



ANNOTATED AGENDA

Antioch City Council SPECIAL AND REGULAR MEETING Including the Antioch City Council acting as Successor Agency/ Housing Successor to the Antioch Development Agency/ Antioch Public Financing Authority

Date: Tuesday, May 11, 2021

Time: 4:15 P.M. – Closed Session
5:30 P.M. – Special Meeting/Study Session
7:00 P.M. – Regular Meeting

Place: The City of Antioch, in response to the Executive Order of the Governor and the Order of the Health Officer of Contra Costa County concerning the Novel Coronavirus Disease, is making Antioch City Council meetings available via Comcast channel 24, AT&T U-verse channel 99, or live stream (at www.antiochca.gov).

If you wish to provide a written public comment, you may do so any of the following ways **by 3:15 p.m. the day of the Council Meeting**: (1) Fill out an online speaker card, located at https://www.antiochca.gov/speaker_card, or (2) Email the City Clerk's Department at cityclerk@ci.antioch.ca.us.

To provide oral public comments during the meeting, click the following link to register in advance to access the meeting via Zoom Webinar: <https://www.antiochca.gov/speakers>. You may also provide an oral public comment by dialing **(925) 776-3057**. Please see inside cover for detailed Speaker Rules.

*The City cannot guarantee that its network and/or the site will be uninterrupted. To ensure that the City Council receives your comments, you must submit your comments in writing **by 3:15 p.m. the day of the City Council Meeting**.*

Lamar Thorpe, Mayor

Monica E. Wilson, Mayor Pro Tem (Council Member District 4)

Tamisha Torres-Walker, Council Member District 1

Michael Barbanica, Council Member District 2

Lori Ogorchock, Council Member District 3

Ellie Householder, City Clerk

Lauren Posada, 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/>

SPEAKERS' RULES

IMPORTANT NOTICE REGARDING THIS MEETING: To protect our residents, officials, and staff, and aligned with the Governor's Executive Order N-29-20, certain teleconference requirements of the Brown Act have been suspended, including the requirement to provide a physical location for members of the public to participate in the meeting.

Members of the public seeking to observe the meeting may do so at https://www.antiochca.gov/live_stream, on Comcast Channel 24, or AT&T U-Verse Channel 99.

Members of the public wishing to provide public comment may do so one of the following ways (#2 pertains to the Zoom Webinar):

1. Fill out an online speaker card **by 3:15 p.m. the day of the Council Meeting** located at: https://www.antiochca.gov/speaker_card.
2. Provide oral public comments during the meeting by clicking the following link to register in advance to access the meeting via Zoom Webinar: <https://www.antiochca.gov/speakers>
 - You will be asked to enter an email address and a name. Your email address will not be disclosed to the public. After registering, you will receive an email with instructions on how to connect to the meeting.
 - When the Mayor announces public comments, click the "raise hand" feature in Zoom. For instructions on using the "raise hand" feature in Zoom, visit: https://www.antiochca.gov/raise_hand. When calling into the meeting using the Zoom Webinar telephone number, press *9 on your telephone keypad to "raise your hand". Please ensure your Zoom client is updated so staff can enable your microphone when it is your turn to speak.
3. Email comments to cityclerk@ci.antioch.ca.us **by 3:15 p.m. the day of the Council Meeting**. The comment will be read into the record at the meeting (350 words maximum, up to 3 minutes, at the discretion of the Mayor). **IMPORTANT:** Identify the agenda item in the subject line of your email if the comment is for Announcement of Community Events, Public Comment, or a specific Agenda Item number. No one may speak more than once on an agenda item or during "Public Comments". All emails received **by 3:15 p.m. the day of the Council Meeting** will be entered into the record for the meeting.

Speakers will be notified shortly before they are called to speak.

- When called to speak, please limit your comments to the time allotted (350 words, up to 3 minutes, at the discretion of the Mayor).

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 Council 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 of the City Council to stop discussing agenda items no later than 11:00 p.m.

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.

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. 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/>. Questions may be directed to the staff member who prepared the staff report, 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 Speaker Request form online **by 3:15 p.m. the day of the Council Meeting** at https://www.antiochca.gov/speaker_card. See the Speakers' Rules on the inside cover of this Agenda. The Council can only take action on items that are listed on the agenda. Comments regarding matters not on this Agenda, may be addressed during the "Public Comments" section.

