CEQA) review of transportation impacts to align with greenhouse gas emissions reduction goals, the Governor's Office of Planning and Research (OPR) identified vehicle-miles traveled (VMT) as the key metric to measure transportation impacts under CEQA. As a result, projects will be expected to demonstrate a reduction in VMT to meet the Authority's goal to reduce VMT per capita and GHG emissions countywide. The Authority will begin development of an innovative countywide program to identify a broad portfolio of mitigation measures that will be funded through aggregation of funds and deployed to support top-priority VMT reducing projects and strategies throughout the County. The VMT Mitigation Program will consider the structure of the program, legal framework to comply with CEQA and Mitigation Fee Act, and program design, such as project selection and prioritization, measurement, evaluation, verification, reporting, equity, and monitoring. The amount of VMT mitigated will be for the planning horizon for each project.



Taxpayer Safeguards and Accountability Policy

GOVERNING STRUCTURE

Governing Body and Administration

The Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC), also referred to as Transportation Partnership and Cooperation (TRANSPAC)
- Two members from the East County RTPC, also referred to as East County Transportation Planning Committee (TRANSPLAN)
- Two members from the Southwest County RTPC, also referred to as Southwest Area Transportation Committee (SWAT)
- Two members from the West County RTPC, also referred to as West County Contra Costa County Transportation Advisory Committee (WCCTAC)
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex officio, non-voting members that are appointed by the MTC, BART, and the Public Transit Operators in Contra Costa County.

The four subregions within Contra Costa—Central, West, Southwest and East County—are each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo, and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County.

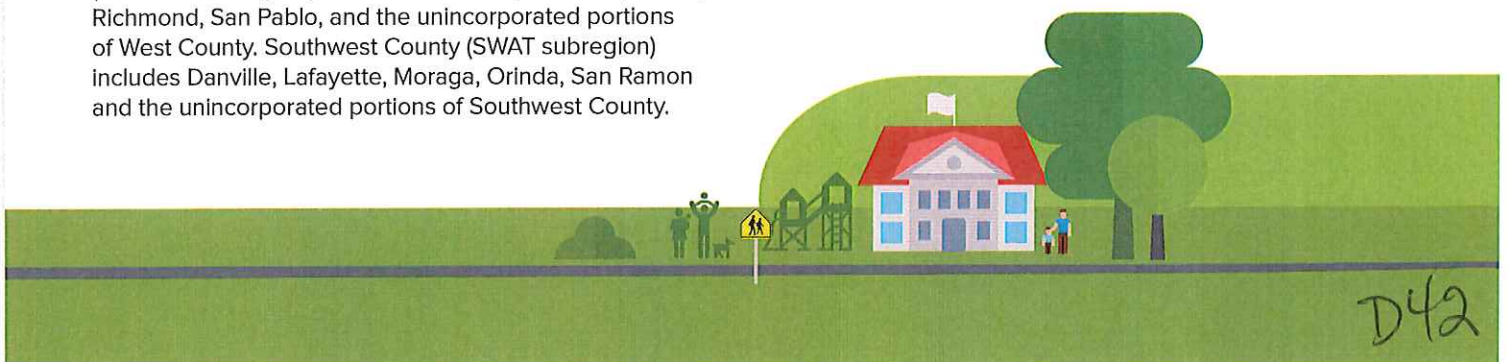
East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg, and the unincorporated portions of East County.

Public Oversight Committee

The Public Oversight Committee (POC) shall provide diligent, independent, and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC will report to the public and focus its oversight on the following:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure
- Review of fiscal audits of Measure expenditures
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines
- Review of application of the performance-based review policy and provide input and recommendations for the development of associated guidelines
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads, and bridges funding
- Review of each jurisdiction's GMP Checklist and compliance with the GMP Policies

The POC shall prepare an annual report that includes an account of the POC's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the TEP. The



D42

report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority website, and made continuously available for public inspection at Authority offices. The report shall be composed of easy-to-understand language that is not produced in an overly technical format. The POC shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

POC members shall be selected by the Authority to reflect community, business organizations, and other interests within the County. The goal of the membership makeup of the POC is to provide a balance of viewpoints, including, but not limited to, geography, age, gender, ethnicity, and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions by the RTPCs representing the subregion nominating the member. The Board of Supervisors will nominate one member residing in and representing the County. Twelve members will be nominated by respective organizations representative of interest groups, such as civic and governance involvement, taxpayer advocate, businesses, construction and trades labor, general labor, building and development, disabled, biking and pedestrian, transit, low income, climate change, seniors, environmental, and/or open space organizations operating in Contra Costa County (specific organizations may vary during the life of the Measure). The Authority will consult with the public and active interest groups to solicit, identify nominees, and nominate POC members that represent those areas listed above. The Authority will accept nominations from any member of the public. The Authority will create a process to review possible POC members, including interviews. An interest area will be represented by no more than one POC member. About one-half of the initial member appointments will be for two years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the POC for no more than six consecutive years.

POC members will be Contra Costa County residents who are not elected officials at any level of government, or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of the Authority's projects or programs. If a member's status changes so that he/she no longer meets these requirements, or if a member resigns his/her position on the POC, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The POC shall meet up to once per month to carry out its responsibility and shall meet at least once every three months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public, and must be held in compliance with California's open meeting law (the Brown Act). Meetings shall be recorded and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the POC, fails to attend either (a) two or more consecutive meetings or (b) more than three meetings a year, the Authority Board will request a replacement from the interest group listed above.

The Authority commits to support the oversight process through cooperation with the POC by providing access to project and program information, audits, and other information available to the Authority, and to logistical support so that the POC may effectively perform its oversight function. The POC will have full access to the Authority's independent auditors and may request Authority staff briefings for any information that is relevant to the Measure. The Authority will provide resources for meeting design and process, facilitation, and skill and knowledge building to foster and support the POC's ability to provide meaningful input and recommendations. The POC Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment or performance regarding open communication, the timely sharing of information, and teamwork.

The POC shall not have the authority to set policy or to appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the TEP.

The POC shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses in a manner consistent with other Authority advisory committees. Exceptions may be made by the Authority to reasonably assist members to participate in POC meetings.

To ensure that the oversight by the POC continues to be as effective as possible, the efficacy of the POC Charter (i.e., this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director, and the POC a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will

include a benchmarking of the Committee's activities and Charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the POC and adopted or rejected by the Authority Board.

The POC replaces the Authority's existing Citizens Advisory Committee (CAC).

Advisory Committees

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

The RTPCs that were established to develop transportation plans on a geographic basis for subareas of the County, and

- The Technical Coordinating Committee (TCC) that will serve as the Authority's technical advisory committee
- Paratransit Coordinating Council (PCC)
- The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)
- Bus Transit Coordinating Committee (BTCC)

IMPLEMENTING GUIDELINES

This TEP is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this TEP in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sales tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this TEP.

Duration of the TEP

The duration of the TEP shall be for 35 years from July 1, 2020, through June 30, 2055.

Administration of the Plan

1. Funds Only Projects and Programs in the TEP

Funds collected under this Measure may only be spent for purposes identified in the TEP, as

it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan to provide for the use of additional federal, state, and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan (CTP), to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each project and program is proposed for approval.

2. All Decisions Made in Public Process

The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Authority will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Authority, strategic delivery plans, and annual reports will all be prepared for public review. The interest of the public will be further protected by the POC, described previously in the TEP.

3. Salary and Administration Cost Caps

Revenues may be expended by the Authority for salaries, wages, benefits, overhead, and those services, including contractual services, necessary to administer the Measure. However, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.

4. Expenditure Plan Amendments Require Majority Support

The Authority may review and propose amendments to the TEP and the GMP to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected RTPCs and Public Oversight Committee (POC) will participate in the development of the proposed amendment(s). A supermajority (66%) vote of the Authority Board is required to approve an amendment. Any amendment to the TEP that is administrative or less than \$50 million to the Expenditure Plan will require a 45-day period

D44

to comment on the proposed amendment. Any amendments to expenditure categories that total \$50 million or greater, whether submitted as one amendment or a series of related amendments, will require the following:

- a. The need for such amendment shall be properly demonstrated in a regularly scheduled public meeting of the Authority Board.
- b. The Authority shall make a presentation at the earliest possible POC and RTPC meetings outlining the details of the proposed amendment and allow for POC and RTPC input.
- c. No fewer than two special public information and comment sessions shall be held and publicized by the Authority within 90 days following the initial Authority Board meeting.
- d. The proposed amendment will be given a 90-day public comment period.
- e. The proposed amendment shall be voted on during a regularly scheduled Authority Board meeting.

5. Augment Transportation Funds

Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed, or otherwise included in the financial plan for any project in the TEP shall be made available for project development and implementation as required in the project's financial and implementation program.

6. Jurisdiction

The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the TEP.

Taxpayer Safeguards, Audits and Accountability

7. Public Oversight Committee (POC)

The POC will provide diligent, independent, and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the TEP, and compliance by local jurisdictions with the maintenance of effort and GMP described previously in the TEP.

8. Fiscal Audits

All funds expended by the Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Measure funds (including but not limited to County, cities/towns, and transit operators) will be audited at least once every five years, conducted by an independent CPA. Any agency found to be in noncompliance shall have its formula sales tax funds withheld until such time as the agency is found to be in compliance.

9. Performance Audits

All funding categories shall be subject to performance audits by the Authority. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories so that at the end of the fourth year, all funding categories are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the TEP. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE)

Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure, where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for noncompliance of meeting the minimum MOE is immediate loss of proportional amount of 2020 TEP funding from Modernize Local Roads and Improve Access to Job Centers and Housing and Measure J TEP funding from Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at

least once every five years. Any agency found to be in noncompliance shall be subject to an annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its MOE requirement shall submit a request for adjustment to the Authority and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority Board. Taking into consideration the recommendation, the Authority Board may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways, such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- c. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years and the reduction is not caused by any discretionary action of the local jurisdiction.
- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the MTC, and the jurisdiction has implemented its synchronized signals plan, and its Complete Streets, Vision Zero, and Transit First policies.

11. Annual Budget and Strategic Delivery Plan

Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue, and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Delivery Plan that will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal, and other local funding committed for project implementation; and other relevant criteria.

The annual budget and Strategic Delivery Plan will be adopted by the Authority Board at a public meeting.

12. Requirements for Fund Recipients

All recipients of funds allocated in this TEP will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.

13. Geographic and Social Equity

The proposed projects and programs to be funded through the TEP constitute a proportional distribution of funding allocations to each subregion in Contra Costa County. The subregional share of projected revenue is based on each subregion's share of the projected overall population in Contra Costa County at the midpoint of the measure. RTPCs must approve any revisions to the proportional distribution of funding allocations in the TEP and Strategic Delivery Plan.

The Authority commits that the TEP will deliver proportionally greater benefits to Communities of Concern (as defined by the Metropolitan Transportation Commission) and low-income residents.

Restrictions on Funds

14. Expenditure Shall Benefit Contra Costa County

Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefiting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.

15. Environmental Review

All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA). Prior to approval or commencement of any project or program included in the TEP, all necessary environmental review required by CEQA shall be completed.

16. Performance-based Project Review

Before the allocation of any Measure funds for the construction of a project with an estimated cost in excess of \$10 million (or elements of a corridor project with an overall estimated cost in excess of \$10 million), the Authority will 1) verify that the project is consistent with the approved CTP, as it may be

246

amended, 2) verify that the project is included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and 3) require the project sponsor to complete a performance-based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be limited to, an analysis of the project impacts on greenhouse gas (GHG) emissions, vehicle-miles traveled (VMT), goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system, impact on displacement, affordable housing, social equity, any other environmental effects, and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. The Authority will perform review and independent verification of performance-based review submitted by project sponsors.

The Authority is committed to meet the Governor's Executive Order B-16-2012 to reduce transportation-related GHG emissions to 80% below 1990 levels by 2050 and will establish overall VMT per capita and GHG goals countywide. The Authority will expect project sponsors to identify and select a project alternative that reduces GHG emissions as well as VMT per capita to meet the Authority's adopted countywide VMT and GHG goals. Limited exceptions will be identified and a process created to select a project alternative that does not decrease VMT and GHG sufficiently but has other substantial benefits. The Authority will require the project sponsors that select a project alternative that does not decrease VMT and GHG sufficiently to make findings for an exception and require participation in a VMT mitigation program to be developed by the Authority.

Funding for projects that do not decrease VMT and GHG sufficiently will not be allocated until the Authority develops a VMT mitigation program. The VMT mitigation program will define the limited exceptions, substantial benefits, and process to determine adequate findings for those exceptions. The purpose of the VMT Mitigation Program will be to fund projects and programs that reduce VMT, GHG emissions, and traffic congestion in Contra Costa County. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall employ a public process to develop and adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a

preferred project alternative no later than October 1, 2022. The performance criteria will include measurable performance targets and be developed per Section 43.

There will be additional performance-based reviews for actions in five categories of expenditure: Improve Walking and Biking on Streets and Trails, Countywide Major Road Improvement Program, Reduce Emissions and Improve Air Quality, Seamless Connected Transportation Options, and Reduce and Reverse Commutes. The additional review guidelines are outlined in Sections 31-35 of these Implementing Guidelines.

17. Countywide Transportation Plan

State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a CTP for the county and cities/towns within the county. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa County. State law also created an interdependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.

18. Complete Streets

The Authority has adopted a policy requiring all recipients of funding through this TEP to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, and maintenance of the transportation system.

19. Road Traffic Safety

The Authority has adopted a policy requiring all recipients of funding through this TEP shall, wherever possible, systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate the needs of all users in the planning, design, construction, reconstruction, rehabilitation, and maintenance of the transportation system.

20. Compliance with the GMP

If the Authority determines that a jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive 2020 TEP funding from Modernize Local Roads and Improve Access to Job Centers and Housing, Measure J TEP funding from Local Streets Maintenance & Improvements, and Measure J TLC funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP section of the TEP.

21. Local Contracting and Good Jobs

The purpose of the current section of the "Implementing Guidelines" portion of the Authority's Transportation Expenditure Plan (TEP) is to promote efficient and quality construction operations on the included projects, ensure an adequate supply of skilled craftspeople, provide a safe work place, ensure high quality construction, ensure uninterrupted construction projects, secure optimum productivity on schedule performance and Authority and citizen satisfaction, and increase access to quality jobs for Contra Costa residents.

The provisions and requirements found herein shall apply to each contractor and any subcontractors on projects approved by the TEP and administered by Authority.

Authority supports training and apprenticeship opportunities in the construction industry. As such, Authority requires apprentice labor enrolled in or graduated from joint labor-management apprenticeship programs on construction projects estimated to cost \$1 million or greater. Authority will develop guidelines modeled after the California Department of Transportation's (Caltrans') Standard Specifications applicable to training an apprentice for the benefit of residents of Contra Costa County. Contractors will be required to comply with the guidelines on construction projects estimated to cost \$1 million or greater.

All those employed on projects approved by the TEP and administered by Authority shall be classified and paid in accordance with the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations and comply with all applicable Labor Code provisions.

It is also the intent of Authority to create a policy that encourages contractors to hire residents of Contra Costa County and the other eight Bay Area counties.² Therefore, all Authority contracts in excess of \$1 million shall be subject to provisions pursuant to which the contractor is required to make a good faith effort to hire qualified individuals who are residents of Contra Costa County

or any of the other eight Bay Area counties in sufficient numbers so that no less than 40% of the contractor's total construction workforce, measured in labor work hours, is composed of residents of Contra Costa County or any of the other eight Bay Area counties. The contractor shall require all subcontractors to also make a good faith effort to hire qualified individuals who are residents of Contra Costa County and the other eight Bay Area counties.

The above provision will be implemented to the extent allowed by law and in compliance with funding agreements so as to not jeopardize any funding for the completion of the project.

²San Mateo, San Francisco, Alameda, Solano, Napa, Sonoma, Santa Clara, and Marin

22. New Agencies

New cities/towns or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the TEP may be considered as eligible recipients of funds through a TEP amendment.

23. Integrated Transit Plan (ITP)

The Authority has adopted a Transit Policy that envisions a public transit system that provides convenient, safe, affordable, and reliable service that offers an attractive alternative to private automobile usage. All recipients of funding through this TEP shall consider and accommodate, wherever possible, the principles of Transit First in the planning, design, construction, reconstruction, rehabilitation, and maintenance of the transportation system. To achieve this vision, the Authority and transit operators will develop an ITP to identify how Contra Costa County transit operators can utilize TEP funding to better coordinate and integrate their services. This ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Allocations pursuant to this TEP will be made in support of the findings and recommendations included in the ITP.

All transit operators who receive funding from the TEP shall participate in the development of an ITP. Transit operators shall consult with the RTPCs in developing the ITP in cities, towns, and the County, as applicable, regarding TEP funding for signal synchronization, complete streets, and other investments that could benefit transit. Transit operators shall incorporate the findings and recommendations of the ITP into their respective Short-Range Transit Plans.

The Authority expects that transit operating funds from the Transportation Expenditure Plan be used to support transit service and the ITP. In the event that TEP funds must be used to subsidize existing services as a result of reduction of operating funds from other sources, or due

to other financial concerns, the transit operator shall update its Short-Range Transit Plan and submit it to the Authority.

24. Accessible Transportation for Seniors, Veterans, and People with Disabilities

An Accessible Transportation Strategic (ATS) Plan will be developed and periodically updated during the term of the Measure. No funding under the Accessible Transportation for Seniors, Veterans, and People with Disabilities category will be allocated until the ATS Plan has been developed and adopted. No funds may be distributed to a service provider until it adopts the plan, except as noted below. The development and delivery of the ATS Plan will establish a user-focused system with a seamless coordinated system using mobility management to ensure coordination and efficiencies in accessible service delivery. The ATS Plan will address and direct funding to both traditional and beyond traditional paratransit services. The ATS Plan will deliver a streamlined, affordable, and unified experience for the customer and address how accessible services are delivered by all service providers where appropriate coordination can improve transportation services, eliminate gaps in service, and find efficiencies in the service delivered. The ATS Plan will identify where coordination can improve transportation services, eliminate gaps in service, and find efficiencies in the service delivered. The ATS Plan will also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

The ATS Plan will be developed by the Authority in consultation with direct users of service; stakeholders representing seniors and people with disabilities who face mobility barriers and nonprofit and publicly operated paratransit service providers. Public transit operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Plan must be adopted no later than December 31, 2020. The development of the ATS Plan will not affect the allocation of funds to current operators as prescribed in the existing Measure J Expenditure Plan.

25. Safe Transportation for Youth and Children

Prior to an allocation of funds from the Safe Transportation for Youth and Children category, the Authority will employ a public process to develop and adopt program guidelines and performance assessment procedures to maximize effectiveness.

The guidelines and performance assessment may require provisions such as operational efficiencies, performance criteria, parent contributions, and reporting requirements. The guidelines will be developed in coordination with the RTPCs to develop a program that meets the needs within each subregion. Funding will be allocated to subregions and program funding will be subject to the publicized performance assessment conducted by the Authority (see item 16 in this policy section). The development of the program guidelines and performance assessment procedures will not affect the allocation of funds to current programs as described in the existing Measure J expenditure plan.

26. Enhance Ferry Service and Rail Connectivity in Contra Costa County

All projects funded in the Enhance Ferry Service and Commuter Rail in Contra Costa category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing VMT and GHG emissions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Proposed projects must be included in and conform with the ITP. Project sponsors requesting funding from this category will be required to prepare a feasibility and operations plan and submit it to the Authority to demonstrate that there is sufficient funding available to operate the proposed project and/or service.

27. BART Maintenance of Effort (MOE)

Prior to any appropriation, allocation, or reimbursement of funds to BART, the Authority Board shall make a finding that BART has continued to use a proportional share of its operating allocations for capital projects. BART's preliminary FY 2019 Budget forecasts approximately \$150 million of its operating allocations to capital projects. BART shall demonstrate that it continues to use an equivalent proportional share of its operating revenues for capital projects allowing for normal annual fluctuations in capital projects or maintenance expenditures. In years where BART fare revenues or other general fund revenues are reduced by a decrease in ridership or unforeseen economic circumstances, loss of regional, state, or federal funding, or where one-time costs are increased by a natural disaster, then the Authority may release funds only if the Authority Board makes findings that 1) BART has not reduced its capital project funding disproportionately to the total operating revenue and 2) BART made best efforts to fund capital projects that benefit Contra Costa County.

28. Cleaner, Safer BART

Prior to making an allocation of funds to BART for the Cleaner, Safer BART category, BART shall develop and submit a countywide plan to the Authority that proposes how these funds and other funds available to BART (including Measure RR, Regional Measure 3, and other funds) will be used as part of a systemwide effort to improve its stations to meet the goals described in the TEP. The funding from the Cleaner, Safer BART category will be used for improvements to stations in Contra Costa County and requires a minimum dollar-for-dollar match from other BART funds. The Plan should document how a systemwide program to improve BART stations benefits Contra Costa residents who travel outside the county. BART should consult with the Authority (in consultation with RTPCs) in the development of the countywide plan.

In the event BART completes the train control system and if BART has maintained the commitment to provide a minimum dollar-for-dollar match from other BART funds as describe above, the Authority (in consultation with RTPCs) and BART will jointly identify, and the Authority may allocate funds for the acquisition of additional new BART cars to increase frequency during periods of high demand. The allocation will be considered in conjunction with a periodic review of the TEP (see item 39 in this policy section) and available funding capacity in the TEP.