4:15 P.M. ROLL CALL – CLOSED SESSION – for Council Members – ***Council Members District 1 Torres-Walker, District 2 Barbanica, Mayor Pro Tem (District 4) Wilson, and Mayor Thorpe (Council Member District 3 Ogorchock – arrived after roll call)***

PUBLIC COMMENTS for Closed Session – ***None***

CLOSED SESSION:

- 1) CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** pursuant to Government Code section 54956.9: Cameron Rocha v. City of Antioch, United States District Court Northern District of California, San Francisco Division Case No. 3:19-cv-07312-MMC.

No reportable action

- 2) CONFERENCE WITH LABOR NEGOTIATORS** – This Closed Session with the City's Labor Negotiators is authorized by California Government Code section 54957.6; City designated representatives: Nickie Mastay and Jeff Bailey; Employee organization: Operating Engineers Local Union No. 3.

No reportable action

- 3) PUBLIC EMPLOYEE PERFORMANCE EVALUATION: CITY MANAGER.** This closed session is authorized pursuant to Government Code section 54957.

No reportable action

5:30 P.M. ROLL CALL – SPECIAL MEETING/STUDY SESSION – for City /City Council Members
acting as Successor Agency/Housing Successor to the Antioch
Development Agency/ Antioch Public Financing Authority – ***All Present***

PLEDGE OF ALLEGIANCE

STUDY SESSION

1. FISCAL YEAR 2021-23 BUDGET DEVELOPMENT

Direction provided to staff

Recommended Action: It is recommended that the City Council provide feedback and
direction regarding the Budget Development information provided
for the Fiscal Year 2021-23 Budget.

PUBLIC COMMENT

MOTION TO ADJOURN SPECIAL MEETING/STUDY SESSION

Motioned to adjourn Special Meeting at 6:50 p.m., 5/0

7:00 P.M. ROLL CALL – REGULAR MEETING – for Council Members – ***All Present***

PLEDGE OF ALLEGIANCE

2. INTRODUCTION OF NEW CITY EMPLOYEES

3. PROCLAMATIONS

- National Water Safety Month, May 2021
- National Public Works Week, May 16 – 22, 2021
- Mental Health Awareness Month, May 2021
- Asian American Pacific Islander Heritage Month, May 2021

Approved, 5/0

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

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

4. ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

- BOARD OF ADMINISTRATIVE APPEALS
- PARKS & RECREATION COMMISSION

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

5. CONSENT CALENDAR

A. APPROVAL OF COUNCIL AMENDED SPECIAL MEETING MINUTES FOR FEBRUARY 26, 2021

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the Amended Special Meeting Minutes.

B. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 13, 2021

Approved, 5/0

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

C. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 27, 2021

Continued, 5/0

Recommended Action: It is recommended that the City Council continue the Minutes.

D. APPROVAL OF COUNCIL WARRANTS

Approved, 5/0

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

E. SECOND READING – ORDINANCE TO AMEND SECTION 4.12(C) OF TITLE 3 OF THE ANTIOCH MUNICIPAL CODE RELATING TO COOPERATIVE PURCHASING

Ord No. 2194-C-S adopted, 5/0

Recommended Action: It is recommended that the City Council adopt the Ordinance amending Section 4.12(C) of Title 3 of the Antioch Municipal Code Relating to Cooperative Purchasing.

CONSENT CALENDAR – Continued

- F. RESOLUTION APPROVING THE AMENDMENT OF A REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS BETWEEN THE CITY OF ANTIOCH AND DAVIDON HOMES**

Reso No. 2021/83 adopted, 5/0

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

- 1) Approving the Amendment to the Reimbursement Agreement between the City of Antioch and Davidon Homes for Certain Roadway and Utility Improvements, and
- 2) Authorizing the City Manager to execute the Amendment.

- G. RESOLUTION APPROVING AMENDMENT NO. 4 TO THE CONSULTING SERVICES AGREEMENT BETWEEN THE CITY OF ANTIOCH AND VOLER STRATEGIC ADVISORS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT.**

Reso No. 2021/84 adopted, 5/0

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

- 1) Approve Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors, which extends the term of the Agreement for six months to November 15, 2021 and increases the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000; and
- 2) Authorize the City Manager to execute Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors.

- H. RESOLUTION APPROVING THE EXECUTION OF A QUITCLAIM DEED FOR THE RELINQUISHMENT OF PARCEL A, PARCEL B, AND LOT A FOR OAKLEY KNOLLS SUBDIVISION 9353 (P.W. 647) (DISCOVERY BUILDERS)**

Reso No. 2021/85 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution approving the execution of a quitclaim deed and the abandonment of right-of-way on previous recorded final map "Oakley Knolls Subdivision 8501" for Oakley Knolls Subdivision 9353.

PUBLIC HEARING

6. PUBLIC HEARING TO CONFIRM ASSESSMENTS FOR STREET LIGHTING AND LANDSCAPE MAINTENANCE DISTRICTS 1, 2A, 3, 4, 5, 9, AND 10 FOR FISCAL YEAR 2021/2022, P.W. 500

Reso No. 2021/86 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution ordering improvements and levying annual assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2021/2022.

COUNCIL REGULAR AGENDA

7. RESOLUTION RECEIVING THE EAST CONTRA COSTA COUNTY DYNAMIC PERSONAL MICRO TRANSIT FEASIBILITY STUDY AND PRELIMINARY SUPPORT OF THE PROJECT

Reso No. 2021/87 adopted, 4/0/1 - (Torres-Walker abstained)

Recommended Action: It is recommended that the City Council adopt the Resolution:

- 1) Receiving the findings of the East Contra Costa County Glydways Dynamic Personal Micro Transit Feasibility Study and, affirming support of the regional vision adopted by the study's findings;
- 2) Authorizing the City Manager to enter into discussions with certain public and private agencies to support the project; and
- 3) Committing to work collaboratively with private and public agencies to assist in developing a highly integrated regional transportation system that provides convenient, seamless, and affordable transit.

8:47 P.M. ADJOURNED TO BREAK

8:54 P.M. RECONVENE. ROLL CALL for Council Members – All Present

8. YOUTH SERVICES NETWORK – UPDATE ON 2021 PROGRAM DEMONSTRATION ACTIVITIES

Received the update

Recommended Action: It is recommended that the City Council receive the update.

COUNCIL REGULAR AGENDA – Continued

9. MORATORIUM ON OIL & GAS DRILLING

Direction provided to staff

Recommended Action: It is recommended that the City Council discuss and provide direction to City Staff.

10. FOOD INSECURITY AND ACCESS TO HEALTHY & AFFORDABLE FOOD OPTIONS

Direction provided to staff

Recommended Action: It is recommended that the City Council discuss and provide direction to City Staff.

PUBLIC COMMENT

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 10:10 p.m., 5/0



STAFF REPORT TO THE CITY COUNCIL

DATE: Special Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Dawn Merchant, Finance Director *DM*

SUBJECT: FY2021-23 Budget Development

RECOMMENDED ACTION

It is recommended that the City Council provide feedback and direction regarding the budget development information provided for the fiscal year 2021-23 budget.

FISCAL IMPACT

The fiscal impact of this budget is outlined in this report and attachments.

DISCUSSION

The purpose of this study session is to continue the fiscal year 2021-23 budget development. Per direction from City Council provided on April 13th and April 27th, all positions requested as outlined in the staff reports from April 13, 2021 and April 27, 2021 as well as the inclusion of a full-time Unhoused Resident Coordinator (versus part-time) and doubling Code Enforcement Officer staffing have been included in the preliminary budget numbers presented in this report. Information is also being provided for another position to assist with Environmental Resources as requested.

Council Member Ogorchock requested that information regarding a replacement fund for future building maintenance/replacement and CORE team funding be brought back to this governing body for discussion which is included later in this report.

POSITION REQUESTS

As a reminder for City Council, the following position requests with the justifications identified by City staff as integral to support operations are included in the draft budgets with their funding source:

Animal Services Fund/General Fund

1. **Animal Services Technician.** The animal shelter currently has two Animal Services Technician positions. An additional Technician position is being requested to help the DVM with pre/post-surgery responsibilities. The Police Department is proposing to eliminate a vacant budgeted Office Assistant position and replace with an Animal Services Technician. The salary and benefits cost

increase are estimated to be \$9,210 in FY22 and \$9,046 in FY23 which will increase the General Fund subsidy to the shelter in each fiscal year.

General Fund – City Attorney

1. **Assistant or Deputy City Attorney.** This position is needed to efficiently and timely handle increasing legal demands, including but not limited, to contract review, litigation, ordinance revisions, legal research and overseeing outside legal counsel. An Assistant City Attorney position does not currently exist in our class specification schedule and would need to be created. The total salary and benefits cost would be in between the range of the City Attorney and Deputy City Attorney and the cost range (Step A to E) is estimated to be \$272,998 to \$324,893. The position would also require an initial outlay of approximately \$5,000 for computer and other start up supplies.