29. Improve Local Access to Highway 4 and Byron Airport

Prior to each allocation of funds from the Improve Local Access to Highway 4 and Byron Airport category, the Authority Board must make a finding that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection/acquisition of agricultural and open space, or performing conservation measures required to cover this project under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). With the exception of the proposed new connection between Vasco Road and the Byron Highway, funding from this category shall not be used to construct new roadways on new alignments. The Authority will coordinate with Alameda and/or San Joaquin Counties relative to project improvements in those jurisdictions.

30. Modernize Local Roads and Improve Access to Jobs Centers and Housing

Each jurisdiction in Contra Costa County will receive their share of 15.2% of annual sales tax revenues, calculated using a base allocation of \$100,000 per year plus additional funds distributed based half on relative population and half on road miles within each jurisdiction. In addition, jurisdictions in Central, East, and Southwest Contra Costa will receive their share of an additional allocation of 2.2% of annual sales tax revenue calculated using the same formula. This is equivalent to 18% of the sales tax revenues for the Central, East, and Southwest parts of the county for improvements under this category. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current information included in the Highway Performance Monitoring System (HPMS). Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. In addition to the requirements set forth in the Growth Management Program Urban Limit Line Compliance policies and other applicable policies, local jurisdictions will report on the use of these funds, such as the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements, and benefits to social equity and Communities of Concern (as defined by the Metropolitan Transportation Commission) in their jurisdictions. A minimum of 15% of all local street funding be spent on project elements directly benefiting bicyclists and pedestrians.

31. Countywide Major Roads Improvement Program

Prior to an allocation of funds from the Improve Traffic Flow on Major Roads category, the Authority will develop a new countywide Major Roads Improvement Program to address congestion relief on major roads within each subregion. The program guidelines will include information regarding how to evaluate the range of possible components. Implementation guidelines and standards will be developed in coordination with the RTPCs and will be approved by the Authority Board. Project funding is subject to a performance assessment conducted by the Authority using approved and publicized guidelines. Funding will be allocated to subregions. If projects proposed by an RTPC do not meet performance standards, the project will either be modified or withdrawn in favor of another project from the same region. Funds in this category may be used for arterial refurbishment/redesign for Transit First and Complete Streets. Projects funded from the Improve

Traffic Flow on Major Roads category must conform to the Transit, Complete Streets, Road Traffic Safety, and other related policies.

32. Improve Walking and Biking on Streets and Trails

Prior to an allocation of funds from the Improve Walking and Biking on Streets and Trails category, the Authority will develop and adopt program guidelines and standards for a competitive project-selection process. All projects will be selected through a competitive project-selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by the Authority using approved and publicized guidelines. Projects funded from this category must comply with the Transit, Road Traffic Safety, and Complete Streets Policies and include complete street elements whenever possible.

Up to \$15 million within each subregion for a total of \$60 million will be allocated to Complete Street demonstration projects. Each demonstration project will be recommended by the relevant Regional Transportation Planning Committees and approved by the Authority prior to allocation of funds to demonstrate the successful implementation of Complete Streets projects no later than July 1, 2024. Each demonstration project will be required to strongly pursue the use of separated bike lane facilities to be considered for funding. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the County.

Approximately one fifth of the funding is to be allocated to the East Bay Regional Park District (EBRPD) for the development, rehabilitation, and maintenance of paved regional trails. EBRPD is to spend its allocation proportionally in each subregion, subject to the review and approval of the conceptual planning/design phase by the applicable subregional committee, prior to funding allocation by the Authority. The Authority, in conjunction with EBRPD, will develop a maintenance-of-effort requirement for funds under this component of the funding category.

33. Reduce Emissions and Improve Air Quality

Prior to an allocation of funds from the Reduce Emissions and Improve Air Quality category, the Authority will develop and adopt program guidelines and standards for a competitive project-selection

process. All projects will be selected through a competitive project-selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by the Authority using approved and publicized guidelines. Projects funded from this category must comply with the Transit, Complete Streets, Road Traffic Safety, and other related policies.

34. Seamless Connected Transportation Options

Prior to an allocation of funds from the Seamless Connected Transportation Options category, the Authority will develop and adopt program guidelines and standards for a competitive project-selection process. All projects will be selected through a competitive project-selection process, with the Authority approving the final program of projects, and allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by the Authority using approved and publicized guidelines. Projects funded from this category must comply with the Transit, Complete Streets, Road Traffic Safety and other related policies.

35. Reduce and Reverse Commutes

Prior to an allocation of funds from the Reduce and Reverse Commutes category, the Authority will develop and adopt program guidelines and standards for a competitive project-selection process. All projects will be selected through a competitive project-selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines. Projects funded from this category must comply with the Transit, Complete Streets, Road Traffic Safety, and other related policies.

Project Financing Guidelines and Managing Revenue

36. Fiduciary Duty

Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the TEP and will be subject to audits.

37. Project and Program Financing

The Authority has the jurisdiction to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

38. Strategic Delivery Plan

On a periodic basis, the Authority will develop a Strategic Delivery Plan to distribute revenue from the Measure to TEP projects and programs. The Strategic Delivery Plan will allocate Measure funds as a firm commitment and will consider the amount of Measure funds and additional leveraged funds available to the project or program, expected cost and cash-flow needs, and project or program delivery schedule in allocating Measure funds. Recipients of Measure funds may seek an allocation for projects and programs included in the Strategic Delivery Plan.

39. Periodic Review of the 2020 Transportation Expenditure Plan (TEP)

The Authority may review the TEP to consider updating the financial forecast due to changing economic conditions and adjust funding, if necessary, due to revenue shortfalls. The project and program categories may need to be adjusted based on progress made in meeting the commitments and goals of the TEP. The review may determine that increased revenues be invested in projects and programs deemed by the Authority to address transportation needs that will best serve the residents of Contra Costa County. The review will provide the opportunity to adjust the TEP to adapt to the current state of transportation, leverage new funding opportunities, reflect changed conditions, adhere to state and federal requirements, track performance towards commitments and goals of the TEP, and to capture new opportunities that are becoming better defined. The Authority will review the TEP at a minimum of every ten years.

The Authority may review the performance of the TEP and progress towards meeting state transportation mandates for reduction in vehicle-miles traveled (VMT) per capita and greenhouse gas (GHG) emissions. Depending on progress, the Authority may adjust and

approve new goals in the TEP with explicit findings, justification, and approach to meeting goals for State transportation mandates to reduce VMT per capita and GHG emissions.

Any amendments to the TEP must comply with the policy for Expenditure Plan Amendments Require Majority Support and the following related policies.

40. Programming of Excess Funds

Actual revenues may, at times be higher or lower than expected in this TEP due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be higher or lower than expected as the economy fluctuates. Determination of when the additional funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to the TEP projects and programs that are not fully funded and second to other projects deemed by the Authority to best serve the residents of Contra Costa County. Any new project or program will be required to be amended into the TEP pursuant to the Expenditure Plan Amendments Require Majority Support section above.

41. Reprogramming Funds

Through the course of the Measure, if any TEP project becomes undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time the TEP was created, funding for that project will be reallocated to another project or program. The subregion where the project or program was located may request that the Authority reassign funds to another project category in the same subregion. In the allocation of the released funds, the Authority, in consultation with the subregion's RTPC, will consider:

- a. A project or program of the same travel mode (i.e., transit, bicycle/pedestrian, or road) in the same subregion
- b. A project or program for other modes of travel in the same subregion
- c. Other TEP projects or programs
- d. Other projects deemed by the Authority to best serve the residents of Contra Costa County

The new project, program, or funding level may require amending the TEP pursuant to the Expenditure Plan Amendments section above.

Funds may require reallocation to meet state transportation policy for vehicle-miles traveled per capita and greenhouse gas emissions.

42. Leveraging Funds

Project proponents, including the Authority, are expected to apply for all available funds from other sources to maximize the leveraging of TEP funds. To the extent matching funds from the TEP are needed to complete a project or a phase of project, the Authority will approve funding from the applicable funding category in the TEP where the project is eligible for funding. If the project is determined not to be eligible for funding under any of the categories in the TEP, the Authority, in consultation with the respective RTPC, may approve matching funds from the Reduce and Reverse Commutes category. The Authority may utilize funding from the Transportation Planning, Facilities, and Services category, as needed, to attract other fund sources.

43. Development of Guidelines for Performance-Based Projects Review and Programs

The TEP requires development of procedures and guidelines to ensure the goals of the TEP are attained. To ensure high quality of the resulting guidelines and substantial public participation, the following procedures shall be used unless specifically replaced by the Authority.

a. **Scope.** The Authority will adopt the following implementation guidelines and procedures described in the TEP, herein referenced as Guidelines.

1. Performance-Based Project Review
2. Countywide Major Road Improvement Program
3. Safe Transportation for Youth and Children
4. Improve Walking and Biking on Streets and Trails
5. Reduce Emissions and Improve Air Quality
6. Seamless Connected Transportation Options
7. Reduce and Reverse Commutes
8. Integrated Transit Plan
9. Vehicle-Miles Traveled Mitigation Program

The Guidelines shall adhere to the following parameters:

1. Implement the overall guiding principles, goals, and policies of the TEP and the applicable funding category efficiently and effectively
 2. Utilize other regulations and reporting requirements for funding recipients as possible to avoid additional work
 3. Increase public confidence regarding the Authority and its actions
 4. Shall be written concisely in plain language
- b. **Schedule.** Before December 31, 2020, the Authority shall publish a public outreach and engagement process and a schedule for developing the Guidelines. Individuals and organizations shall be able to register their interest in development of the Guidelines and shall subsequently receive advance notification from the Authority of the steps described below and encouragement to participate.
- c. **Public Review.** Using a structured public-engagement process, the Authority will publish the draft Guidelines for public comment and questions from residents, agencies, and interested parties. Cities/towns and Regional Transportation Planning Committees (RTPCs) may provide input and feedback on draft Guidelines. The public comment period will be at least 45 days. Public Meetings will be held to receive any input and requested modifications from the public.
- d. **Public Oversight Committee (POC).** The POC shall be convened and tasked with reviewing comments received during the public review period. The POC will provide input and recommendations regarding the Guidelines for consideration by the Authority.
- e. **Approval.** The Authority shall discuss POC recommendations, public comments, requested modifications, or additional criteria at a public meeting. The Guidelines shall be approved by a supermajority (66%) vote of the Authority Board and published on the Authority's website. The Authority will send notices to all interested parties. The Guidelines shall be reviewed and approved by the Authority every five years if needed to achieve the goals of the Plan, with input and recommendations from the POC and other interested parties.

Road Traffic Safety Policy

VISION

In this Plan, the **Road Traffic Safety policy is intended to eliminate traffic-related deaths and severe injuries** within Contra Costa County by prioritizing a systemwide safety approach to transportation planning and design. Principally, the Road Traffic Safety policy treats personal mobility and accessibility as a fundamental activity of the general public to attend school, conduct business, and visit friends and family, free from the risk of physical harm due to traffic. This policy applies to all transportation system users, including pedestrians, bicyclists, transit riders, micromobility users, automobile drivers, taxis, ride-hailing services and their passengers, truckers, and people of varying abilities, including children, seniors, and people with disabilities. Implementation of the Road Traffic Safety policy is intended to reduce societal costs due to loss of life and injury, lessen congestion stemming from nonrecurring traffic collisions and incidents, and generally enhance the quality of life in Contra Costa.

POLICY

Achieving this vision will require shifting the paradigm of traditional transportation planning and engineering by following the principle of "Vision Zero," which is an internationally recognized approach to proactively preserving life safety in transportation planning and engineering decision making. All recipients of funding through this Plan shall systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate the needs of all users in the planning, design, construction, reconstruction, rehabilitation, operations, and maintenance of the transportation system.

In consultation with local jurisdictions, the RTPCs, and the public, the Authority shall develop and adopt a Model Vision Zero Policy that reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design, and construction of projects funded with Measure funds. Key design elements of the

Model Vision Zero Policy shall be incorporated into the Authority's project development guidelines as appropriate. To be eligible to receive Measure funds, local jurisdictions must adopt a Vision Zero Policy that substantially complies with the Authority's Model Vision Zero Policy. Jurisdictions that adopt a Vision Zero Policy prior to the Authority's adoption of the model Vision Zero Policy may be considered compliant with the Growth Management Program compliance requirements if the adopted policy substantially complies with the Authority's Model policy.

To ensure consistency with the Road Traffic Safety Policy vision, the Authority shall coordinate periodic traffic system and project monitoring with local jurisdictions and the RTPCs and utilize data collected over time to evaluate the effects of Vision Zero implementation on public health and safety. Emphasis shall be placed on proactive deployment of next-generation technology, such as advanced detection systems at major intersections and corridors identified in regional and local plans as having high collision density. Funding for this level of effort shall be made available to local jurisdictions and RTPCs through the Countywide Major Road Improvement Program and funding from the Improve Traffic Flow on Major Roads.

Developed by the Contra Costa Transportation Authority Board
in partnership with the communities it serves.

Janet Abelson

Council Member, City of El Cerrito

Debora Allen (Ex Officio)

Director, BART Board of Directors

Newell Arnerich

Council Member, Town of Danville

Tom Butt

Mayor, City of Richmond

Teresa Gerringer

Council Member, City of Lafayette

Federal Glover

Board of Supervisors, Contra Costa County D5

Loella Haskew

Mayor Pro Tem, City of Walnut Creek

Dave Hudson

Council Member, City of San Ramon

Karen Mitchoff

Board of Supervisors, Contra Costa County D4

Julie Pierce (Vice Chair)

Vice Mayor, City of Clayton

Kevin Romick

Council Member, City of Oakley

Robert Taylor (Chair)

Mayor, City of Brentwood

Monica Wilson (Ex Officio)

Council Member, City of Antioch

Amy Worth (Ex Officio)

Council Member, City of Orinda





CONTRA COSTA
transportation
authority

2999 Oak Road, #100
Walnut Creek, CA 94597
(925) 256.4700
ccta.net


DSK


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Scott Buenting, Project Manager 

APPROVED BY: Bailey Grewal, Interim Public Works Director/City Engineer 

SUBJECT: Fourth Amendment to the Consultant Service Agreement with Carollo Engineers, Inc. Final Design and Bid Documents for the Brackish Water Desalination Project, P.W. 694

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution to:

1. Amend the fiscal year 2019/2020 Capital Improvements Budget to increase Water Enterprise funding for the Brackish Water Desalination Project ("Project") by \$1,955,424
2. Authorize the City Manager to execute the Fourth Amendment to the Consultant Service Agreement with Carollo Engineers, Inc. for final design and bid documents in the amount of \$1,955,424 for a total contract amount of \$6,026,484

FISCAL IMPACTS

Adoption of this resolution will amend the fiscal year 2019/2020 Capital Improvements Budget to increase Water Enterprise funding for the "Project" by \$1,955,424 and increase Carollo Engineers' contract by \$1,955,424 for a total contract amount of \$6,026,484. Portions of the design costs are eligible for reimbursement under the Department of Water Resources Desalination Grant (No. 4600012957) executed on April 4, 2019.

DISCUSSION

The "Project" is being implemented to improve the City's water supply reliability and provide operational flexibility while reducing costs, especially during droughts and with future proposed changes in Delta water management. The "Project" will allow the City to use water from its river intake year-round, even when the salinity is above levels normally treated at the existing conventional Water Treatment Plant.

This project includes the construction of a brackish water desalination facility located within the fence line of the City's existing Water Treatment Plant (WTP) with a capacity of 6 million gallons per day (mgd). The project also includes relocation and replacement of the City's existing San Joaquin River intake pump station with a new pump station including state of the art fish screens and construction of approximately 3,000 feet of new

raw water pipeline connecting the new river pump pipeline to the City's WTP. In addition, the project includes the construction of a 4.3 mile long brine disposal pipeline from the new desalination facility to the existing Delta Diablo Wastewater Treatment Plant (Delta Diablo) outfall to convey approximately 2 mgd of brine for discharge from Delta Diablo's existing wastewater outfall.

A progressive design-build process was originally anticipated for the delivery of this project. Based on general city law, the delivery method required for the City's project is a traditional design bid build approach. The original Carollo Engineers' contract anticipated a progressive design-build process. In light of the findings and to maintain the project schedule, the City needs to bring the contract into conformity as required by law. This does not change the estimated total project cost as the increase in Carollo Engineers' budget for the development of final design documents had originally been included under the design-build budget to be completed by the selected contractor. Staff recommends executing a contract amendment for Carollo Engineers to complete the traditional design-bid-build documents.

On August 11, 2015, the City Council awarded a contract to Carollo Engineers to perform an initial planning study of a brackish water treatment facility. This study identified the State Water Resources Control Board State Revolving Fund (DWSRF) program as a means to provide project funding for permitting and environmental activities. Under a DWSRF planning loan, potential brine discharge locations and treatment techniques were investigated, and a preliminary environmental evaluation of the City's current water intake was performed.

On March 22, 2016, the City Council amended Carollo Engineers' contract to include development of conceptual designs and cost estimates of a brackish water desalination facility. Various treatment processes were evaluated for a standalone facility, as well as one that utilizes portions of the existing plant for pretreatment activities. Brine management options were further evaluated. Finished water quality parameters of a brackish desalination plant were developed and verified to be attainable with the proposed treatment processes.

On March 14, 2017, the City Council amended Carollo Engineers' contract to include developing the treatment technical parameters and a preliminary design of the brackish water desalination facility. Brine management approaches were finalized and a cooperative agreement with Delta Diablo to integrate disposal of brine from the brackish water desalination facility into the District's NPDES permit was negotiated and executed. Regulatory agencies were engaged, and Carollo Engineers commenced initial permitting activities. Environmental documentation required under the California Environmental Quality Act (CEQA) was prepared and certified by the City Council on October 23, 2018.

On November 13, 2018 the City Council amended Carollo Engineers' contract to include work required to complete project permitting, to secure additional project funding (DWR Desalination Grant and DWSRF low interest loan financing), and to prepare documents needed to execute a design-build contract for the construction of the "Project".

This Fourth Amendment authorizes Carollo Engineers to commence final design services for a traditional design-bid-build delivery process while ongoing work under Amendment No. 3 is being completed. To implement the design-bid-build process, Carollo Engineers will incrementally advance the design from the preliminary design-level that was required for the design-build delivery to final design documents that will be competitively bid and awarded by the City. The overall project costs remain the same. Design costs that would have been part of a design-build contract are now within a standalone design contract. The scope of work and budget assumes the City will bid and award the final design documents prepared by Carollo Engineers under a single construction contract. This amendment also authorizes Carollo Engineers to provide bid period services.

ATTACHMENTS

A. Resolution

ATTACHMENT "A"

RESOLUTION NO. 2019/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING THE 2019/2020 FISCAL YEAR CAPITAL IMPROVEMENT BUDGET
AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE FOURTH
AMENDMENT TO THE AGREEMENT WITH CAROLLO ENGINEERS, INC. FOR
COMPLETION OF DESIGN-BID-BUILD FINAL DESIGN DOCUMENTS AND BID
PERIOD SERVICES FOR THE BRACKISH WATER DESALINATION PROJECT
P.W. 694**

WHEREAS, on August 12, 2015, Carollo Engineers, Inc. entered into a Consultant Services Agreement to provide facility planning and funding assistance in the amount of \$100,000;

WHEREAS, on March 23, 2016, City increased the compensation for Carollo Engineers, Inc. in the amount of \$201,516 bringing the total compensation to an amount not to exceed \$301,516;

WHEREAS, on March 14, 2017, City increased the compensation for Carollo Engineers, Inc. in the amount of \$797,555 bringing the total compensation to an amount not to exceed \$1,099,071;

WHEREAS, City Council approved an amendment increasing the 2018/2019 fiscal year Capital Improvement Budget to increase Water Enterprise funding for this project in the amount of \$2,971,989;

WHEREAS, on November 13, 2018, City increased the compensation for Carollo Engineers, Inc. in the amount of \$2,971,989 for completion of permitting and preparation of design-build documents for this project;

WHEREAS, the City desires to amend the 2019/2020 fiscal year Capital Improvement Budget to increase Water Enterprise funding for the Brackish Water Desalination Project by \$1,955,424; and

WHEREAS, the City desires to authorize the City Manager to execute the fourth amendment to the Consultant Service Agreement with Carollo Engineers, Inc. for completion of design-bid-build final design documents and bid period services for this project in the amount of \$1,955,424 for a total contract amount of \$6,026,484.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby approves amending the 2019/2020 fiscal year Capital Improvement Budget to increase Water Enterprise funding for the Brackish Water Desalination Project by \$1,955,424.

RESOLUTION NO. 2019/**

October 22, 2019

Page 2

BE IT FURTHER RESOLVED that the City Council authorizes the City Manager to execute the Fourth Amendment to the Consultant Service Agreement with Carollo Engineers, Inc. for completion of design-bid-build final design documents and bid period services for this project in the amount of \$1,955,424 for a total contract amount of \$6,026,484.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 22nd day of October 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

A2

CITY OF
ANTIOCH
CALIFORNIA

**STAFF REPORT TO THE CITY COUNCIL AND
HOUSING SUCCESSOR**

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Teri House, CDBG/Housing Consultant *TH*

APPROVED BY: Forrest Ebbs, Community Development Director *FE*

SUBJECT: Public Hearing to Receive Public Comment and Consider Adoption of the 2020-25 Analysis of Impediments to Fair Housing Choice, and Presentation of the Housing and Homelessness Needs Analysis to Inform Development of 2020-25 Consolidated Plan

RECOMMENDED ACTION

- 1) It is recommended that Council receive and consider public comment on the Analysis of Impediments to Fair Housing Choice (AI), and consider adoption.
- 2) It is recommended that the City Council receive and consider public comment on the Housing and Homeless portion of the Needs Analysis prepared for the development of the 2020-25 Consolidated Plan.