General Fund – Human Resources

1. **Administrative Assistant I.** This position will be responsible for filing of all onboarding and change paperwork, receiving and distributing mail, answering the phone and helping citizens, entering accounts payable invoices, ordering and maintaining supplies, and conversion of files into electronic format. With the increased volume of recruitments and staffing over the last several years, this position is critical to aid in completing processes timely, efficiently and correctly by all required deadlines for not only mandated trainings but insurance purposes. The estimated salary and benefits cost range is \$103,077 to \$119,173 with an additional outlay of approximately \$5,000 for computer and other start up supplies.

General Fund – Finance

1. **Finance Analyst.** This position would be able to provide high level payroll, budget and accounting support to meet increasing demands of new laws and regulations, and technical support of our payroll database. There is currently only one Payroll Specialist position and an Accounting Technician that splits duties to provide payroll support. With the growth in the number of new employees over the last two years, the volume of payroll to process and maintain is becoming increasingly difficult for 1 and ½ positions. The Deputy Finance Director has to act in a payroll capacity many times and also maintains the payroll system because the Specialist simply doesn't have the time. Having an analyst would provide another level of support with system maintenance (to have dual layer support along with the Deputy), as well as being assigned higher level accounting and budgeting duties. This position does not currently exist in our class specification schedule and would need to be created. The estimated salary and benefits cost is \$163,877 with an additional outlay of approximately \$5,000 for computer and other start up supplies.

General Fund – Community Development

1. **Community Development Technician.** Currently there is only one existing Technician that provides public counter service for permit intake, permit issuance, public inquiries, permit reporting and administrative tasks. The number of permit applications and complexity has increased significantly, with a 45% increase in permit revenue over prior year. Contract staffing is supplementing help in this area due to the volume and has to be terminated by December 31, 2021 per agreement with the OE3 Bargaining Unit. The estimated salary and benefits cost is \$161,704,

with an additional \$2,000 needed in the first year for startup supplies for the position.

General Fund/Information Services Fund/Vehicle Maintenance Fund – Public Works

1. **General Laborer.** There is no full-time Laborer assigned to the Downtown Street Light & Landscape District, only two part-time positions. Having a full-time position in addition to the existing part-time help would provide additional landscape work including enhancements, trimming, irrigation repairs, clean up and assistance with addressing vandalism. This position would be funded 66% from the General Fund, 16.7% from the Water Enterprise Fund and 16.7% from the Sewer Enterprise Fund at a total estimated salary and benefits cost of \$95,385 with a General Fund share of \$62,953 of this cost.
2. **GIS Technician.** There has been a steady increase in GIS services the past three fiscal years due to increased demand from City departments. The City is doing more with technology services with sprawling land development and there is a need to provide more data for land development; developing ESRI Field applications for collector, Survey123 and Reporting dashboards for landscape, streetlights, etc.; assisting with PD emergency response and crime data development. While the position would reside in the Information Services Internal Service Fund, GIS division, the position would actually be allocated to the General Fund as it would support the Police, Community Development, Economic Development and Recreation departments. The estimated salary and benefits cost is \$128,155.
3. **Fleet Service Technician.** On several occasions staff in the fleet services division have been asked to work overtime to make sure fleet maintenance and repair stays on schedule or handles priority work that comes in. Some jobs must be outsourced as there is not capacity within existing staff. This position would be performing full mechanic duties and heavy repairs and increase workload capacity. If the position were approved, it would provide a \$56,000 savings in outside repair services in the Vehicle Maintenance Fund. The estimated salary and benefits cost of this position is \$110,988, offset by \$56,000 in outside repair services savings, for a net cost of \$54,988. While this position would reside in the Vehicle Maintenance Internal Service Fund, 68.16% of this fund is allocated to the General Fund and therefore would impact the General Fund in the amount of \$37,480.
4. **Administrative Assistant I/II.** There has been a steady increase in administrative duties with the Capital Improvements and Engineering divisions over the past two fiscal years due to increasing projects in the City. This position would assist with review of projects specifications and jobs out to bid; maintaining accurate and up-to-date files and records; assisting with contract preparation, coordination and review; assisting with letters to residents; distributing mail; assisting with staff reports; assisting with invoice processing as well as various other administrative duties. The cost range of a I level Step A to a II level Step E is \$97,161 to \$120,985.