FISCAL IMPACT

There is no impact of these actions to the General Fund.

DISCUSSION

#1 – Introduction to the 2020-25 Analysis of Impediments to Fair Housing Choice

Recipients of funds from the U.S. Department of Housing and Urban Development (HUD) have a duty to affirmatively further fair housing by taking proactive steps to overcome housing discrimination and segregation. HUD requires the development of an Analysis of Impediments to Fair Housing Choice (AI) every five years, prior to the development of the five-year Consolidated Plan.

To meet this requirement, the City of Antioch teamed with the cities of Concord, Pittsburg, and Walnut Creek, the County of Contra Costa, as well as the three Public Housing Authorities (PHAs) in Contra Costa County to conduct an Analysis of Impediments (AI) for all of Contra Costa County that will help guide the priorities for the 2020-2025 Consolidated Plan.

The AI identifies fair housing issues in Contra Costa and the region, contributing factors to issues, and outlines goals and strategies to address issues. The fair housing analysis in the AI focuses on patterns of integration and segregation, racially and ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs. Other components of the AI examine publicly supported housing, disability and access, fair housing enforcement, and demographics. The AI process involves an analysis of data provided by HUD, local data from the jurisdictions and PHAs, and feedback gathered from the community. The recommendations in the AI will be used to inform future policies in Contra Costa County that will promote fair housing choice and inclusive communities. Of particular importance are the following:

- Chapter 1 Executive Summary introduces all key concepts and summarizes key Fair Housing issues and contributing factors.
- Chapter 4 – Fair Housing Analysis, which looks at demographic shifts since 1990, segregation and integration, owner and renter housing trends, and factors contributing to segregation. 4.4 Disparities in Access to Opportunity is a new approach to look at the issues. This chapter is the substance of the report.
- Chapter 5 – Regional Analysis of Impediments Goals contains the goals that the City must address during the 2020-25 Consolidated Plan period. As a recipient of CDBG funds, the City annually certifies that it is affirmatively furthering fair housing, and addressing the goals set forth in the adopted AI is paramount to HUD Fair Housing and Equal Opportunity compliance.
- Finally, the Technical Appendix has an extensive volume of charts and graphs containing data that may be relevant to various City departments and nonprofit agencies, as well as interested members of the public.

As the AI is a substantial document which requires 30-day public comment period, it was introduced to Council and the public at the September 24, 2019 meeting after a 30-day public comment period. Council will take required action on adoption of the AI to guide the development of the 2020-25 Consolidated Plan. The AI can be found on the City's CDBG section of the website. See Assessment of Fair Housing at:

<https://www.antiochca.gov/community-development-department/community-development-block-grant/>

Some data from the AI is included in the following presentation on housing needs in Antioch. All data will be used to inform the priorities for fair housing, tenant/landlord, and housing funding. In addition, the City is required to report annually to HUD in the Consolidated Annual Performance Evaluation Report (CAPER) all efforts made to ensure Fair Housing and certifies annually to HUD that it is taking steps to ensure Fair Housing.

The Regional AI Goals for Contra Costa County are outlined in Chapter 5, along with various identified objectives to help achieve the goals. These goals and objectives will be reported on annually by all jurisdictions and housing authorities. The Goals are:

1. Increase available financial resources for affordable housing in order to better fund efforts to foster stable residential integration and increased access to opportunity.
2. Provide for the production of additional affordable housing through market incentives and improvements
3. Increase residential racial and ethnic integration by increasing the supply of affordable housing for families in high opportunity areas.
4. Increase the supply of permanent supportive housing for people with disabilities and services for people with disabilities.
5. Reduce housing discrimination and discriminatory barriers to residential mobility.
6. Address barriers to mobility for families and individuals in publicly-supported housing, including Housing Choice Voucher participants.
7. Reduce the displacement of low-income communities of color by enhancing protections for vulnerable tenants and homeowners and preserving affordable housing in areas that are gentrifying or at risk of gentrification.
8. Increase access to opportunity through targeted public investments and efforts to increase economic mobility within Racially or Ethnically Concentrated Areas of Poverty (R/ECAPs).
9. Increase and stabilize access to proficient schools
10. Increase coordination of housing and environmental health planning to support access to healthy homes and neighborhoods.
11. Improve inter-jurisdictional coordination.

Consortium members meet quarterly to discuss strategies being implemented annually to address these goals for fair housing choice and access. The annual CAPER will contain all efforts made by the City each year to address fair housing.

Council is asked to hear any public comment and consider adoption of the 2020-25 Contra Costa Analysis of Impediments.

#2 – Presentation of the Housing and Homelessness portion of the Needs Analysis to inform development of 2020-25 Consolidated Plan

The Needs Analysis for the Contra Costa Consortium 2020-25 Consolidated Plan began last year with the development of the AI, the Community Survey, four countywide community meetings including one in Antioch, and six focus groups centered around various populations such as homeless, seniors, youth, and so on.

The presentation on Housing and Homeless needs represents only a portion of the entire Needs Analysis. All data will be posted to the City's website in the CDBG program section over the course of the next several months and will be attached to the draft Consolidated Plan, which will be available for public review and comment in March. Various segments

will be brought to Council for consideration and decisions as to priorities in the coming months. Final adoption of the Consolidated Plan and Priority Needs will be made by Council in April 2020.

Presentation. The 10/22/19 presentation to Council focuses on Homelessness and Housing needs. Slides will be available after the meeting at:
<https://www.antiochca.gov/community-development-department/community-development-block-grant/>

ATTACHMENTS

A: None

2020-25 Consolidated Plan Needs Assessment

Housing and Homelessness



Homelessness and Housing– The Connection

Rising rents have long been associated with climbing rates of homelessness. Recent research demonstrates that the homeless population climbs faster when rent affordability – the share of income people spend on rent – crosses certain thresholds.

- ➔ Income growth has not kept pace with rents, leading to an affordability crunch with cascading effects that, for people on the bottom economic rung, increases the risk of homelessness.
- ➔ Communities where people spend more than 32 percent of their income on rent can expect a more rapid increase in homelessness.
- ➔ The areas that are most vulnerable to rising rents, unaffordability and poverty (like California) hold 15 percent of the U.S. population – and 47 percent of people experiencing homelessness.

Homelessness and Housing – The Connection

30 percent rule not just an adage

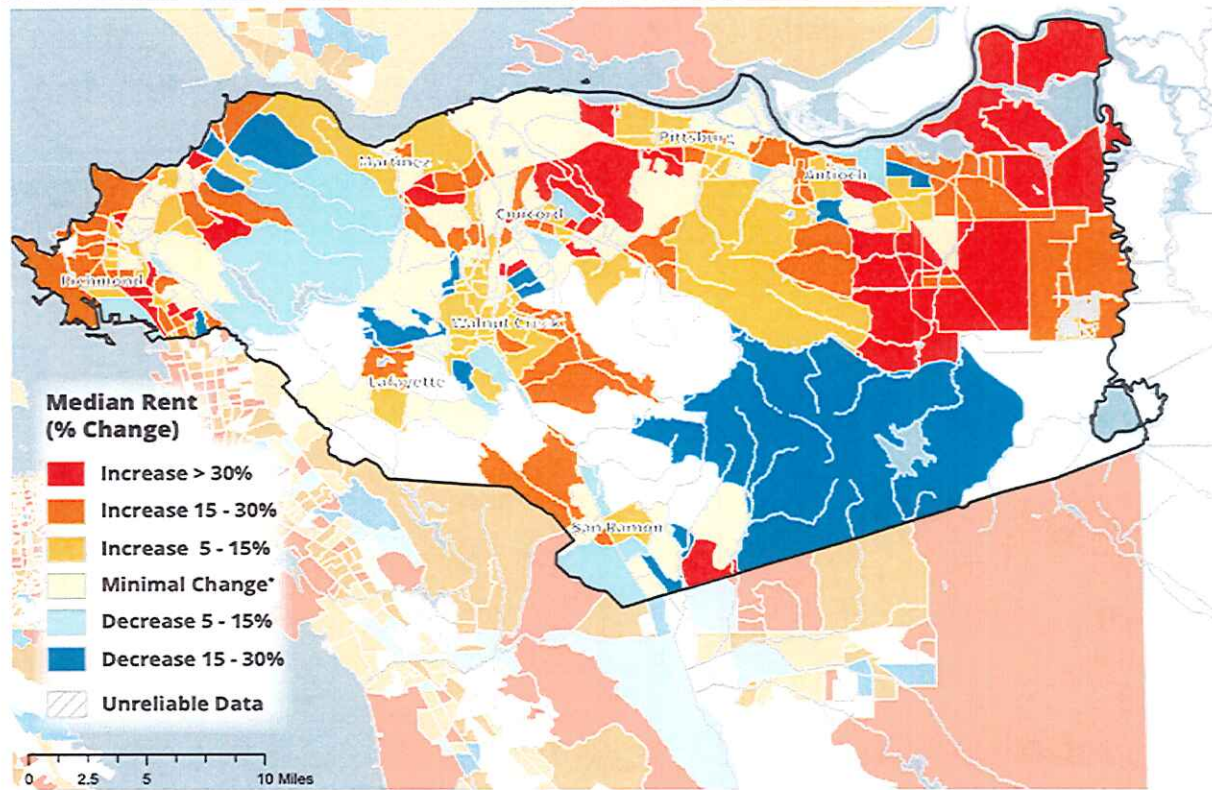
- ➔ It has long been a real estate rule of thumb that a person's housing costs should not exceed roughly 30 % of their income, and research finds empirical evidence to support that adage at the community level.
- ➔ When the share of average income spent on rent in a community begins to meaningfully exceed that line, the risk of housing insecurity and/or homelessness rapidly increases.
- ➔ Establishing this link to community-level rent affordability provides an important nuance to conventional wisdom about the root causes of homelessness.
- ➔ The 32 percent threshold provides a crucial benchmark for policymakers to gauge exactly where their communities stand – and to adjust programs and resource allocations if they are approaching the threshold.

Affordable Housing Needs Analysis



Rising Rent in Contra Costa County

Map 4. Percent Change in Inflation-Adjusted Median Rent Paid (2000-2015)



Source: U.S. Census 2000 (Table H063), ACS 2011-2015 (Table B25064)

- Since 2000, median rents in the County have **increased by 25%**, while median renters' incomes have **decreased by 3%**.
- Contra Costa County needs **30,939** more affordable housing units to meet the needs of low-income renters.

Contra Costa County Housing Problems

	Renter			Owner		
City	Antioch	Pittsburg	Concord	Antioch	Pittsburg	Concord
Housing cost burden greater than 50% of income	3,575	1,915	4,365	1,820	1,140	2,460
Housing cost burden greater than 30% of income	2615	1865	3375	2390	1545	2690

Data Source: 2009-2013 CHAS

- 33,800 total households (HH) reside in Antioch (2017)
- 5,395 HH or 16% are severely rent burdened and pay OVER 50% of their income on housing! Severely rent burdened households spend significantly less on food, health care, and transportation.
- An additional 5,005 households are paying more than 30% of their income on housing!
- That is a total of 10,400 HH, or 31% of all Antioch HH, that are at risk of falling into homelessness in the event of job loss, health crisis, or other source of income challenges.

City of Antioch and Contra Costa County				
Households Experiencing Severe Housing Cost Burden				
		Antioch		Contra Costa County
Race/Ethnicity		# with severe cost burden	% with severe cost burden	% with severe cost burden
Non Hispanic	White	2,115	15.53%	16.20%
	Black	1,740	30.37%	27.93%
	Asian/Pacific Island	710	21.72%	15.61%
	Native American	0	0%	13.29%
	Other	310	30.42%	23.20%
	Hispanic	2,265	26.98%	23.82%
	Total	7,140	22.16%	18.69%

- Black households have the highest rate of severe cost burden (30.37 %) followed by Hispanic households (26.98 %).

Low Income Households in Antioch

City of Antioch - Low Income Households Table				
	Extremely Low Income (0-30%)	Very Low Income (30%-50%)	Low Income (50%-80%)	Total
Total Households	5,725	4,340	4,895	14,960
1 Person per Household Salary	\$26,050	\$43,400	\$69,000	
2 Persons per Household Salary	\$29,750	\$49,600	\$78,850	
3 Persons per Household Salary	\$33,450	\$55,800	\$88,700	
4 Persons per Household Salary	\$37,150	\$61,950	\$98,550	
5 Persons per Household Salary	\$40,150	\$66,950	\$106,450	

U.S Census. 2017 American Community Survey, 5 year estimates. 2011-2015 CHAS

Incidence of Severe Housing Problems

The 4 Severe Housing Problems are:

- 1) Lacks kitchen
- 2) Lacks complete plumbing
- 3) Severe overcrowding
- 4) Severe cost burden (greater than 50% of income)

	Renter				Owner			
Cities →	Antioch	Concord	Pittsburg	Walnut Creek	Antioch	Concord	Pittsburg	Walnut Creek
Number of Households having 1 or more of four housing problems	7,725	10,335	5,180	4,660	8,735	10,050	4,985	6,955

Housing Problems in Antioch

City of Antioch and Contra Costa County				
Households experiencing any of the four housing problems				
		Antioch		Contra Costa Cty
Race/Ethnicity		# with problems	% with problems	% with Problems
Non Hispanic	White	5,444	39.97%	37.91%
	Black	3,620	63.18%	56.36%
	Asian/Pacific Island	1,555	47.57%	42.14%
	Native American	104	58.43%	39.80%
	Other	604	59.27%	49.15%
	Hispanic	5,135	61.17%	57.58%
	Total	16,455	51.08%	43.90%

51% of households in the city facing housing problems.

- Households that are Black, Hispanic, and Native American live in housing with substantially more housing problems than overall population.
- Large families in Antioch live in housing with a higher rate of housing problems (62.95%) compared to smaller families (chart not shown)

Consolidated Plan Outreach Methods



1400 Survey Monkey Respondents

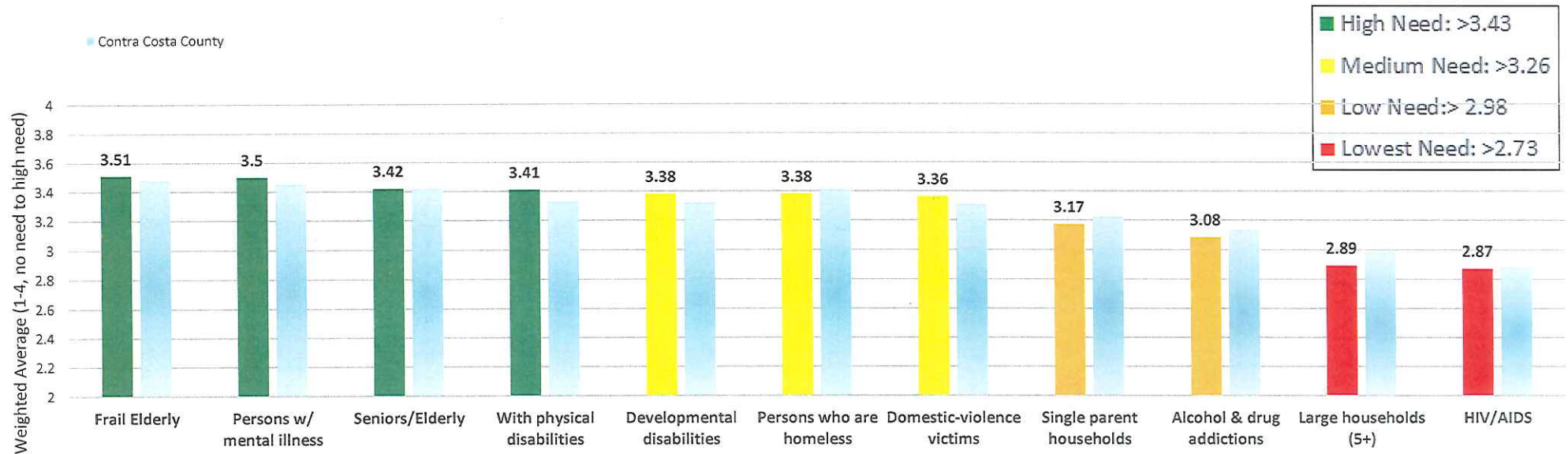


4 Community Meetings



6 Focus Groups

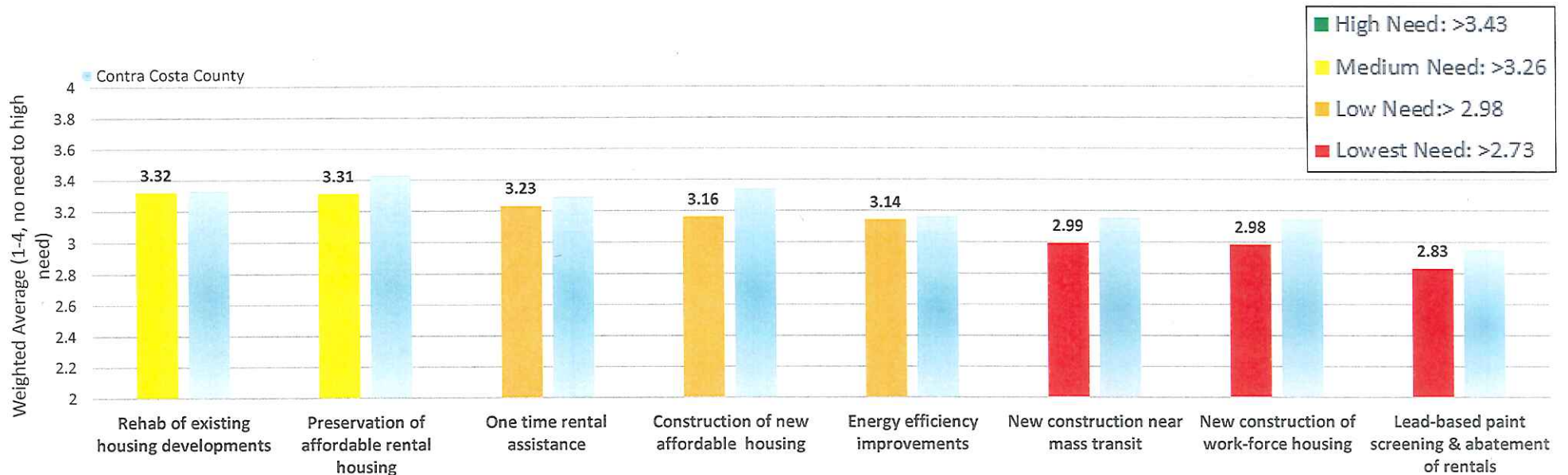
SURVEY- Please Rate the Need for Housing for Persons with Special Needs



According to Antioch residents, the greatest housing needs are for:

1. Frail Elderly
2. Persons with Mental Illness
3. Seniors and Elderly
4. Persons with Physical Disabilities

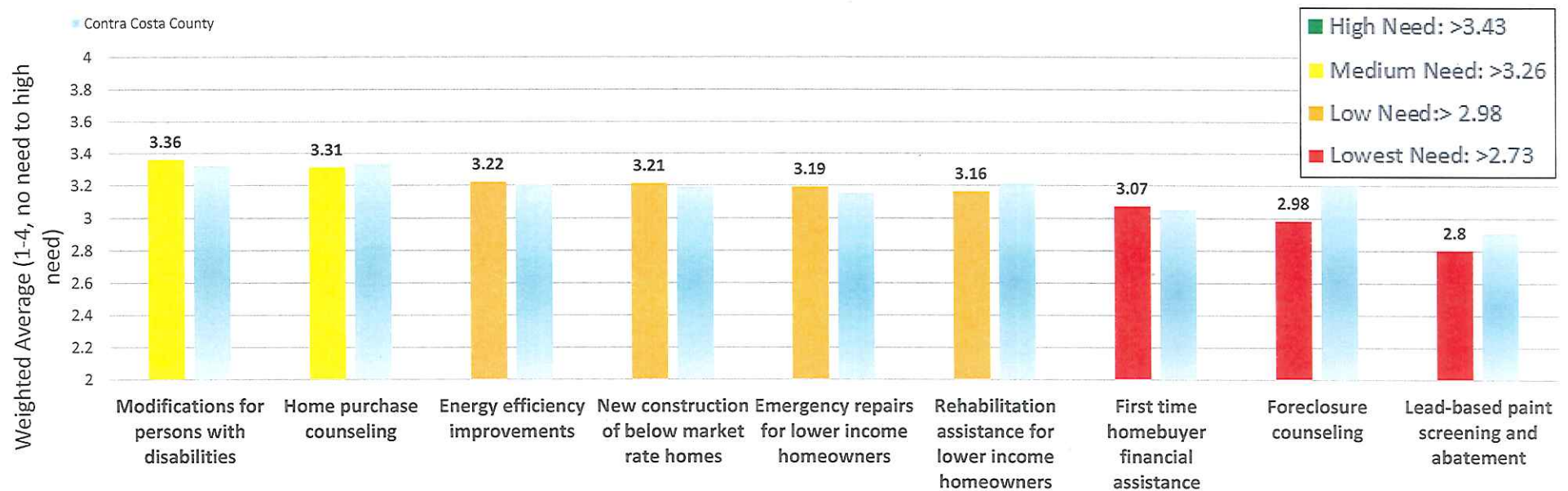
SURVEY - Please rate the need for Affordable Rental Housing



According to Antioch residents, the greatest affordable housing needs are:

1. Rehabilitation of existing housing developments
2. Preservation of existing affordable rental housing

SURVEY- Please rate the following Homeownership needs of lower income persons



According to Antioch residents,
the greatest homeownership needs for lower income persons are:

1. Modifications for persons with disabilities
2. Home purchase counseling

Community Meeting Comments

“I had been house insecure, had a daughter, and then was diagnosed with multiple sclerosis. But I qualified for a housing from Interfaith Housing Council at Garden Park Housing. I was using three different medications, but now that I have a stable home and supportive services, I am happy to say I am off my medications. We need more affordable housing with supportive services—Supportive services help keep people in the house.”

“Nutritional support will help keep people housed, healthy, and is an essential outreach service to homeless. Please make this a priority.”

Focus Group on Homelessness

Vision for 2025

Build or create 5,000 new units of housing a year that stay affordable forever.

How do we get there?

- County affordable housing bond
- Acquisition/rehab of multifamily for affordable permanent supportive housing
- Streamlining approval for affordable housing projects
- Streamline property acquisition for affordable housing
- Establish a vacancy tax.
- Explore tiny homes/cooperative housing communities.
- Increase construction labor force and offer job training.
- Funding through corporation employer tax for housing

Focus Group on Housing

Needs/Solutions - Housing	Ranking
Just cause legal eviction, legislation for senior renters	3.4
Municipalities offer some flexibility in zoning to support Tuff Shed options and tiny homes	2.9
Emergency housing assistance funds targeted at preventing evictions for seniors/disabled.	2.8
Tuff Sheds and RVs on public property for homeless	2.7
Change the perception of affordable housing and transitional homeless housing. Anti-NIMBY	2.7
Publicly campaign to house the homeless on public property in tuff sheds and RVs.	2.5
Hoarding task force	2.5
Money management and bill paying services	2.4

Note: Weighted average of votes (1-5, low to high)

Focus Group on Family Support & General

Needs/Solutions - Housing	Ranking
More affordable housing built within reasonable commute or near public transit	5.0
Rental Assistance	4.7
Local municipality to work with non-profit developers to build affordable and low-income housing	4.3
Housing support services	4.3
Rent control	3.9
Emergency housing hotline, eviction prevention	3.7
Fair housing discrimination, direct HUD contact "go to" person	3.7
Encourage municipalities to adopt inclusionary housing and offer rental assistance	3.4
More housing	3.3
Pre-housing, transitional housing	3.0
Housing lists within an agency to pair clients to rent together	3.0
Eviction defense	2.9
Just cause tenant protections	2.8
Provide additional tenant rights and landlord night training & education	2.5
Source of Income discrimination policies	2.5

Focus Group on Seniors and Disabled Needs – Disaster Preparedness in Housing

Disaster

Identify disabled seniors who
are in the community as part of
disaster/emergency planning.
Expand CERT program

Everybody needs an
emergency/disaster
plan that includes
evacuation

Personal emergency
devices for all

Fire and Police Department
hold emergency drills to
show standard practices
and resources

Homelessness Needs Analysis



As the **gap between increasing housing costs and stagnant incomes** widens, the end result is that more people become homeless.

Homelessness in Antioch

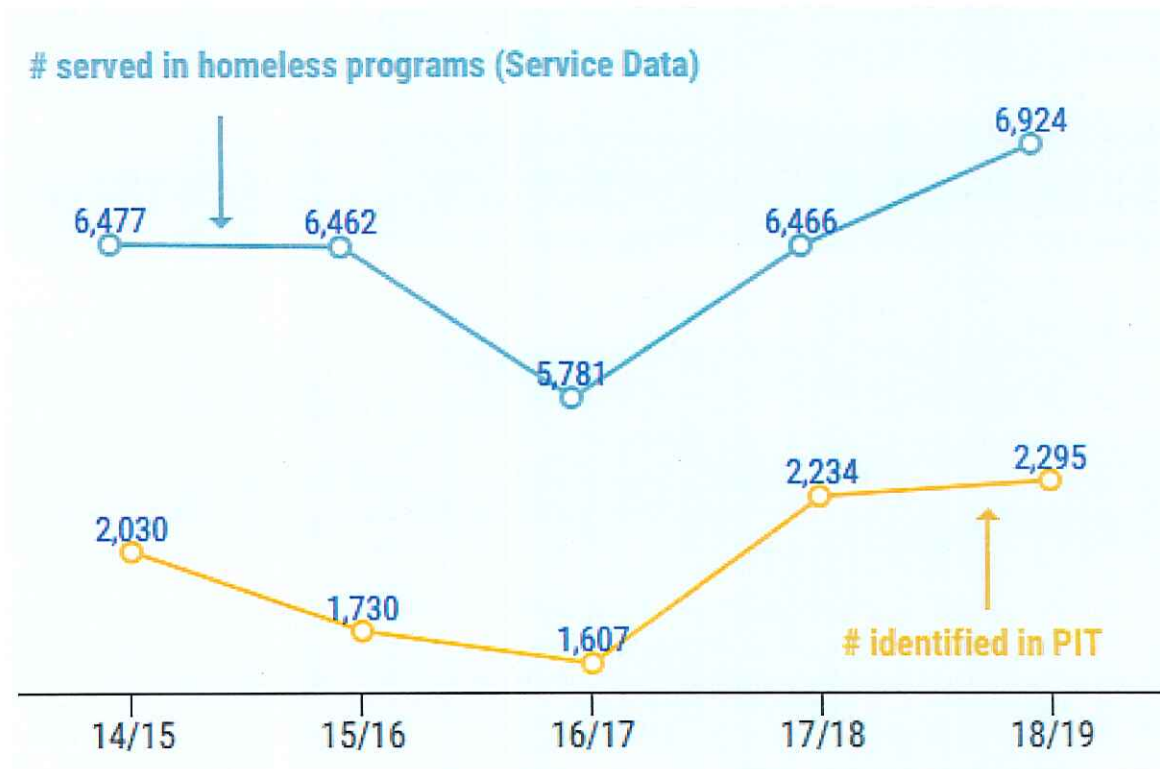
City Where Housing was lost	Homeless Service Data 2018	% of County
Antioch	964	20.0%
Bay Point	204	4.2%
Pittsburg	443	9.1%
Concord	882	18.2%
Martinez	292	6.0%
Richmond	1,119	23.0%
Total: County	4842	100%

- **964** people **lost housing** in Antioch before entering a homeless program in Contra Costa County in 2018

City	Homeless PIT Count 2019	Homeless PIT Count 2018
Antioch	226	350
Bay Point	57	61
Pittsburg	128	110
Concord	350	252
Martinez	156	117
Richmond	333	270
Total: County	1627	1505

- **226** people were **experiencing homelessness in Antioch** on the night of January 23, 2019

Homelessness in Contra Costa County



Homelessness in Contra Costa County

2018 Service Data

6,924 people accessing homeless services in 2018



5,246 adult-only households and 600 families



An additional 899 people were served in Permanent Supportive Housing and 1,091 were served by prevention programs

2019 PIT Data

2,295 people identified in 2019 PIT count



668 sheltered individuals (62 families and 476 adults)



1,627 unsheltered individuals (37 families, 1,499 single adults)

Sub-Populations Trends

Some sub-populations have experienced increases in the CoC, others have had decreases over the past five years.

Adults w/ disabilities: 22% ↑

Single adults: 26% ↑

Seniors (62+): 97% ↑

Veterans: 11% ↓

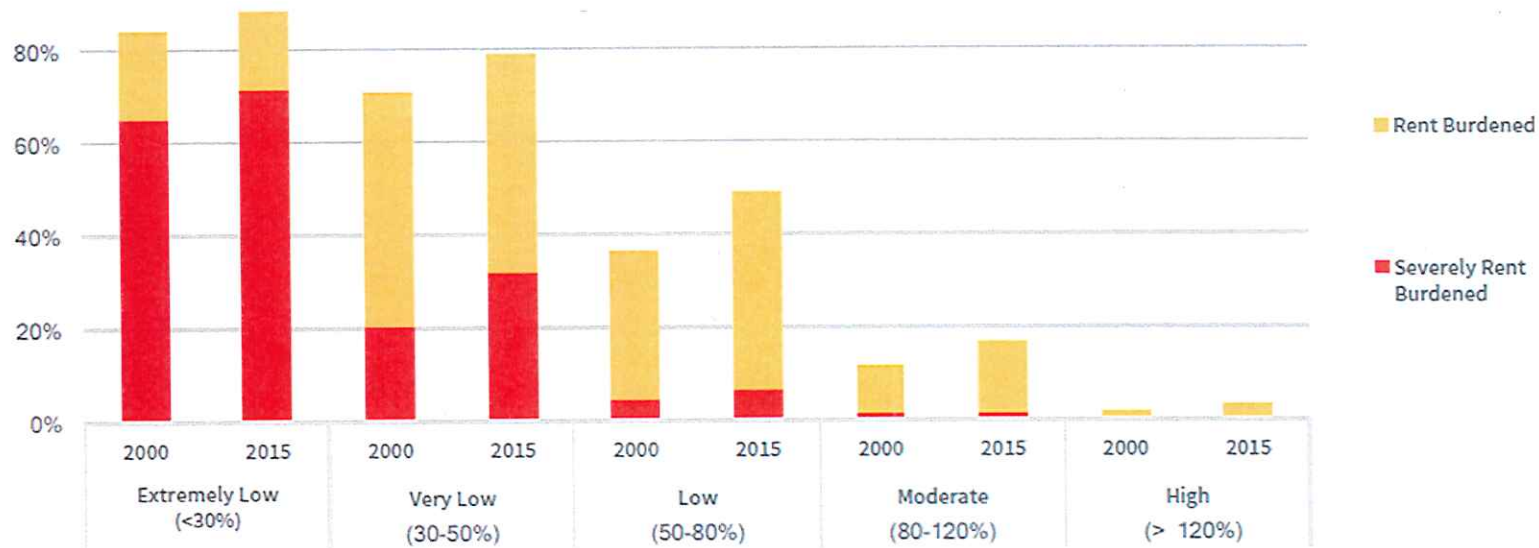
Families: 16% ↓

Transition Age Youth: 25% ↓

Causes for Homelessness

Rising Rent Burdens

Figure 3. Rising Rent Burdens by Household Income Category (2000-2015)



Source: IPUMS-USA, University of Minnesota, 2015

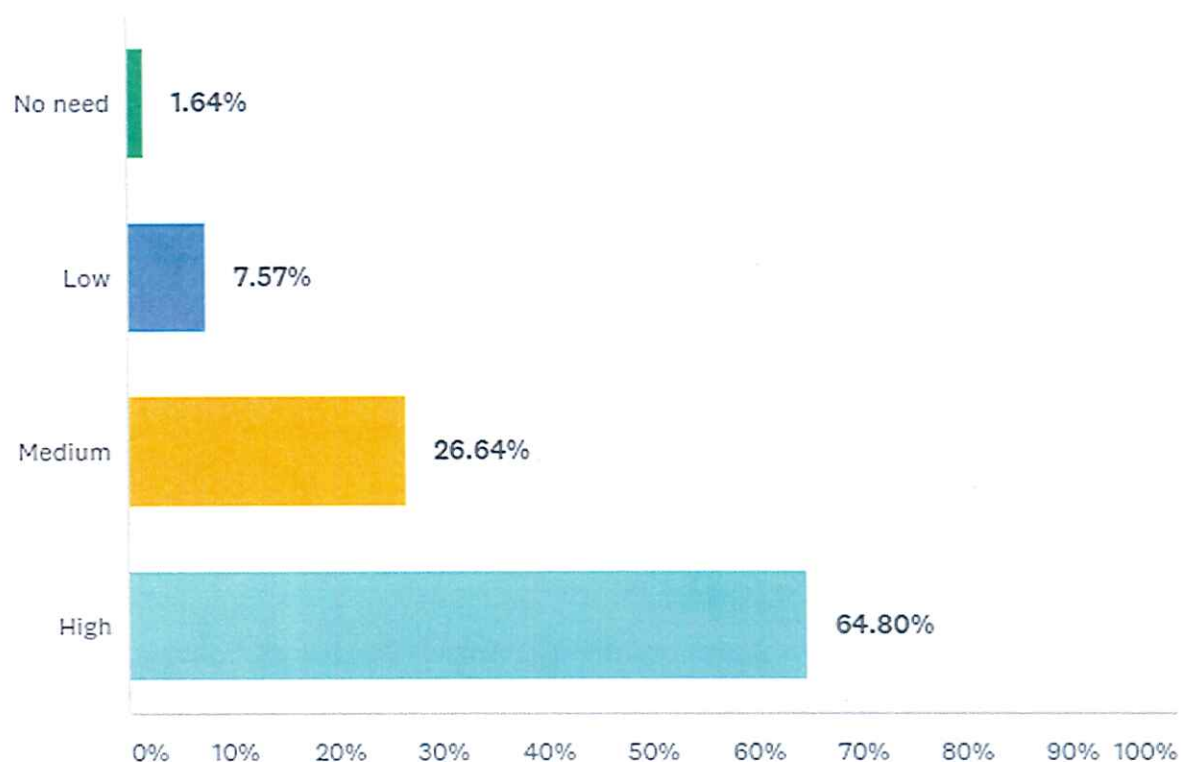
Rent Burdened = >30% of income on rent Severely Rent Burdened = >50% of income on rent

1. Rising rents and a scarcity of affordable housing

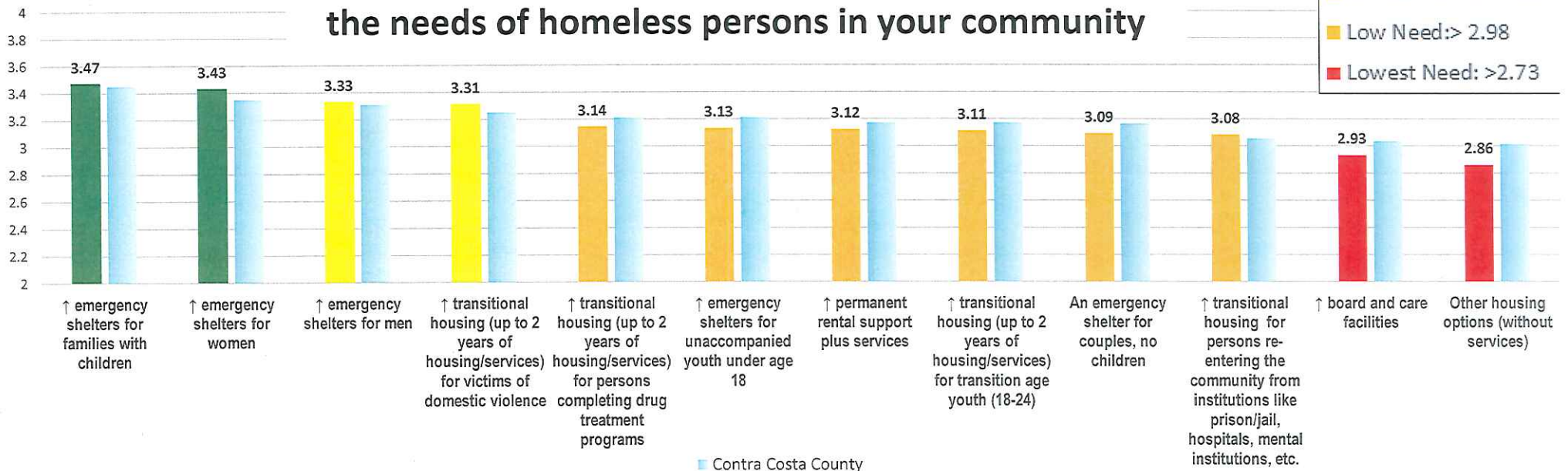
2. Reflects similar growth in homeless populations across the Bay Area

3. Higher levels of rent burdened households correlates with greater homelessness

What level of need is there for HOUSING and SERVICES for homeless individuals in your community?



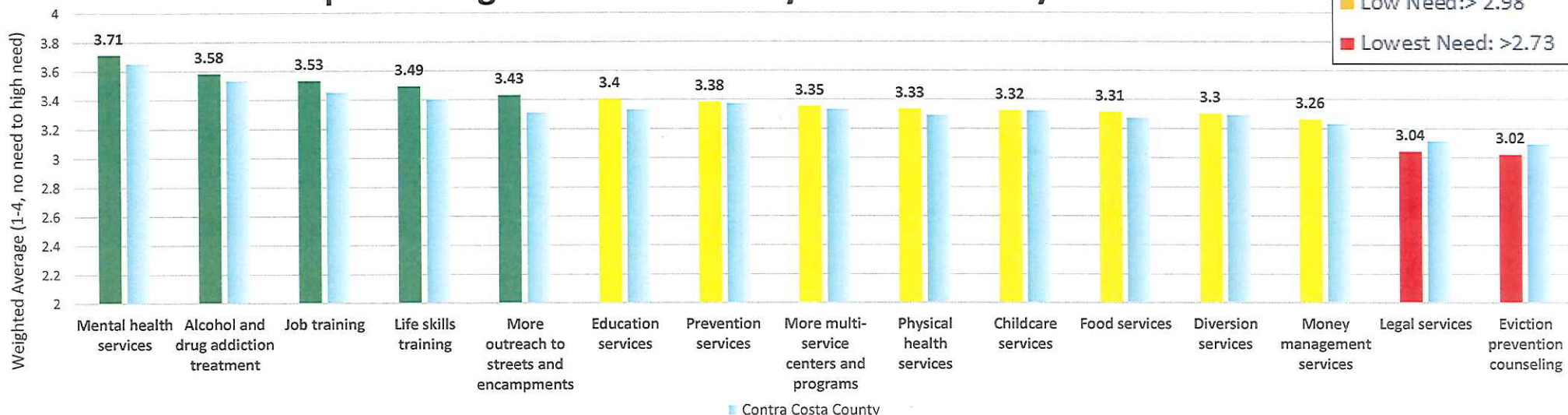
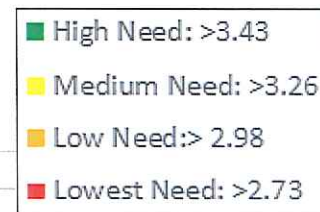
SURVEY - Please rate the need for HOUSING to address the needs of homeless persons in your community



According to residents, the greatest housing needs of homeless persons are:

1. More emergency shelters for families with children
2. More emergency shelters for women
3. More emergency shelters for men

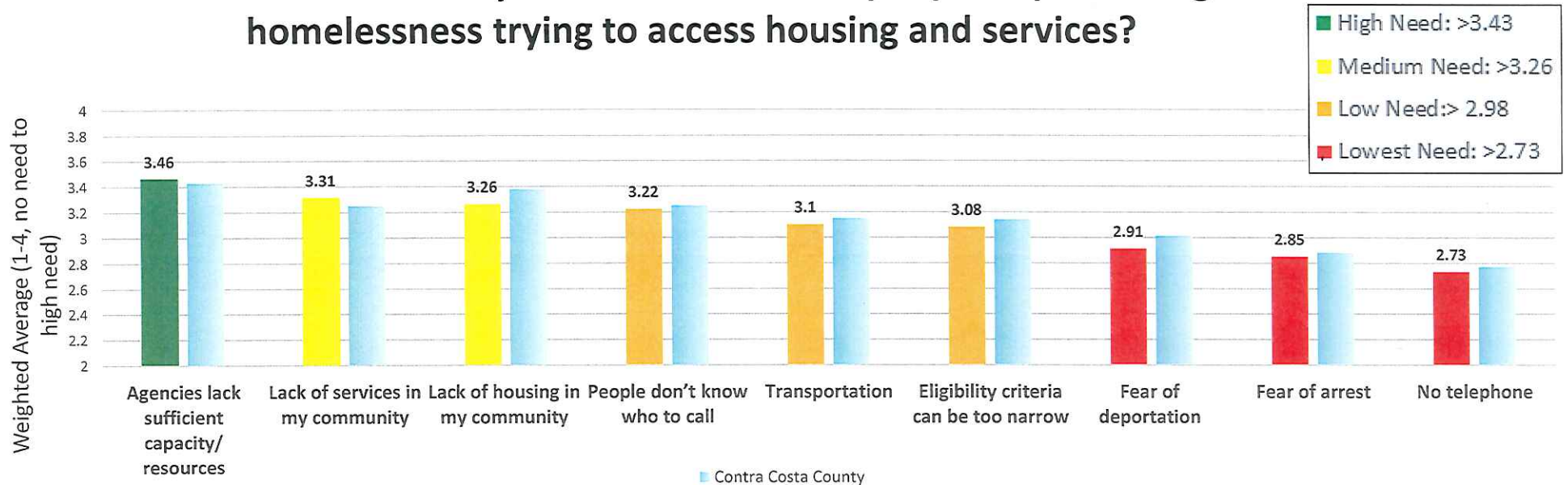
SURVEY - Please rate the need for SERVICES to help people experiencing homelessness in your community.