Recreation Fund/General Fund

1. **Recreation Coordinator (Youth Network Services).** While this position would reside in the Recreation Special Revenue Fund, it would result in an increase in the General Fund subsidy to the Recreation Fund for the cost of the position. This would be funded starting in FY23 as the Youth Services Network programming expands and it will need additional support. The estimated salary and benefits cost is \$118,368 with an additional \$5,000 in computer and other start up supplies.

Water Enterprise Fund

1. **Water Treatment Plant Instrument Technician I/II.** An additional technician is needed for the Desalination Plant. The position is key to running the new plant efficiently and in compliance. There is currently only one Water Treatment Plant Instrument Technician position and adding a second position will provide two knowledgeable staff members to ensure we are able to efficiently run the plant and provide a safe supply of drinking water. The salary and benefits range for the position is \$126,686-\$154,127.

CDBG Fund & Housing Successor Funds

1. **Administrative Analyst – Housing.** The City currently utilizes a part-time consultant to run the City's CDBG and Housing Successor activities. The programs/activities are complex and require extensive collaboration, reporting and compliance requirements. No current City staff has the knowledge or capacity to learn the functions currently completed by the consultant. The consultant has also indicated the intention to only work another two years. Community Development desires to create a full-time position to replace the consultant. This position would be funded between the CDBG and Housing Successor Funds. The estimated salary and benefits cost is \$161,704.

Code Enforcement Staffing – General Fund

Council Member Barbanica requested that seven (7) Code Enforcement Officer positions (to double current level) be included in the draft General Fund budget. The Community Development Director has evaluated this proposal and with such expanded staffing, determined that for span of control and operating needs, this would also require the creation and addition of a Deputy Director of Community Development position, two (2) additional Community Development Technician positions as well as the purchase of vehicles for the Code Enforcement Officers and a remodel of City Hall to accommodate 10 new positions for which there is not currently space. The total projected cost is broken down as follows:

	FY22 Budget Impact	FY23 Budget Impact
Code Enforcement Officers (7)	\$627,763	\$1,151,179
Deputy Director of Community Development	199,493	285,264
Community Development Technicians (2)	243,080	334,506
Vehicles (7) & Equipment	245,000	21,000
City Hall remodel	100,000	0
Totals	\$1,415,336	\$1,791,949

Unhoused Resident Coordinator – General Fund

City Council requested that a full-time Unhoused Resident Coordinator position be included in the draft General Fund budget numbers for further discussion versus the current part time funding that is included. The amount of \$63,570 has been added to the draft FY22 General Fund budget and \$90,766 to FY23, with both years accounting for replacement of part-time staffing with a full-time employee.

Environmental Resources Staffing – Solid Waste Fund/Water/Sewer/NPDES/General Fund

Mayor Thorpe requested that information be brought back for the potential to add a full-time position to aid with environmental resources. The Community Development Director would propose an Administrative Analyst position assigned to this group. The Environmental Resources function within the Community Development Department currently has one full time Administrative Analyst III, a CivicSpark Fellow and one part time Recycling Assistant providing general assistance. As the State of California more aggressively adopts legislation increasing the requirements for responses to climate change, water conservation, recycling and other environmental initiatives, the workload increases.

With implementation of the legislation related to SB1383 and organics waste mandates, agencies statewide are increasing staffing for this additional workload. The Administrative Analyst position would replace the current part time position and provide a budget offset to a full-time position in the amount of \$31,451 in FY22 and \$31,481 in FY23. Adding a full-time position would allow the City to fully administer its current and future mandated programs.

The current contract with Republic Services will expire in 2025. If the City Council so directs, the City may be distributing a Request for Proposal (included in the draft FY23 Solid Waste Fund budget previously presented), selecting a service provider, and negotiating a new contract. This effort would require significant time of the current Administrative Analyst III, which could result in limited time to administer other environmental programs.

Current solid waste legislation requires immediate attention and action by the City of Antioch. In addition, the City adopted a Climate Action and Resilience Plan (CARP), which has specific implementation measures. Adequate staffing is recognized as key to accomplishing the new City objectives.