According to residents, the greatest service needs of homeless persons are:

1. Mental health services
2. Alcohol and drug addiction treatment
3. Job training
4. Life skills training
5. More outreach to street encampments

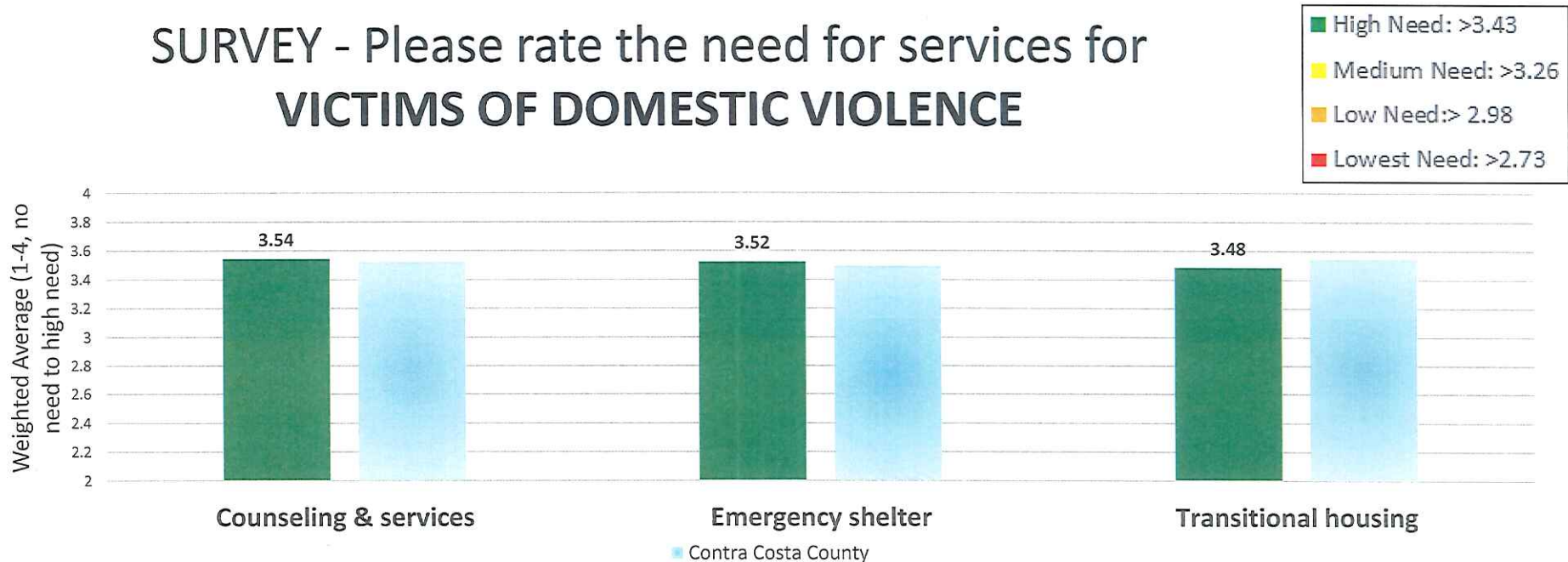
SURVEY - What do you see as barriers to people experiencing homelessness trying to access housing and services?



According to residents, the greatest barriers to housing and services are:

1. Agencies lack sufficient capacity/resources
2. Lack of services in my community
3. Lack of housing in my community

SURVEY - Please rate the need for services for VICTIMS OF DOMESTIC VIOLENCE



According to residents, the greatest needs of victims of domestic violence are:

1. **Counseling and services**
2. **Emergency shelter**
3. **Transitional housing**

Focus Group on Homelessness

Visions for 2025

Seamless access and no wait time for alcohol and other drug and mental health services



Wraparound services to retain housing and prevent homelessness, including supportive services such as education, mental health, physical health, and youth services.



Every person who has no home has access to sanitation such as toilets and garbage disposal and parking



How do we get there?

- More field visits in homeless encampments. Peer providers and internships (studying and need clinical experience)
- More CORE teams that includes MDS, RNs, and clinicians.

- Financial assistance to help people maintain housing
- Job Development
- Housing services with supportive staff for special needs youth and foster children.

- Sanctioned encampments
- Mobile showers.
- Porta-pottys
- Safe Parking

Homelessness Focus Group



*Winter
Nights
Shelter*



Family Support and General Focus Group

Needs/Solutions—Shelters and Homelessness	Ranking
More shelter beds	4
Cities dedicate land to build emergency housing/shelter working with nonprofits.	3.7
More shelters and more warming centers provided by each city in the county.	3.5
Parking lot safety shelter	3.2
Open more shelters for families	3.2
Homeless prevention	2.7

Family Support and General



"Permanent housing for adults with developmental disabilities plus assistance"

"Thanks for letting me share in this survey 😊. Fascinating."

More apartments, less single family housing

"Affordable housing with significant rent controls is top of the list for any funding"

There needs to be permanent group housing for adults with developmental disabilities with help/caretakers. There is nothing in Antioch and those with disabilities end up homeless

"I hope to really see the changes"

"Lots to do, but we can do it!"

"More supportive housing that is highly supervised and audited is necessary."

Housing for seniors who want to keep their pets with them.

Antioch is chock full of "rental/low income housing". We need businesses to bring in higher incomes to our community.



CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Arne Simonsen, CMC, City Clerk

APPROVED BY: Ron Bernal, City Manager *RB*
Thomas Lloyd Smith, City Attorney *TS*

SUBJECT: Introduce Ordinance Amending Title 2 – Administration – by adding Chapter 6 “Electronic Filing of Campaign Disclosure Statements and Statement of Economic Interest,” Relating to Electronic and Paperless Filing of Fair Political Practices Commission Statements

RECOMMENDED ACTION

It is recommended that the City Council introduce the Ordinance amending Title 2 – Administration – by adding Chapter 6 “Electronic Filing of Campaign Disclosure Statement and Statement of Economic Interest,” Relating to Electronic and Paperless Filing of Fair Political Practices Commission Statements.

FISCAL IMPACT

On June 25, 2019, the City Council approved the Fiscal Years 2019/20 and 2020/21 budget, which included \$10,000 for each fiscal year in the City Clerk’s budget to contract with NetFile for the electronic filing of campaign disclose statements (400 series) and Form 700 Statement of Economic Interest.

DISCUSSION

Government Code section 84615 allows local government agencies to require an elected and appointed official, candidate, or committee to file FPCC campaign statements, reports, or other documents online or electronically with a local filing officer. The City Clerk is the local filing officer for the City of Antioch.

In order for the City of Antioch to accept electronically filed statements, the City Council must adopt an ordinance permitting the use of an online filing system as an option for filing and designating the filings received electronically by the City Clerk’s Office as the filings of record for the City. In addition, the system must operate securely and effectively, be no cost to filers, be available to the public to view filings, not place an undue burden on filers, and include procedures for filers to comply with the requirement that they sign statements and reports under penalty of perjury.

Adoption of the proposed ordinance is required to implement electronic filings of FPPC Form 700 "Statement of Economic Interest" and the campaign finance component (400 series) of the NetFile system, and will only apply to those filers that exceed a threshold of \$2,000 for expending or receiving campaign funds. This threshold is consistent with the Political Reform Act (the "Act"), which recognizes campaigns that spend or raise more than \$2,000 as "Controlled Committees." Under the Act, these types of committees are obligated to file detailed campaign finance disclosure statements, also known as Form 460s. For those smaller campaigns that do not exceed the \$2,000 threshold, they may continue to file paper versions of the Form 470 disclosure forms. It should be noted that the NetFile system is able to accommodate the online filing of several types of required forms by the FPPC, including Forms 460, 470, 496, and 497, which are the most commonly used in Antioch's local election campaigns.

The NetFile system is created specifically for cities and counties responsible for administering campaign finance filings and Statements of Economic Interest, meets the requirements of the Secretary of State, and allows for electronic and paperless filing of campaign statements.

Although Government Code 84615 authorizes a local agency to mandate electronic filing, staff recognizes that such mandates could have a direct effect on those committees or individuals who do not have computer access or familiarity with computer programs. To prevent any hardship, staff is proposing a more moderate approach by drafting an ordinance that allows for elected and appointed officials, candidates, or committees to utilize the next 6 months to familiarize themselves with the system. No later than April 1, 2020, Form 700 filers and elected officers, candidates, and committees required to file Campaign Finance Statement must file such Statements using the online system, unless exempt from the requirement to file online pursuant to Government Code Section 84615(a) because the officer, candidate, or committee receives less than \$2,000 in contributions and makes less than \$2,000 in expenditures in a calendar year. This approach will provide potential filers with the opportunity to receive training and establish a level of comfort and familiarity in using the system prior to the April 1, 2020 deadline.

To ensure a smooth transition, and as part of the agreement and acquisition of the system, NetFile and the City Clerk's Office will offer extensive training to filers and committees. Staff will schedule one-on-one training with NetFile staff and individual filers and treasurers that will cover the entire electronic filing process. This will include the set-up of filer accounts, explaining the online filing process, showing how to input data and save reports, preparing statements for e-signature, and finalizing statements for electronic filing.

In terms of security, the NetFile system is a web-based, vendor-hosted application that utilizes "industry best practices" for securing data, using the same data encryption for online filings that is used by banks for online banking. NetFile stores and backs up data at three separate locations, creating the essential safety measures and redundancy that will allow for recovery of information in the event of an emergency or disaster. The City's data will be retained for the required minimum 10-year period. For professional treasurers that have already purchased campaign software, NetFile is

able to receive uploaded data from certain types of third-party applications for electronic filing purposes.

Implementation of the NetFile system will promote transparency and make it more convenient for committees, individuals, and the public. It provides 24-hour filing and viewing accessibility of campaign finance information from any computer, anywhere. In certain instances, the NetFile program will also increase the accuracy of filed campaign statements by prohibiting any filings that may have inadvertently omitted required information under the Act (e.g. missing addresses or the stated occupation of individual donors).

Statement of Economic Interest (Form 700)

In addition to campaign disclosure, the City Clerk will be converting Statement of Economic Interest Form 700 filers to electronic filing. This component of NetFile does not require an ordinance and is simply an internal procedure change. Filers will have the option to file electronically; however, to ensure reporting continuity, once a statement, report, or other document is filed electronically on behalf of any filer, all future reports and other documents filed on behalf of that filer must be filed electronically. The City Clerk is currently responsible for the annual filing of approximately 100 Form 700s, which include the City Council, Planning Commission, City Manager, City Attorney, City Clerk, Treasurer, designated City employees, board and commission members, and consultants. Form 700s occasionally need amendments or are submitted incomplete or without marked schedules attached. The Form 700 electronic filing incorporates an initial review process and alerts the filer of errors at the time he or she is entering information, thereby minimizing the need for the City Clerk to request amendments.

GOVERNMENT CODE SECTION 84615

A local government agency may require an elected officer, candidate, committee, or other person required to file statements, reports, or other documents required by Chapter 4 (commencing with Section 84100), except an elected officer, candidate, committee, or other person who receives contributions totaling less than two thousand dollars (\$2,000), and makes expenditures totaling less than two thousand dollars (\$2,000) in a calendar year, to file those statements, reports, or other documents online or electronically with a local filing officer. A local government agency that requires online or electronic filing pursuant to this section shall comply with all of the following:

- (a) The legislative body for the local government agency shall adopt an ordinance approving the use of online or electronic filing, which shall include a legislative finding that the online or electronic filing system will operate securely and effectively and would not unduly burden filers. The ordinance adopted by the legislative body for the local government agency may, at the discretion of that legislative body, specify that the

electronic or online filing requirements apply only to specifically identified types of filings or are triggered only by identified monetary thresholds. In any instance in which the original statement, report, or other document is required to be filed with the Secretary of State and a copy of that statement, report, or other document is required to be filed with the local government agency, the ordinance may permit, but shall not require, that the copy be filed online or electronically.

(b) The online or electronic filing system shall accept a filing in the standardized record format that was developed by the Secretary of State pursuant to paragraph (2) of subdivision (a) of Section 84602, or the local government agency may transition to the Cal-Access Replacement System format, and then the system shall accept a filing in the new standardized record format developed by the Secretary of State pursuant to subdivision (b) of Section 84602, and that is compatible with the Secretary of State's system for receiving an online or electronic filing.

(c) The online or electronic filing system shall ensure the integrity of the data transmitted and shall include safeguards against efforts to tamper with, manipulate, alter, or subvert the data.

(d) (1) The local filing officer shall issue to a person who files a statement, report, or other document online or electronically an electronic confirmation that notifies the filer that the statement, report, or other document was received. The confirmation shall include the date and the time that the statement, report, or other document was received by the filing officer and the method by which the filer may view and print the data received by the filing officer.

(2) A copy retained by the filer of a statement, report, or other document that was filed online or electronically and the confirmation issued pursuant to paragraph (1) that shows the filer timely filed the statement, report, or other document shall create a rebuttable presumption that the filer timely filed the statement, report, or other document.

(e) The date of filing for a statement, report, or other document that is filed online or electronically shall be the day that it is received by the local filing officer.

(f) The local filing officer shall make all the data filed available on the Internet in an easily understood format that provides the greatest public access. The data shall be made available free of charge and as soon as possible after receipt. The data made available on the Internet shall not contain the street name and building number of the persons or entity representatives listed on the electronically filed forms or any bank account number required to be disclosed by the filer. The local filing officer shall make a complete, unredacted copy of any statement, report, or other document filed pursuant to this section, including any street

names, building numbers, and bank account numbers disclosed by the filer, available to any person upon request.

(g) The online or electronic filing system shall include a procedure for filers to comply with the requirement that they sign statements and reports under penalty of perjury pursuant to Section 81004.

(h) The local government agency shall enable filers to complete and submit filings free of charge.

(i) The local filing officer shall maintain, for a period of at least 10 years commencing from the date filed, a secured, official version of each online or electronic statement, report, or other document filed pursuant to this section, which shall serve as the official version of that record for purpose of audits and any other legal purpose. Data that has been maintained for at least 10 years may then be archived in a secure format.

(j) Notwithstanding any other provision of law, any statement, report, or other document filed online or electronically pursuant to this section shall not be required to be filed with the local filing officer in paper format.

(Amended by Stats. 2018, Ch. 662, Sec. 28. (SB 1239) Effective January 1, 2019. Conditionally operative on date prescribed by Stats. 2018, Ch. 662, Sec. 44.)

ATTACHMENTS

A. Ordinance

ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING ANTIOCH MUNICIPAL CODE TITLE 2 - ADMINISTRATION - BY
ADDING CHAPTER 6, "ELECTRONIC FILING OF CAMPAIGN DISCLOSURE
STATEMENTS AND STATEMENT OF ECONOMIC INTEREST," RELATING TO
ELECTRONIC AND PAPERLESS FILING OF FAIR POLITICAL PRACTICES
COMMISSION CAMPAIGN DISCLOSURE STATEMENTS**

WHEREAS, California Government Code Section 84615 provides that a legislative body of a local government agency may adopt an ordinance that requires an elected officer, candidate, committee, or other person required to file statements, reports, or other documents required by Chapter 4 of the Political Reform Act to file such statements, reports, or other documents online or electronically with the City Clerk.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ANTIOCH
DOES ORDAIN AS FOLLOWS:**

SECTION 1: Purpose and Authority

The purpose of this Ordinance is to add the option of filing Campaign Disclosure Statements by elected officials, candidates, or committees and Statements of Economic Interest electronically. The City Council enacts this Ordinance in accordance with the authority granted to cities by state law. This ordinance is intended to supplement, and not conflict with, the Political Reform Act.

SECTION 2: Findings

The City Council of the City of Antioch finds and determines as follows:

- A. That California Government Code Section 84615 provides that a legislative body of a local government agency may adopt an ordinance that requires an elected officer, candidate, or committee, required to file statements, reports, or other documents required by Chapter 4 of the Political Reform Act to file such statements, reports, or other documents online or electronically with the City Clerk;
- B. In any instance in which the original statement is required to be filed with the Secretary of State and a copy of that statement is required to be filed with the local government agency, the Ordinance may permit, but shall not require, that the copy be filed online or electronically;
- C. The City Council expressly finds and determines that the City Clerk's web-based system contains multiple safeguards to protect the integrity and security of the data, it will operate securely and effectively, and it

will not unduly burden filers; and

- D. The City Clerk will operate the electronic filing system in compliance with the requirements of California Government Code Section 84615 and any other applicable laws.

SECTION 3: Addition

Antioch Municipal Code Chapter 6, "Electronic Filing of Campaign Disclosure Statements and Statements of Economic Interest," is hereby added to read as follow:

§ 2-6.101 GENERAL.

- A. Any elected officer, candidate, committee, or other person required to file statements, reports, or other documents ("Statements") as required by Chapter 4 of the Political Reform Act (California Government Code Section 84100 *et seq.*) may file such Statements using the City Clerk's online system according to procedures established by the City Clerk. These procedures shall ensure that the online system complies with the requirements set forth in Section 84615 of the Government Code. From and after September 1, 2020, elected officers, candidates, and committees required to file Statements must file such Statements using the City Clerk's online system, unless exempt from the requirement to file online pursuant to Government Code Section 84615(a) because the officer, candidate, or committee receives less than \$2,000 in contributions and makes less than \$2,000 in expenditures in a calendar year.
- B. The online filing system shall ensure the integrity of the data transmitted and shall include safeguards against efforts to tamper with, manipulate, alter, or subvert the data.
- C. The online filing system shall only accept a filing in the standardized record format that is developed by the California Secretary of State pursuant to Section 84602(a)(2) of the California Government Code and that is compatible with the Secretary of State's system for receiving an online or electronic filing.
- D. The online filing system shall include a procedure for filers to comply with the requirement that they sign statements and reports under penalty of perjury pursuant to Section 81004 of the Government Code.

§ 2-6.102 PROCEDURES FOR UTILIZING ONLINE FILING.

- A. During the period commencing with the effective date of this Ordinance

and ending April 1, 2020, an elected officer, candidate, appointee, committee or consultant may choose to utilize the electronic filing system by electronically filing a Statement that is required to be filed with the City Clerk pursuant to Chapter 4 of the Political Reform Act. Once the elected officer, candidate, appointee, committee or consultant has filed electronically, all subsequent Statements shall be filed electronically. From and after April 1, 2020, electronic filing is mandatory unless the officer, candidate, or committee is exempt as described in Section 6.1(A).

- B. Any elected officer, candidate, appointee, committee or consultant who has electronically filed a statement using the City Clerk's online system is not required to file a copy of that document in paper format with the City Clerk.
- C. The City Clerk shall issue an electronic confirmation that notifies the filer that the Statement was received, which notification shall include the date and the time that the Statement was received and the method by which the filer may view and print the data received by the City Clerk. The date of filing for a Statement filed online shall be the day that it is received by the City Clerk.
- D. If the City Clerk's system is not capable of accepting a Statement due to technical difficulties, an elected officer, candidate, or committee shall file that Statement in paper format with the City Clerk.
- E. The online filing system shall enable electronic filers to complete and submit filings free of charge.

**§ 2-6.103 AVAILABILITY OF STATEMENTS FOR PUBLIC REVIEW;
RECORD RETENTION.**

- A. The City Clerk's system shall make all the data filed available on the City's webpage in an easily understood format that provides the greatest public access. The data shall be made available free of charge and as soon as possible after receipt. The data made available on the City's webpage shall not contain the street name and building number of the persons or entity representatives listed on the electronically filed forms or any bank account number required to be disclosed by the filer. The City Clerk's office shall make a complete, unredacted copy of the statement, including any street names, building numbers, and bank account numbers disclosed by the filer, available to any person upon request.

- B. The City Clerk's office shall maintain, for a period of at least 10 years commencing from the date filed, a secured, official version of each online or electronic statement which shall serve as the official version of that record for purpose of audits and any other legal purpose.

SECTION 4. Severability.

If any section, subsection, provision or part of this ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this ordinance, and the application of such provision to other person or circumstances, shall not be affected hereby and shall remain in full force and effect and, to that end, the provisions of this ordinance are severable.

SECTION 5. Publication; Effective Date

This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 22nd day of October, 2019, and passed and adopted at a regular meeting thereof, held on the ____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

Sean Wright, Mayor of the City of Antioch

ATTEST:

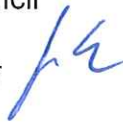
Arne Simonsen, CMC
City Clerk of the City of Antioch

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Forrest Ebbs, Community Development Director 

APPROVED BY: Ron Bernal, City Manager

SUBJECT: Homeless Encampment Ad Hoc Committee Options

RECOMMENDED ACTION

It is recommended that the City Council receive this report and offer direction to City staff regarding the options presented.

FISCAL IMPACT

Depending on the options selected and direction provided by the City Council, these programs may require expenditures of funds and/or future budget allocations.

DISCUSSION

Established in March 2019, the Homeless Encampment Ad Hoc Committee was tasked with studying the growing homeless crisis in Antioch, the effects of homelessness including encampments on the community and temporary measures to alleviate homeless encampments until the completion of the Contra Costa County Care Center. The City Council discussed this matter at their September 10th meeting and asked for a follow up item to discuss a course of action moving forward. The purpose of this report is to provide information about options for increased participation by the City and to receive direction from the City Council.

The options provided in this report can be separated into the following three principals:

1. Quality of Life: As a result of human waste, needles and trash identified by the Homeless Encampment Task Force as a threat to the City's overall quality of life and economic success, this category seeks to address safety issues, health concerns and basic living standards.

2. Immediate Short-Term Shelter: This category addresses immediate and short-term shelter solutions that would provide relief and shelter from the rain and cold this winter.
3. Long-Term Transitional and Permanent Housing: This category addresses the eventual transition out of homelessness and into temporary and permanent housing that is not currently being provided by the County.

The City of Antioch is a member agency and active participant in the Contra Costa County Health, Housing and Homeless Services' (H3) Continuum of Care (CoC). The CoC is the City's portal into the wide variety of services and resources available to homeless individuals within Antioch and the County and is further described in Attachment "A".

Quality of Life

1. Dumpster and Sharps Container Services

The Public Works Department through its relationship with Antioch solid waste provider Republic Services has worked to have dumpsters delivered to locations where trash and rubbish are an issue, especially in and adjacent to homeless encampments. The Fulton Shipyard area is the first location where this program has been implemented. Homeless advocates in cooperation with the homeless individuals and volunteers utilize the dumpsters to dispose of trash, rubbish and debris. The goal of this effort is to encourage the homeless residents to deposit their garbage in the dumpsters rather than accumulate it on site, requiring cleanup by private property owners or City staff. To date, this effort has been successful and is intended to be replicated at other locations or "hot spots" in the City. There is the potential that long-standing dumpsters could encourage use and/or dumping from individuals outside of the encampments. Even with this risk, staff believes that continuing and expanding the dumpster program will help to reduce the debris problem and will improve the quality of life for those living within homeless encampments.

In addition, City staff routinely encounter used hypodermic needles (sharps) within and adjacent to homeless encampments. These needles represent an immediate health risk and, if not safely collected and disposed of, could enter the waterways or injure the homeless, volunteers, City staff or others. A common practice is to provide sealed sharps containers for the safe disposal of these needles. A sharps container could be installed directly to the dumpster or to freestanding secured posts where they would be designed to be resistant to vandalism or unwanted activity. The County currently operates a program where individual sharps containers are distributed to homeless individuals to take to their encampments and utilize for the disposal of needles.

The cost of these dumpsters has so far been covered by Republic Services. Sharps containers could be readily acquired and installed by City staff at a minimal cost. Their maintenance could be provided by existing City staff or through partnerships with homeless service organizations. Incrementally, the cost of coordinating and monitoring dumpsters and sharps containers could be handled by existing City staff but if the program

expands outside of the downtown and waterfront, budgeting for City staff to administer may be necessary.

OPTION 1: Continue and expand the current dumpster program to other sites within the City. Introduce and expand a sharps collection program using existing City resources, in partnership with outside organizations or with the additional City staff. The initial cost of providing sharps containers is \$2,500 with additional costs for maintenance and collection.

2. Portable Toilets

Similarly, the Public Works Department has coordinated the installation of portable toilets at two locations in northern Antioch with a third in process. These toilets are available to the public and are used extensively by the homeless population. The portable toilets offer an alternative to public urination and defecation or use of nearby open space areas or waterways for such purposes. This program has also been successful and similarly improves the quality of life of the homeless population by offering a basic and reliable service that is not otherwise provided for those living unsheltered. Staff recommends that this service be continued and/or expanded with the current cost at \$400/month per unit. Moving forward, the City may elect to budget funds specifically for this purpose or as part of a broader program.

OPTION 2: Continue to operate and expand the current portable toilet program to other sites within the City and provide funding for this effort at \$5,000/year per location.

3. Portable Shower Units

Shower House Ministries, a local non-profit organization, has been providing services to the Antioch homeless population by offering use of portable shower unit contained within a custom-built trailer. Homeless individuals are invited to use the showers and are often given new clothing. This service improves the hygiene, morale and quality of life of homeless individuals and has psychological benefits as well. The City of Antioch could offer additional resources, such as access to water, sewer and electricity, where available, at a dedicated site already being utilized for this service. This type of access could be expanded to increase the number of portable shower units or offset the cost of the services. Item 4 Laundry Services identifies a portable combination shower and laundry service trailer that could also help to serve this need.

OPTION 3: Offer available resources, such as dedicated sites and access to water, sewer and electricity to support portable shower operators at an estimated cost of \$10,000 per year.

4. Laundry Services

Similar to the portable shower services, the City could support efforts to provide access to laundry services for homeless individuals. This could either be through supporting a mobile laundry unit, similar to the mobile shower unit, or by pursuing vouchers for existing coin-operated laundromats in the City of Antioch. The cost of this program would vary depending on the method(s) chosen but could be minimal if laundromat vouchers are used. If a mobile laundry unit were available, the City could support it by offering a dedicated site and access to water, sewer and electricity. Another option is to lease or purchase a combination shower and laundry portable trailer that could be transported to different locations within the community. The cost of this type of unit is approximately \$100,000. This would need to be operated, serviced and maintained which would be an additional cost.

OPTION 4: Pursue development of a laundry services program through a laundry voucher program, mobile laundry service unit(s) or similar effort at a cost of \$20,000 per year. Another option would be to lease or purchase a shower and laundry portable trailer at a cost of \$100,000.

Immediate Short-Term Shelter

5. Motel Services

The City of Antioch could work with local hotels and motels (motels) to purchase vouchers that would allow the CORE Team to refer especially vulnerable homeless individuals to a motel for temporary emergency lodging. The homeless population is very diverse and includes elderly, frail, and other vulnerable individuals, as well as families with infants and small children. During a particularly cold night, rain-storm, or similar event, these groups are especially susceptible to weather or illness. A motel voucher program would allow the City to offer one-night, pre-paid stays at participating establishments for eligible parties. Such a program would require coordination to limit liability and to ensure that outside support services are connected to the party. Similar programs exist through other service providers and the City may be able to purchase additional vouchers through these providers rather than create their own program, which might alleviate some of the City's concerns regarding liability, etc. Staff estimates that nightly vouchers would cost \$100 and that an initial purchase of one hundred vouchers at a total cost of \$10,000 could be an initial starting point for this program.

OPTION 5: Develop a motel voucher program and/or work with existing motel voucher providers to increase services in the City of Antioch at an initial cost of \$10,000.

6. Warming Centers

Through the County Librarian and H3 the City could fund a warming center at the Antioch Library to provide a location for homeless individuals to stay during particularly cold or

rainy winter days or nights. The warming center could provide cots or chairs, access to restrooms, and access to other coordinated resources and service providers. The center would require staff and served individuals would need to be pre-screened for the safety of others and staff. City staff estimates the annual cost to be \$250,000 to operate from November to June, and that this service might realistically be able to serve 15-20 persons per night. The City may need to modify zoning standards to allow the use of cots so that people could lie down but could make such a change with existing staff resources. The City could also coordinate a "Winter's Nights" program that currently exists in other cities, whereby local churches are organized to rotate offering their facilities for homeless individuals to stay during evening of extreme cold or inclement weather.

OPTION 6: Pursue the establishment of a warming center at the Antioch Library or other suitable location(s), return with budget allocation, and direct staff to pursue any necessary zoning amendments.

7. Safe Parking Lots

A Safe Place Parking Lot program provides an established parking lot for individuals or families living in cars or recreational vehicles. Presently, those living in cars or RVs are considered homeless, but do not have a safe and reliable place to park their vehicles. As a result, they can be subject to crime or harassment from nearby property owners, even when parked on public streets. Current law is unclear about the ability of a City to prohibit sleeping in a vehicle. A Safe Place Parking Lot program would identify a City-owned or managed parking lot, establish rules and regulations for invited guests, and offer some sort of oversight or security. The City of Oakland recently undertook a sanctioned parking lot, which is by invite only and has a maximum stay of 6 months. Their program does not require that the vehicles leave the lot each day. The City of Antioch could allow for such a program but might consider a requirement that the site is vacated each day by a specified time. This would prevent a quasi-permanent situation, which is contrary to its purpose. The Interfaith Council of Contra Costa County (ICCC) currently operates a pilot program at a church in Pittsburg and might be interested, if financially sponsored, in operating a similar program in Antioch. That program would likely serve 50-75 persons and would cost approximately \$35,000 for four months, allowing it to run through the winter and end of the school year.

OPTION 7: Pursue the development of a Safe Place Parking Lot program, working with the Interfaith Council of Contra Costa County at a cost of \$35,000 for four months.

Long Term Transitional and Permanent Housing

8. Support Existing Housing and Homeless Services

Presently, the City of Antioch supports a variety of non-profit service providers through dedication of \$123,000 in Housing Successor Administration funds, and \$5,000 in CDBG funds. All of the funded agencies are a part of the Contra Costa County Continuum of

Care (CoC), which is the regional planning body that coordinates housing, services and funding for homeless families and individuals. HUD mandated the establishment of local CoCs in 1995 to encourage a more structural and strategic approach to housing and services for homeless people. The CoC engages in a five-year planning effort to prioritize actions and the dedication of funding to help coordinate services and address the needs of persons who are homeless. The CoC is also the recognized entity that applies for virtually all of the federal and state funding for homelessness.

The CoC is comprised of nonprofit homeless providers, faith-based organizations, city and county governments and departments, school district homeless liaisons, mental health agencies, affordable housing developers, law enforcement, veteran services, parole offices, formerly and currently homeless persons, and all who have an interest in the issues of homelessness. The governing body of the Contra Costa CoC is the Council on Homelessness.

The CoC leverages a variety of State and federal resources to maximize its effectiveness, and coordinates services through established nonprofit and other service providers that address the full spectrum of issues surrounding homelessness. Services include prevention, diversion, outreach, emergency shelter, short-term rental assistance, rapid rehousing, transitional housing, permanent supportive housing, and development of affordable housing for persons with incomes of 0-30% of the area median. These services are also coordinated with County mental health and substance abuse treatment programs as well as Healthcare for the Homeless. All CoC service providers enter information into the Homeless Management Information System, which is used to collect and report data about the needs and services utilized by the County's residents who are homeless.

The CoC is a well-organized and effective way to meaningfully impact the homeless issue. The organizations that it supports are vetted and monitored to ensure that funds are properly spent and CoC goals achieved. Attachment "A" provides descriptions of the various programs currently offered through the Continuum of Care along with estimated costs and population served.

OPTION 8: The City Council may elect to increase funding to any of the various homeless service providers of the Contra Costa County Continuum of Care. This would allow these organizations to further leverage funds and make a broad impact in the City.

9. Establish Transitional and Long-Term Housing Alternatives

One of the biggest challenges facing homeless individuals today is a lack of transitional and permanent housing for them to occupy should they decide they want to leave an encampment. In spite of all H3's efforts to provide services and shelter, there is an inadequate supply of transitional or long-term housing available in Antioch and the County. The City may consider numerous ways of creating both available land and resources to help meet this need.

These include:

- Tiny houses, containers, huts or other similar types of temporary shelter. This would require establishing locations where these types of structures could be legally located within the City and determining the cost to serve these units with utilities and services.
- RV Parks where trailers and motorhomes could locate including hookups and services for this use. This would require establishing zoning within the City to permit this type of use.
- Permanent housing comes in all shapes and sizes but is costly to provide, maintain and operate. Establishing zoning where permanent homeless housing would be permitted and investigating the many options and models that exist for providing permanent shelter is something the Unhoused Resident Coordinator position would investigate and report out to the City Council.

SUMMARY

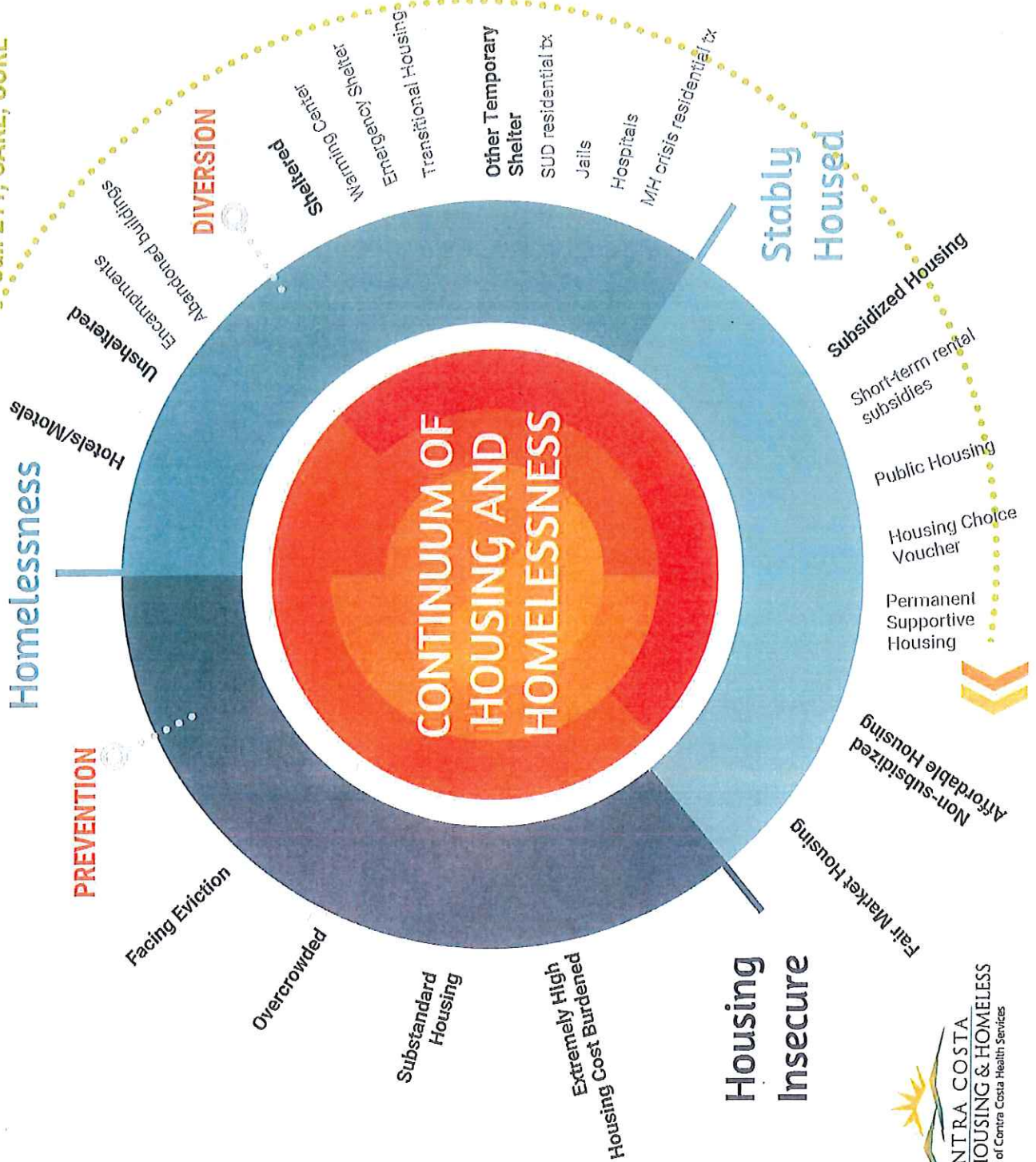
The above options represent various actions that address different components of the homeless encampment issue. Some of these options can be undertaken with existing resources, while others will require new and ongoing funding sources, contracts and additional City staff. Staff is requesting that the City Council consider this report and public input, and then direct staff as to their preferences moving forward.

ATTACHMENTS

A. Description of Continuum of Care Activities

ATTACHMENT "A"

Coordinated Entry to Housing
Call 211, CARE, CORE



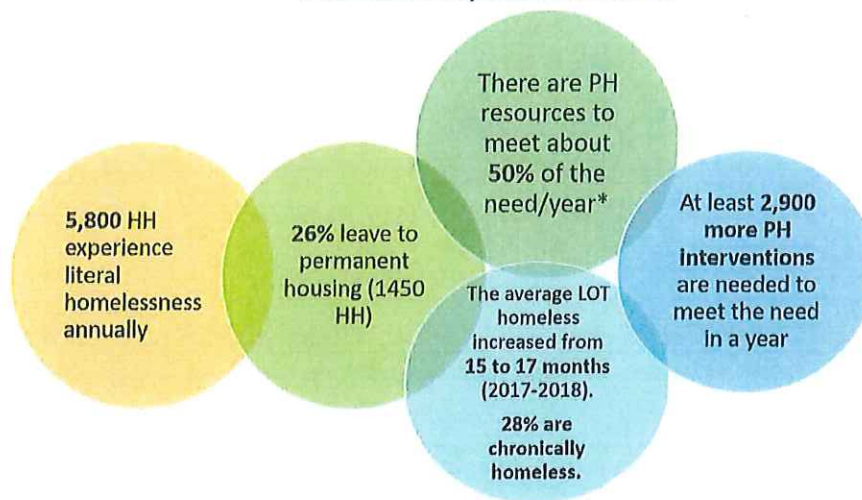
Housing and Homeless Services Resource List

	Housing Insecure	Homeless
CATEGORIES	Individuals & Households who face unstable housing and/or imminently at risk of homelessness within 14 days	Individuals & Households sleeping outdoors, in uninhabitable locations, or in temporary shelter and in need of permanent housing
SYSTEM ACCESS POINTS	211, CARE, CORE	211, CARE, CORE, ES,

RESOURCES	Prevention assistance	Street Outreach	Rapid Resolution	Housing Security Fund	Safe Parking Program	Emergency Shelter (ES)	Transitional Housing	CARE/Warming Centers	Housing Navigation	Rapid Rehousing	Permanent Housing	Permanent Supportive Housing
HOUSING & SERVICE PROVIDERS												
Bay Area Rescue Mission						◆	◆					
Berkeley Food & Housing								◆		◆		
CCHS (H3)		◆				◆	◆					◆
CCIH				◆					◆			◆
Catholic Charities	◆											
GRIP								◆				◆
HUME Center			◆	◆								
RCD											◆	◆
SHELTER, Inc.	◆					◆	◆			◆	◆	◆
STAND! For Families Against Violence						◆	◆			◆	◆	◆
Trinity Center			◆		◆		◆	◆				
ICCC Winter Nights Shelter						◆						
Housing Authority of Contra Costa County											◆	
SAHA												◆

Understanding What It Takes

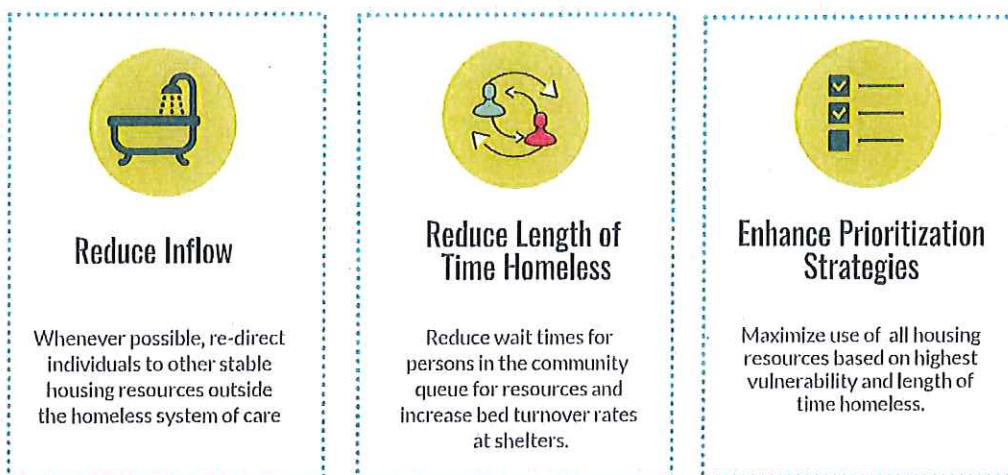
Using the System Map to right-size Contra Costa's homeless system of care



Bring resources into the system



Maximize current resources



CONTRA COSTA HOMELESS SERVICE SYSTEM

EMERGENCY SHELTER
573 BEDS; 84% UTILIZATION RATE
Individual, Family, Youth and Veteran Beds
Serve 1700 people/year
Average LOS - 4 months
58% of exits -> Permanent Housing

ES

PREVENTION & RAPID RESOLUTION
In 2018: 90% of HH who exited prevention went to a permanent housing destination (455 HH).

CE

COORDINATED ENTRY (CE) FRONT DOOR
ACCESS POINTS 211 OR PROVIDER STAFF FROM: 211 Phone; CARE Centers; CORE team

OUTREACH
CORE Team

DENIED SHELTER ENTRY OR EXITED
Under the influence of drugs/alcohol
Other non-compliance

ALTERNATIVE TO SHELTER OPTIONS
Warming Centers
Capacity: 70 cots/night

UNSHeltered/Literally HOMELESS
About 5,800 households experience literal homelessness in Contra Costa in a year.
51% (12,878 HH) experience unsheltered homelessness

The top reasons for homelessness among people who have previous homeless episodes include:
1. Low income
2. Job loss
3. Substance Use

AT RISK OF HOMELESSNESS
The top reasons for homelessness for people homeless for the first time include:
1. Low income
2. Job loss
3. Asked to leave

211 - Basic needs information & referral

Meeting the Need
There are PH resources to meet about 50% of the need/year*

5,800 HH experience literal homelessness annually

At least 2,900 more PH interventions are needed to meet the need in a year

The average length of time homeless is 27 months in one year (2017-2018).
28% are chronically homeless.

PSH CAPACITY

About 35 PSH units open/year, which houses about 5% of the chronic population on the current chronic by name list (800 HH).
Average wait time for those referred is 10 months.

PERMANENT SUPPORTIVE HOUSING - 494 BEDS
Family Units, Youth, Individual Units, Veterans, Chronic

PH

RAPID RE-HOUSING
Family Units, Individual Units, DV Units, Vets
Projected to serve 656 HH annually
Avg Financial Assistance: \$6,000/HH

PH

TRANSITIONAL HOUSING 136 BEDS
84% utilization rate
Family Units, Youth, DV, Individual Units, Veteran
97 people exited/yr: 70% went to permanent housing destinations

TH

BRIDGE HOUSING
New bridge and transitional housing-rapid re-housing (TH/RRH) beds coming on-line in the next year

REGULATED AFFORDABLE HOUSING & NATURALLY OCCURRING AFFORDABLE HOUSING
37% rental vacancy rate

MARKET RATE HOUSING
About 1/3 of people served in all programs, including HP and RRH, transitioned to market rate or other affordable housing as a permanent destination

17% WHO EXIT PH return to homelessness within 2 years

LEGEND	
Populations:	Housing Types:
Family	Permanent Housing
Individual	Emergency Shelter
Youth	Transitional Housing
	Coordinated Entry
Acronyms:	
HH: Households	LOS: Length of Stay
LOT: Length of Time	PH: Permanent housing destination

Data Source: 2018 System Performance Measure Report, 2018 Point in Time Count, NCHS report run between 10/17-18/18.
Communicated Entry data reflects current state between 12/01-12/31/18.
Note on vulnerability of score scale: High Vulnerability = 10-50 scores, Medium Vulnerability = 50-75 scores, Low Vulnerability = 75-100 scores.

Diversion

Agencies	Description of Services	Estimated Cost	Est Antioch # Served
HUME Center	Homeless Diversion/ Rapid Resolution. Financial assistance or light case management to quickly regain housing and divert client from becoming part of the homeless system of care. May include grocery subsidy to encourage a family member to take them into their home, mediation services between family and client, various types of short-term financial subsidy to overcome obstacles to rehousing.	\$100K	70

Prevention for At-Risk of becoming homeless

Agencies	Description of Services	Estimated Cost	Est Antioch # Served
Bay Area Legal Aid	Eviction Prevention/ Legal Services. Housing Successor funds this year are funding new Eviction Prevention Housing Law Clinics in the City of Antioch twice per month to provide legal information and assistance regarding housing-related legal issues. (currently funded and being implemented this year)	\$25,000	75
SHELTER Inc.	Homeless Prevention & Rapid Rehousing. Helps people with a housing crisis, it both rapidly re-houses homeless households and prevents homelessness for households at immediate risk of losing their home. Services include case management and financial assistance (e.g., rental assistance such as move-in costs, and rental subsidies). NOTE: currently funded at \$25,000 for 160, for that investment, they served 174 people and spent a total of \$109,311.57. Need is MUCH greater!	\$75,000	75
Catholic Charities and/or St. Vincent de Paul groups	Homeless Prevention. Helps people at-risk of losing their current housing and those who need help to move to more stable housing, with back rent if they have received an eviction or three-day notice; deposit: if they have identified a new place to live and have a Letter of Intent to Rent or if they are a Section 8 recipient (must provide a passing Proof of Inspection report; or Utility Assistance: limited to those receiving rental or deposit assistance. NOTE: Catholic Charities and SHELTER Inc. do similar work and coordinate with each other to ensure that a household is only served by one or the other agency. They tend to reach different clientele, so are not duplicative but complementary.	\$50,000 estimated based on UW/FEMA application	90
CDBG Admin	Senior Housing Search Assistance. Class held every other week at Senior Center shows seniors how to search for housing, search for open Section 8 vouchers waiting lists all over US to move closer to kids, lower cost area), teaches them about applying for senior housing, etc. VERY light touch, no case management or extensive help, just showing people how to find the resources, talking about the process, and minor help.	\$2-4,000/yr, CDBG Admin	120

Housing Navigation

Agencies	Description of Services	Estimated Cost	Est Antioch # Served
Contra Costa Interfaith Housing (CCIH)	Housing Navigation. Navigators assist clients with completing housing applications and advocate with housing providers/landlords/property managers to assist clients to obtain housing and see a housing applicant through the complete application and leasing process. Crucial service to help homeless folks through the process.	\$150K	40

One-Stop Antioch Unsheltered Resident Services

Agency	Description of Services	Estimated Cost	Est Antioch # Served
SHELTER Inc.	<p>The City could establish a One-Stop Shop for unsheltered residents here in Antioch, staffed by a nonprofit such as SHELTER Inc. Here residents could receive the following services to end their homelessness:</p> <ul style="list-style-type: none"> ➤ Intake, Assessment and HMIS entry. Client would be interviewed, their individual needs and what they want would be heard and documented. If they consent, they would be assessed for immediate access to existing homeless shelter services and for their possible need for permanent supportive housing solutions. This data would be entered into the HMIS database so that the client would gain access to these CoC services. ➤ Homeless Prevention/Rapid Rehousing. Helps clients with fewer barriers with rapidly re-housing subsidies to quickly get them on their feet. Also works with clients at immediate risk of losing their home. Services include case management and financial assistance (e.g., rental assistance such as move-in costs, and rental subsidies). ➤ Case Management. Assist clients in setting goals, action steps, and accessing community-based resources to meet identified needs. Clients with more significant needs, such as mental health issues, other disabilities, substance abuse issues and so on would be referred to clinical resources as available. ➤ Documents & Rental Readiness Assistance. Client would receive assistance tracking down and obtaining duplicate birth records, military status DD214 records, and other vital documents necessary to rent housing. ➤ Benefits Assistance. Trained Benefits Counselor available to assist persons with applications for eligibility for a wide variety of federal and state benefits, including Social Security Disability, Social Security, State Disability, Supplemental Nutrition Assistance Program (SNAP), General Assistance, Veteran's Benefits, and more. ➤ Veterans Assistance. SHELTER Inc. is a recipient of federal funding to assist Veterans with housing, and has substantial subsidies and resources for qualified Veterans, including access to transitional housing for Veterans which would be used to assist Antioch Veterans who are unsheltered. 	<p>\$325,000 Dedicated 3-day per week presence at City-provided location, includes \$150k for rental assistance & move in costs.</p> <p>Scalable to fit the number of clients City wants to serve.</p>	80

- **Housing Navigation.** Clients who are ready to start seeking housing in the rental market would receive help in the search and leasing process, including assistance in completing housing applications and working with landlords, property managers and housing providers to assist the client. This is a KEY service to ensure the success of most homeless clients, who may have evictions and other obstacles that are significant barriers in a tight rental market.
- **Financial Assistance.** Homeless clients would receive access to flexible sources of funding to pay for costs of leasing, including deposits for housing and utilities, etc. that are a barrier to their becoming housed. At-risk clients would receive financial assistance with rent arrearages.
- **Follow Up.** To measure the success of the program, clients would be contacted to determine if they remain successfully housed, and to assess if additional supports are needed and wanted to help them retain their housing.

Homeless Temporary Shelter & Services

Agencies	Description of Services	Estimated Cost	Est Antioch # Served
Contra Costa County	Antioch Library Warming Center. Night to night cots or chairs with mats for children, with access to restrooms, to come in out of the cold or rain after being prescreened by staff. Population could be families, unhoused sober seniors and singles, transition age youth – City could determine. Can City waive zoning requirements on an emergency basis, and allow them to sleep in cots and/or in tents for privacy?	\$250,000, November - June	15-20 persons per night
Interfaith Council of Contra Costa County (ICCCC)	Safe Place Parking Lot Program. Provides a safe place for people living in cars or RVs to park and have access to restrooms and possibly showers. Pilot program in Pittsburg last year also provided some food, and entrance into the Rotating Shelter (see below) for those who were interested. Agency enters all into HMIS database.	\$35,000 Estimated	50-75 for 4 months, would need sites to make year-around
Interfaith Council of Contra Costa County (ICCCC)	Winter Nights Rotating Emergency Shelter for families with children. Families live in tents for privacy and rotate between participation faith congregations that have enough space. Program provides emergency shelter, food, tutoring, transportation, case management, housing placement assistance and more, open from October through May year, can serve up to 30 persons at any given time.	\$3,380 per person (last year served 68, budget \$330k)	Depends on # & size of churches participating

AGENCY	Description of Services	Estimated Cost	Est. Antioch # Served
Unknown at this time	<p>Base Camp Housing. Temporary dormitory style housing that can be leased or purchased and used to temporarily house individuals or families. Example attached are units currently being used in Butte County for the Paradise cleanup efforts. Offered by Odin Construction, each "dorm" can support 44 individuals, has laundry facilities, and semi-private bathrooms. If leased (1-2yrs), delivery and set up are included. Site must be reasonably flat and can be dirt or paved with asphalt or concrete. For each 44-person dorm, at least .15 acres is needed. Sewer and water access is preferable but company can bring those utilities to the site for an extra fee. Purchase is also an option. Purchase price is \$350K per dorm but does not include delivery or set up. This can be negotiated for extra cost. Maintenance considerations include refilling 350-gallon propane tank as needed as well as maintenance of the A/C when needed. Additionally, City will need to consider permit requirements as units do not have fire sprinklers but have fire alarms in every room, hallways, and fire extinguishers. According to company, other communities of Palm Springs and Sacramento are also interested in the product. State contract for Butte County cleanup will expire in December and units can be repurposed then, possibly prior.</p>	<p><u>Lease (1-2yrs):</u> \$40/bed/mo (includes delivery/set up) OR <u>Purchase:</u> \$350K/dorm</p> <p><u>Other costs:</u> Modular unit for services delivery - \$20K</p> <p>Case mgmt /general milieu management services - \$550K</p> <p>Repair Maintenance: ??</p>	Depends on number of dorm units purchased/leased.
Unknown at this time	Other options needing research -- tent villages, tuff sheds, tiny homes, etc.		



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney *TLS*

SUBJECT: Update on Draft Cannabis Development Agreement Template for Those Cannabis Business Applicants Whose Applications Were Deemed Complete Prior to the April 2019 Amendment of Chapter 5 of Title 9 of the Antioch Municipal Code

RECOMMENDED ACTION

It is recommended that the City Council provide feedback and direction to the City Attorney concerning the draft cannabis operating agreement template prepared for those cannabis business applicants whose applications were deemed complete prior to the effective date of the April 2019 Amendment to Chapter 5 of Title 9 of the Antioch Municipal Code.

FISCAL IMPACT

There is no additional cost to the City associated with negotiation of this operating agreement. Negotiation of an operating agreement with cannabis business applicants will result in benefits to the City.

DISCUSSION

On September 10, 2019 the City Council adopted a resolution authorizing the City Attorney to negotiate operating agreements, in consultation with the Cannabis Ad Hoc Committee and subject to City Council approval, with those cannabis business applicants that have applications that vested prior to the City's adoption of an amendment to its cannabis ordinance on April 23, 2019.

The first draft of the operating agreement template is attached hereto as Exhibit A. The City Attorney invites feedback and direction from the City Council concerning the operating agreement template.

ATTACHMENTS

A. Draft Operating Agreement Template

RECORDING REQUESTED BY,
AND WHEN RECORDED, MAIL TO:

City of Antioch
200 H Street
Antioch, CA 94509
Attn: City Clerk

Exempt from recording fee per Government Code §6103

OPERATING AGREEMENT

This Operating Agreement ("**Agreement**") is entered into between the City of Antioch, a municipal corporation ("**City**") and _____, a _____ (identify nature of entity) ("**Operator**"), located at _____ (address). City and Operator may be referenced herein as "Party" or collectively as "**Parties**".

RECITALS

A. On _____, Operator submitted an application for _____ (Application No. _____).

B. On _____, 2019, the City Council approved a Cannabis Business Use Permit # _____ relating to Operator's application ("**CBUP**"). A copy of the CBUP is attached hereto as **Exhibit A** and incorporated herein. The CBUP relates to the Site, as described in **Exhibit B**, attached hereto and incorporated herein.

C. One condition of the CBUP is that the City and Operator execute a Development Agreement. Pursuant to Council Resolution No. ____, the City has modified that condition to require an Operating Agreement, in place of a Development Agreement. Operator agrees with this modification of the CUP. This Agreement meets this requirement of the CBUP.

D. On _____, 2019, the City Council adopted Resolution No. _____ approving this Agreement.

AGREEMENT

1. **Recitals.** The Recitals set forth above are incorporated herein as if fully set forth in this Agreement.

2. **Definitions.** The following terms, when capitalized herein, shall have the meanings specified below.

a. Agreement—This Agreement between the City and Operator.

b. Applicable Law—All applicable federal, state, regional, and local statutes, regulations, and rules including the Uniform Building Code and other Uniform Codes, the California Environmental

Quality Act, the City's ordinances, resolutions, rules, and regulations, as each statute, regulation, regulation, rule, Code, ordinance, and resolution may be amended from time to time.

c. Business Operations--The business operated by Operator, its officers, officials, employees, agents, and consultants, as approved by the City Council in the CBUP, and as subject to the terms and conditions of this Agreement.

d. Cannabis—Both medical and non-medical cannabis as defined by Health & Safety Code section 11362.5 and Business and Professions Code sections 26000 *et seq.*

e. Cannabis Business Use Permit —the Cannabis Business Use Permit, attached hereto as **Exhibit A**, as approved by City Council Resolution No. _____.

f. City—the City of Antioch, California.

g. City Attorney--the City Attorney of the City.

h. City Council—the City Council of the City.

i. City Manager—the City Manager of the City.

j. Operator—[add]

k. Fees—All charges, expenses, costs, monetary exactions, and any other monetary obligations imposed on Operator by City, other than assessments or regular or special taxes, and not limited to fees paid pursuant to this Agreement.

l. Gross Receipts—The total of amounts actually received or receivables from sales and the total amounts actually received or receivable for the performance of any act or service for which a charge is made or credit allowed, whether or not such act or service is done as a part of or in connection with the sale of materials, goods, wares, or merchandise. Gross receipts shall also include all receipts, cash, credits and property of any kind without deduction of the cost of the property sold, the costs of the materials used, labor or services costs, interest paid or payable, or losses or other expenses whatsoever. Excluded from "gross receipts" are the following:

- Cash discounts allowed and taken on sales
- Credit allowed on property accepted as part of the purchase price and which property may later be sold
- Any tax required by law to be included in or added to the purchase price and collected from the consumer or purchaser
- Such part of the sale price of property returned by a purchaser upon rescission of the contract of sale as is refunded whether in cash or by credit
- Amounts collected for others where the business is acting as an agent or trustee to the extent that such amounts are paid to those for whom collected, provided the agent or trustee furnishes to the City the names and addresses of the others and the amounts paid to them
- Receipts of refundable deposits, except that refundable deposits forfeited and taken into income of the business are not excluded

The intent of this definition is to ensure that, in calculating payments to the City, all sales and revenue from the Business Operations are captured and, therefore, this definition shall be given the broadest possible definition consistent with this intent.

m. Major amendment—Any modification to this Agreement that makes a substantive change, modification, or deviation in the terms of this Agreement or any Exhibits hereto.

n. Minor amendment—Any modification to this Agreement that does not make a substantive change, modification, or deviation in the terms of this Agreement or any Exhibits hereto.

o. Police Chief—the Police Chief of the City.

p. Project—The Business Operations, Site Development, Odor and other Mitigation Plans, Security Plans, and all other terms and conditions applicable to Operator's Business Operations.

q. Site—The physical location of the Operator's Business Operations, as described in **Exhibit B**, attached hereto.

r. Square Footage under Cultivation--the actual amount of canopy (measured by the aggregate area of vegetative growth of live cannabis plants on the premises including the area occupied by vertically and horizontally stacked canopies) that is limited by the maximum amount a cannabis business is authorized to cultivate by this Agreement or the CBUP, without deducting for unutilized square footage.

s. State license(s)—the license(s) issued by the State, whether through the Bureau of Cannabis Control or other regulatory agency authorizing the Operator to conduct its Business Operations

3. **Effective Date.** This Agreement shall be effective as of the date of the Resolution approving this Agreement, or such other date (if any) as specified in the Resolution approving this Agreement.

4. **Term of Agreement.** The term of this Agreement shall be ten years, with two possible extensions of five years each. This Agreement may be extended by mutual agreement of the Operator and the City Council on such additional terms and conditions as to which the Parties may agree. At the end of the term, Operator agrees to cease all Business Operations at the Site, notwithstanding the terms and conditions of the CBUP. The parties agree that, prior to the end of the initial ten year term, they will meet and confer in good faith with the goal either of continuing this Agreement on the same terms and conditions or of modifying the Agreement so that the Business Operations may continue for the mutual benefit of the City and the Operator.

5. **Operating Conditions.** In addition to the terms and conditions set forth in the CBUP, Operator's Business Operations shall be subject to the additional terms and conditions:

a. Hours of operation of retail sales on the Site shall be 7 days per week, 8.00 a.m. to 8.00 p.m. There are no other hours restrictions on the Business Operations, including delivery.

b. Subsequent to the annual audit by the Police Department or a third party selected by the Police Department, the Police Chief shall have the discretion to require additional security measures or modify existing security measures at the Operator's expense. At Operator's expense, the Police Chief may also determine to require additional security measures at any time upon the Department's finding that existing security measures are insufficient for the Business Operations to comply with the terms of

the CBUP or to adequately protect public health and safety. The Police Chief's determination is appealable to the City Manager.

c. The City Manager may impose additional mitigation measures, whether relating to odor or other factors affecting public health and safety, on the Project at Operator's expense. The City Manager's determination is appealable pursuant to Title 1, Chapter 4 of the City's Municipal Code.

6. **Fees.**

a. Operator agrees to pay all fees, whether imposed by the City, state, or other regulatory agencies in a timely manner. Operator's failure to pay such fees in a timely manner may, at the City's sole discretion, constitute Evidence of Default. City may provide thirty (30) days' prior written notice to Operator as to any unpaid City fees. If Operator fails to pay such fees, plus any interest or penalties due for late payment, Operator agrees that the City may record on the property which is the subject of the CBUP one or more liens for the fees owed.

b. Operator agrees to pay City beginning with the fifteenth of the month immediately following the date the City issues the Certificate of Occupancy for the Site the amounts set forth in **Exhibit C**, attached hereto and incorporated herein.

c. Late or deficient payments under this Section shall be subject to a penalty of a one-time penalty of one percent (1%), plus monthly interest at the maximum rate allowed by law.

d. If the City Manager is not satisfied with the veracity of report(s) filed by Operator regarding the Business Operations' total gross receipts or square footage, the City Manager may compute and determine the amount of the fees to paid on the gross receipts or square footage and make a deficiency determination upon the basis of the facts contain in such report(s), or upon the basis of any information in City's possession, or that may come into City's possession within three years of the date the fees are paid. One or more deficiency determinations of the amount of fees owed for a period or periods may be made. The determination of the City Manager pursuant to this subsection is appealable pursuant to Title 1, Chapter 4 of the City's Municipal Code.

7. **Social Equity Programs.**

a. Operator agrees to implement and maintain for the entirety of the term of this Agreement a Social Equity Program ("**Equity Program**") to benefit the City and its residents, to foster equitable participation in the cannabis industry, and to create business opportunities for those most negatively impacted by the enforcement of cannabis laws prior to the legalization of cannabis in California. Operator shall initiate its Equity Program within three months of this Agreement's Effective Date.

b. Operator shall prepare a written Social Equity Program Plan ("**Equity Plan**"), which includes an Equity Program description and an action plan with goals, tasks, responsible parties, timelines, and measurable outcomes. The Equity Plan shall be set forth in **Exhibit D**, attached hereto and incorporated herein. Operator shall provide an annual report to the City Manager and City Attorney on its progress in carrying-out the Equity Program's goals and measurable outcomes. Upon request of the City Manager or City Attorney, Operator shall also agree to provide a presentation to the City

Council on the Equity Program's goals and measurable outcomes. The Equity Plan may be modified in writing by request of the Operator and approval of the City Manager or the City Attorney.

c. If the City Council, the City Manager, or the City Attorney determine that Operator's Equity Plan is not adequately the City's goals as set forth herein, the City Council, the City Manager, or the City Attorney shall have the discretion to require the Operator to modify its Equity Plan subsequent to one or meetings with the Operator.

8. Applicable Law. At all times, Operator shall conduct its Business Operations consistent with Applicable Law, including the City's ordinances, rules, and regulations; the CBUP; and this Agreement, as each may be amended or modified from time to time. Any violation thereof by Operator or its Business Operations may, at the City's discretion, be considered Evidence of Default.

9. Default.

a. If the City Manager finds Evidence of Default, the City Manager shall provide at least forty-five (45) days' written notice thereof to Operator, with the notice specifying the nature of the default, the facts supporting such Evidence of Default, and the manner in which the Default may be cured. Within that forty-five day period, Operator shall cure the Default to the City Manager's reasonable satisfaction, provide evidence with supporting facts as to why no Default exists, or provide alternatives satisfactory to the City Manager to address the Default.

b. If the City Manager is not satisfied with Operator's response and/or believes a Default continues to exist, then the City Manager may, at his/her sole discretion:

- Order the Operator to suspend all Business Operations at the Site until the Default is cured.
- Take such other action as may be authorized by the CBUP or this Agreement.
- Remedy the Default and charge the costs thereof to the Operator, who agrees to pay such sums.

c. The decision of the City Manager under this section are appealable pursuant to Title 1, Chapter 4 of the City's Municipal Code.

d. The remedies of this section, plus any other remedies set forth in this Agreement and remedies available in law or in equity are cumulative, and non-exclusive. Such remedies are distinct, separate whether or not exercised by the City. The City may, in its discretion, exercise any or all of its rights and remedies, at once or in succession, at such time or times as it considers to be appropriate.

10. Record keeping. Operator shall keep, maintain, and preserve all records that may be necessary to determine the amount of gross receipts, the number of retail delivery vehicles, the amount of cannabis manufactured, the amount of cannabis delivered, and any and all other records by which City may determine and verify the amount of fees due to the City pursuant to Section 6 hereof. City shall have the right to inspect such records at all reasonable times. To the extent permitted by Applicable Law, City agrees to treat such records as confidential.

11. Annual Review. The City Manager, at his/her discretion, may direct City staff or a third party to review, no more frequently than once per year, the Business Operations and compliance thereof with the CBUP and this Agreement. Operator shall be responsible for paying the costs of this annual review,

which shall not exceed \$5000 per review, adjusted annually by the CPI index for Bay area cities. Based on this review, the City may require additional mitigation measures or other changes to the Business Operations to assure compliance with the CBUP and this Agreement.

12. Amendments. This Agreement may be amended from time to time, if in writing and signed by both parties. The City Manager or the City Attorney shall have the discretion to approve a Minor Amendment to this Agreement or to refer such Minor Amendment to the Council for review and possible action. The City Council, at a duly noticed public meeting, shall have the discretion to approve a Major Amendment or a Minor Amendment, which has been referred to the Council.

13. Assignment. City has entered into the Agreement with Operator in reliance upon Operator's specialized knowledge, experience, and expertise relating to the Project and cannabis-related business. Therefore, this Agreement may not be assigned or otherwise transferred by Operator, whether to a third party or to another entity (even if Operator is a partner, owner, or otherwise a participant in such entity), without the prior written authorization of the City Council at a duly noticed meeting. Any such assignment or transfer, at City's sole discretion, may be considered Evidence of Default. Should Operator wish to assign or otherwise transfer the Agreement, Operator shall provide evidence to the reasonable satisfaction of the City Manager and the City Attorney of the specialized knowledge, experience, expertise, and financial stability of the proposed assignee or transferee prior to review and possible approval by the City Council.

14. Indemnification. Operator agrees to indemnify, defend, and hold harmless City, its officers, official, employees, agents, and consultants from any and all administrative, legal, or equitable actions, claims, or other proceedings instituted by any person or entity not a party to the Agreement challenging the validity of the Agreement or any action arising out of or relating to the Agreement. Operator shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorney's fees expended by the City in defense of the action or proceeding, plus staff and consultant time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Operator agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney's fees and time referenced herein.

Operator further agrees to indemnify, defend, and hold harmless City, its officers, officials, employees, agents, and consultants from any and all claims, costs, and liability for any damages, personal injury or death, or property damage which may arise directly or indirectly from Operator's Business Operations pursuant to this Agreement, except as caused by City's sole or gross negligence.

15. Insurance.

a. For the term of the Agreement, Operator shall be required to , and agrees to, maintain in full force and effect public liability and property damage insurance, including personal injury, and automobile insurance for owned and non-owned vehicles, with such coverage and limits as may be reasonably requested by City from time to time, but in no event for less than three million dollars (\$3,000,000) per occurrence and five million dollars (\$5,000,000) aggregate.

b. The insurance referenced herein shall include endorsements, naming as additional insureds the City, its officers, officials, employees, consultants, and agents. The endorsements shall also specify that the insurance is primary, with any policies held by the City to be non-contributing.

c. The insurance referenced herein shall be evidenced by certificate(s) of insurance, which shall be kept current during the term of this Agreement.

d. The certificate(s) and endorsement(s) shall be provided to, and approved by, the City Attorney prior to Operator beginning Business Operations.

e. The insurance shall be placed with a company authorized to transact business in the State of California and with a rating of not less than A.M. Best-A, or such other rating as approved by the City Attorney.

f. Operator shall provide at least thirty (30) days' prior written notice of any cancellation, reduction in scope or amount, or material modification of the insurance referenced herein.

g. Should Operator fail to maintain the insurance referenced herein, the City at its sole option may obtain such insurance at Operator's expense, with Operator obligated to promptly reimburse the City, or determine such failure to be Evidence of Default.

16. Notices. Any notice or communication required by the Agreement between the parties shall be in writing and may be delivered either personally or by registered mail, return receipt requested. Notice, whether given by personal delivery or by registered mail, shall be deemed to have been given and received on the day of actual receipt at any of the addresses designated below as to the party to whom the notice is sent. Any party hereto may at any time, upon written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. However, should a party's address no longer be valid such that delivery by registered mail, return receipt required, is not successful, then delivery by U.S. mail shall be effective five business days after mailing of notice. Such notices or communications shall be given to the parties at the addresses set forth below:

To the City of Antioch:

City of Antioch
200 H Street
Antioch, CA 94509
Attn: City Manager

With a copy to:

City of Antioch
200 H Street
Antioch, CA 94509
Attn: City Attorney

To Operator:

17. Miscellaneous

a. Each party has had an equal opportunity to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting party shall not apply to the Agreement.

b. If any term, provision, covenant, or condition of this Agreement is held by court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of the Agreement shall continue in full force and effect, unless enforcement of the Agreement as so invalidated would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purpose of the Agreement.

c. The Parties shall take all steps reasonable and necessary to effectuate the terms and intent of the Agreement. However, no provision of the Agreement shall limit, or be construed to limit, the right of the City, the City Manager, the City Attorney, or the City Council to exercise discretion as to the Agreement or other matters.

d. The Parties are not, and shall not be construed, to be partners or joint venturers.

e. The only parties to the Agreement are City and Operator. There are no third-party beneficiaries and the Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person whatsoever.

f. In the event that suit is brought by either Party to the Agreement, the Parties agree that venue shall be exclusively vested in the state court of Contra Costa County, or in the U.S. District Court for the Northern District of California.

g. This Agreement and the Exhibits attached hereto contain all the representations and the entire agreement between parties with respect to the subject matter hereof.

h. The Parties acknowledge that City would not have entered into this Agreement had it been exposed to damage claims from Operator for any breach hereof. As such, the Parties agree that in no event shall Operator be entitled to recover damages against City for breach of this Agreement.

i. This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

j. All waivers must be in writing to be effective or binding upon the waiving party and no waiver shall be implied from any omission by a party to take or not take any action with respect to default or other matters. Failure by a party to insist upon the strict performance of any provisions of the Agreement by the other party shall not constitute waiver of such party's right to demand strict compliance by the other party in the future. Furthermore, no express written waiver of any default shall affect any other default or cover any other period of time specified in such express waiver.

k. Notwithstanding termination or expiration of this Agreement for any reason, Sections 6c, 6d, 10 and 14 shall be continuing obligations of Operator and shall survive this Agreement.

EXECUTED AS OF _____, 2019.

CITY OF ANTIOCH

OPERATOR

City Manager, City of Antioch

Attest:

City Clerk

Approved as to form:

City Attorney

EXHIBIT A

EXHIBIT B

EXHIBIT C

Business type	Yr 1	Yr 2	Yr 3+	
Retail	2%	3%	5%	
Microbusiness*	2%	4%	6%	
Cultivation (per square foot)*	\$2	\$4	\$6	

*Eligible for local employment incentive

The total amount payable to City by the Operator pursuant to this Exhibit may be reduced by the following amount if the Operator employs on a full-time basis the following numbers of Antioch residents:

At least 20 City residents	1%
At least 50 City residents	3%
At least 100 City residents	6%
At least 150 City residents	9%
200 or more City residents	12%

Example: If the revenue due to the City from Operator, based on gross receipts, is \$100,000, and the Operator employs 51 City residents, then the \$100,000 would be reduced by 3% and the Operator would owe the City \$97,000.

For any Operator requesting the local employment incentive, the City reserves the right to verify the number of City residents employed on an annual basis.


EXHIBIT D


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director 

APPROVED BY: Ron Bernal, City Manager 

SUBJECT: Project Labor Agreements

RECOMMENDED ACTION

It is recommended that the City Council discuss and provide direction to staff regarding Project Labor Agreements (PLA).

FISCAL IMPACT

There is no fiscal impact associated with this item.

DISCUSSION

Council member Ogorchock requested that this item be brought back to City Council to determine if City Council wants to pursue a city-wide PLA.

In general, a PLA is a pre-hire collective bargaining agreement made with a union that establishes the working conditions and contractual terms before a project breaks ground. They are intended to control costs, increase quality, and ensure that projects are completed on time. Under PLAs, unions control hiring practices, and non-union employees must agree to union control. Executive Order 13502 incentivizes agencies to use PLAs on large-scale, federally-funded construction projects; however, agencies must not discriminate against non-union contractors during the bidding process.

By setting expectations in advance, there are several upsides to PLA's. Some of the potential benefits are:

- Minimized delays: Strikes, lockouts, and other interruptions to labor are not permitted under a PLA.
- Cut costs: Improved efficiency results from conditions being decided in advance.
- Better conflict resolution: When there is a dispute, PLAs encourage conflict resolution such as arbitration and mediation.

- Safer working conditions: Health and safety conditions are made a priority.
- Higher quality of life: Often to the satisfaction of employees, wages and benefits are negotiated in advance.

Some of the potential downsides of PLA's are:

- According to the Bureau of Labor Statistics, only 12.8 percent of employees in the construction industry were union members in 2018. The main criticism of PLAs is that they take away choice from contractors who have already chosen not to unionize. While the bidding process for government-funded projects must be fair, PLAs may discriminate against qualified contractors and workers that don't wish to be subjected to union rules.
- Another common criticism is that PLAs don't actually save money in spite of the advanced planning and negotiations. Critics claim that the working conditions required by PLAs drastically raise project costs that are then absorbed by the project developer. In short, contractors feel that they are paying above-market prices for the same quality of work. This leads to increased construction costs on future projects.
- Double benefits: Companies that offer benefits directly to their employees may have to pay again for union benefits.
- Extra fees: Workers are required to pay union fees.
- Not everyone is invited: Non-union apprentices are prohibited under PLAs.

Background

On July 9, 2002 the City Council passed Resolution No. 2002/110 titled Resolution of the City Council of the City of Antioch Expressing the Sense of the Council in Opposition to City-Required Project Labor Agreements and Similar City-Imposed Requirements.

On February 5, 2019 the City Council passed Resolution No. 2019/27 titled Resolution of the City Council of the City of Antioch Authorizing the City Manager to Execute a Project Stabilization Agreement. This agreement was for the Brackish Water Desalination Plant Project.


Currently, City Council determines on a project-by-project basis if there is a necessity for some type of PLA.

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of October 22, 2019

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director 

SUBJECT: Resolution Approving the Class Specification for Deputy Public Works Director II, Assigning a Salary Range, Assigning the Classification to the Management (Senior) Bargaining Unit

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution:

- 1) Approving the Class Specification of Deputy Public Works Director II.
- 2) Assigning the Deputy Public Works Director II classification to a salary range and to the Management (Senior) Bargaining Unit.

FISCAL IMPACT

The class specification of Deputy Public Works Director II will be assigned a monthly salary range of \$10,716 - \$13,026.

DISCUSSION

With the restructuring of the Public Works department on October 4, 2019, the City Manager has appointed Bailey Grewal as Public Works Director/City Engineer and Michael Bechtholdt as Deputy Public Works Director II, both are retired annuitants subject to working 959 hours or less in the fiscal year. The Public Works Director/City Engineer class specification, salary range, and bargaining unit is currently an active classification in the City classification system. The Deputy Public Works Director II classification was removed from the classification system, salary schedule and bargaining unit and needs to be reinstated as of October 4, 2019. It is to be noted that upon retirement, Mr. Bechtholdt was in the position of Deputy Public Works Director II. The class specification of Deputy Public Works Director II includes:

- Signing authority and oversight for department purchases up to \$25,000
- Signing authority for all timesheets, personnel action forms, requisitions, etc.
- Oversee Public Works Maintenance budget preparation, department goals, objective and priorities and provide regular oversight and monitoring.

- Chair bi-weekly Manager's and Superintendent's Meetings, and monthly Central Safety Committee Meetings.
- Oversee preparation of weekly and quarterly City Manager's Reports.
- Oversee preparation and submittal of all City Council Staff Reports.
- Attend City Council and Parks and Recreation Commission Meetings and present Public Works Maintenance staff reports and presentations.
- Oversee Public Works Administration Division and assist Assistant City Engineer in overseeing GIS group.
- In conjunction with Parks and Recreation Director, oversee research and preparation of Antioch Park and Playground Condition Assessment for presentation to the City Council and inclusion in the 5-Year CIP.
- Respond to and resolve most difficult and sensitive citizen inquiries and complaints.

ATTACHMENTS

A. Resolution

Exhibit A to Resolution – Deputy Director Public Works II Class Specification

RESOLUTION NO. 2019/***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING THE CLASS SPECIFICATION FOR DEPUTY DIRECTOR PUBLIC
WORKS II, ASSIGNING A SALARY RANGE, AND ASSIGNING THE
CLASSIFICATION TO THE MANAGEMENT (SENIOR) BARGAINING UNIT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan;

WHEREAS, staff has determined that the classification of Deputy Director Public Works II is needed;

WHEREAS, for internal equity purposes, the recommended salary range for the Deputy Director Public Works II classification is \$10,716 - \$13,026 per month; and

WHEREAS, the Deputy Director Public Works II should be assigned to the Management (Senior) Bargaining Unit.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That the Class Specification for the classification of Deputy Director Public Works II be approved and added to the City of Antioch Employees' Classification System;

Section 2. That the Deputy Director Public Works II classification be assigned a monthly salary range of \$10,716 - \$13,026; and

Section 3. That the Deputy Director Public Works II classification be assigned to the Management (Senior) Bargaining Unit.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 22nd day of October, 2019, by the following vote:

AYES:

NOES:

ABSENT:

**ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH**

DEPUTY PUBLIC WORKS DIRECTOR II

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

SUMMARY DESCRIPTION

Under administrative direction, directs, manages, supervises, and coordinates the activities and operations of the Operations Division and Collection Systems/NPDES Division within the Public Works Department including streets, fleet, parks and landscape, facilities and marina sections, wastewater and storm water systems; coordinates assigned activities with other divisions, departments, and outside agencies; provides highly responsible and complex administrative support to the Public Works Director; and serves as second in charge of the Public Works Department and acts as the Public Works Director in his/her absence.

REPRESENTATIVE DUTIES

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

1. Participate in the overall management of the Public Works Department; assume day-to-day management responsibility for the Operations Division including streets, fleet, parks and landscape, facilities and marina sections; wastewater and storm water systems for the Collections Systems/NPDES Division.
2. Manage and participate in the development and implementation of goals, objectives, policies, and priorities for assigned service areas, programs, and operations; recommend and administer policies and procedures.
3. Monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; recommend, within departmental policy, appropriate service and staffing levels.
4. Plan, direct, coordinate, and review the work plan for operations staff; assign work activities, projects, and programs; review and evaluate work products, methods, and procedures; meet with staff to identify and resolve problems.
5. Select, train, motivate, and evaluate personnel; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline and termination procedures.
6. Oversee and participate in the development and administration of the division's annual budget; in association with the Public Works Director, participate in the development and administration of the Public Works Department budget; participate in the forecast of funds needed for staffing, equipment, materials, and supplies; monitor and approve expenditures; implement adjustments.
7. Oversee and administer the daily operations of the streets, fleet, parks and landscape, facilities and marina sections; and wastewater and storm water systems division in compliance with guidelines, requirements, and regulations; oversee the submittal of required reports.
8. Oversee the establishment, implementation, and monitoring of a preventive maintenance program with responsibility for division staff and equipment to include inspection, cleaning, and repair of the City's assets relating to the wastewater collection and storm water systems.
9. Oversee preparation and submittal of regular operations and maintenance reports and required regulatory reports to consultant and local, state, and federal agencies; ensure compliance with local, state, and federal regulations.

CITY OF ANTIOCH
DEPUTY DIRECTOR PUBLIC WORKS (CONTINUED)

10. Establish management reporting systems and ensure the availability of accurate data for the Computerized Maintenance Management System (CMMS); work with engineering staff to develop and implement capital projects for improvements and expansion of the collection and storm water systems.
11. Develop bid specs and obtain and review bids for chemicals, supplies, and outside contractual services, monitor and approve equipment purchases; order supplies and initiate purchase orders; assist staff in developing specification as necessary.
12. Serve as the liaison for the Operations and Collections Systems/NPDES Divisions with other divisions, departments, and outside agencies; negotiate and resolve sensitive and controversial issues.
13. Oversee and inspect public works facilities and infrastructures; visits work sites to monitor progress and quality of work performed, provide direction, and assist in resolving problems encountered in the field.
14. Oversee safety programs for assigned sections and work groups; assist with action planning for safety programs.
15. Serve as the liaison for the Operations Division with other divisions, departments, and outside agencies; negotiate and resolve sensitive and controversial issues.
16. Serve as staff on a variety of boards, commissions, and committees; prepare and present staff reports and other necessary correspondence.
17. Provide responsible staff assistance to the Public Works Director; conduct a variety of organizational studies, investigations, and operational studies; recommend modifications to planning programs, policies, and procedures as appropriate.
18. Attend and participate in professional group meetings; maintain awareness of new trends and developments in the field of public works; incorporate new developments as appropriate.
19. Respond to and resolve difficult and sensitive citizen inquiries and complaints.
20. Serve as the Public Works Director as required.
21. Perform related duties as required.

ADDITIONAL DUTIES AND RESPONSIBILITIES

- Greater signing authority and oversight for department purchases up to \$25,000
- Signing authority for all timesheets, personnel action forms, requisitions, etc.
- Oversee Public Works Maintenance budget preparation, department goals, objective and priorities and provide regular oversight and monitoring.
- Chair bi-weekly Manager's and Superintendent's Meetings, and monthly Central Safety Committee Meetings.
- Oversee preparation of weekly and quarterly City Manager's Reports.
- Oversee preparation and submittal of all City Council Staff Reports.
- Attend City Council and Parks and Recreation Commission Meetings and present Public Works Maintenance staff reports and presentations.
- Oversee Public Works Administration Division and assist Assistant City Engineer in overseeing GIS group.
- In conjunction with Parks and Recreation Director, oversee research and preparation of Antioch Park and Playground Condition Assessment for presentation to the City Council and inclusion in the 5-Year CIP.
- Respond to and resolve most difficult and sensitive citizen inquiries and complaints.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:

- Operational characteristics, services, and activities of assigned public works maintenance operations and program areas including street maintenance, fleet services, parks and landscape maintenance, facility maintenance and marina maintenance; a comprehensive municipal collections system and NPDES program functions and program areas.
- Advanced methods, practices, procedures and materials used in the construction maintenance, operation, repair and improvement of municipal street, fleet, parks and landscape, facilities and marina; wastewater collection, storm channels and related facilities.
- Principles and practices of program development and administration.
- Principles and practices of municipal budget preparation and administration.
- Principles of supervision, training, and performance evaluation.
- Principles and practices of project management, administration, and coordination.
- Modern methods, tools, equipment, materials, and work practices utilized in public works maintenance operations and service areas including street maintenance, fleet services, and parks maintenance.
- Types and level of maintenance and repair activities generally performed in a public works maintenance operations and program areas, including street maintenance, fleet services, and parks maintenance.
- Geography and public works systems of the City.
- Principles of business letter writing and report preparation.
- Occupational hazards and standard safety precautions.
- Office procedures, methods, and equipment including computers and applicable software applications such as word processing, spreadsheets, and databases.
- Pertinent federal, state, and local laws, codes, and regulations.

Ability to:

- Oversee and participate in the management of multiple sections, work groups, and/or service areas within a comprehensive public works operations division, collection systems, and NPDES program.
- Oversee, direct, and coordinate the work of lower level staff.
- Select, supervise, train, and evaluate staff.
- Participate in the development and administration of goals, objectives, and procedures for assigned areas of responsibility.
- Research, analyze, and evaluate new service delivery methods and techniques.
- Prepare and administer program budgets.
- Prepare clear and concise administrative and financial reports.
- Analyze problems, identify alternative solutions, project consequences of proposed actions and implement recommendations in support of goals.
- Oversee and participate in the completion of data, maintenance of records and files, and the preparation of clear and concise administrative and financial reports.
- Interpret and apply federal, state, and local policies, laws, and regulations.
- Understand the organization, operation, and services of the City and of outside agencies as necessary to assume assigned responsibilities.
- Ensure adherence to established safety rules, regulations and guidelines.
- Oversee and participate in the provision of a high level of customer service to internal and external customers.

- Respond to requests and inquiries from the general public; tactfully and courteously represent the Public Works Department during public contacts.
- Operate office equipment including computers and supporting word processing, spreadsheet, and database applications.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work.

Education and Experience Guidelines

Education/Training:

A Bachelor's degree from an accredited college or university with major course work in construction, business administration, public administration, or a closely related field; or

Experience:

Six years of broad and extensive experience in public works development and maintenance activities or related service delivery operations, including two years of administrative and supervisory responsibility.

License or Certificate:

Possession of an appropriate, valid driver's license.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Work is performed primarily in a standard office setting with some travel to different sites; incumbents may be exposed to inclement weather conditions; incumbents may be required to work extended hours including evenings and weekends and may be required to travel outside City boundaries to attend meetings.

Physical: Primary functions require sufficient physical ability and mobility to work in an office setting; to stand or sit for prolonged periods of time; to occasionally stoop, bend, kneel, crouch, reach, and twist; to lift, carry, push, and/or pull light to moderate amounts of weight; to operate office equipment requiring repetitive hand movement and fine coordination including use of a computer keyboard; and to verbally communicate to exchange information.

FLSA: Exempt

March 2017

This class specification identifies the essential functions typically assigned to positions in this class. Other duties not described may be assigned to employees in order to meet changing business needs or staffing levels but will be reasonably related to an employee's position and qualifications. Other duties outside of an individual's skill level may also be assigned on a short term basis in order to provide job enrichment opportunities or to address emergency situations.