The position would be funded in whole or in part by the Water Fund, Sewer Fund, NPDES and/or Solid Waste Fund similar to the current Administrative Analyst Position which is funded 34% to the Solid Waste Fund, 33% to the Water Fund, 16% to the Sewer Fund and 17% to the NPDES fund . The anticipated cost of the position is approximately \$161,704 in FY22 for salary and benefits. If approved, this will require a reduction in General Fund Street Impact Fee revenues in FY23 in the amount of \$26,000 that will need to be re-allocated to the Solid Waste Fund to pay for the proportionate share of the position as the Solid Waste Fund does not have enough reserves to fund 34% of the position in FY23. This is **not** included in the draft budget numbers presented in this report.

SUMMARY OF GENERAL FUND IMPACTED POSITION REQUESTS

Department/ Position Request	FY21/22 General Fund	FY22/23 General Fund
	Amount	Amount
Community Development		
Community Development Technician (3)	364,620	501,759
Code Enforcement Officers (7)	627,763	1,151,179
Deputy Director Community Dev.	199,493	285,264
1st year start-up costs/vehicles	347,000	21,000
Total Community Dev.	\$ 1,538,876	\$ 1,959,202
Animal Services		
Animal Services Technician	6,908	9,046
Total Animal Svcs.	\$ 6,908	\$ 9,046
Finance		
Finance Analyst	122,908	176,981
1st year start-up cost	5,000	-
Total Finance	\$ 127,908	\$ 176,981
Public Works		
General Laborer	\$ 47,215	\$ 69,947
Administrative Assistant I	72,872	104,068
Fleet Service Technician	18,567	43,076
GIS Technician	96,116	137,554
Total Public Works	\$ 234,770	\$ 354,645
Recreation		
Recreation Coordinator	\$ -	\$ 118,368
1st year start-up cost	-	5,000
Total Recreation	\$ -	\$ 123,368
City Attorney		
Assistant City Attorney	204,749	305,672
1st year start-up cost	5,000	-
Total City Attorney	\$ 209,749	\$ 305,672
City Manager		
Unhoused Resident Coordinator	63,570	90,766
Total City Manager	\$ 63,570	\$ 90,766
Human Resources		
Administrative Assistant	77,308	110,479
1st year start-up cost	5,000	-
Total Human Resources	\$ 82,308	\$ 110,479
Total General Fund Positions/Impact	\$ 2,264,089	\$ 3,130,159

GENERAL FUND BUDGET SUMMARY

	2020-21 Revised	2021-22 Proposed	2022-23 Proposed
Beginning Balance, July 1	\$23,959,863	\$23,959,863	\$23,959,863
Revenue Source:			
Taxes	48,544,092	50,166,208	52,230,934
1% Sales Tax	17,542,514	17,846,000	18,577,686
Taxes – Measure C	108,107	0	0
Licenses & Permits	2,522,006	2,582,000	2,682,000
Fines & Penalties	100,100	135,100	135,100
Investment Income & Rentals	575,000	580,000	585,000
Revenue from Other Agencies	983,677	457,050	517,000
Current Service Charges	4,678,895	5,163,687	6,780,131
Other Revenue	2,572,181	741,200	647,775
Transfers In	3,966,982	3,678,703	3,732,796
Total Revenue	81,593,554	81,349,948	85,888,422
Expenditures:			
Legislative & Administrative	5,748,584	6,056,154	6,612,190
Finance	1,557,105	1,847,478	1,957,913
Nondepartmental	5,045,587	2,490,513	3,045,520
Public Works	11,281,679	11,369,160	11,140,383
Police Services	47,394,447	51,448,313	53,257,819
Police Services-Measure C	108,107	0	0
Police Services-Animal Support	1,696,485	1,871,550	1,965,178
Recreation/Community Svs.	3,755,022	3,245,644	3,730,220
Community Development	5,006,538	7,944,844	8,005,130
Total Expenditures	81,593,554	86,273,656	89,714,353
Budget Stabilization Transfer Out	(155,869)	4,923,708	3,825,931
Surplus/(Deficit)	0	0	0
Ending Balance, June 30	\$23,959,863	\$23,959,863	\$23,959,863
Committed-Comp. Absences	153,654	150,000	150,000
Committed-Litigation Reserve	500,000	500,000	500,000
Committed-Comm. Dev. Fees	635,702	845,953	1,065,953
Unassigned Fund Balance	\$22,670,507	\$22,463,910	\$22,243,910
Percentage of Revenue	27.78%	27.61%	25.90%

The above table reflects revised budget numbers capturing some revenue revisions and salary savings in FY21 resulting in a balanced budget. The sum of \$155,869 is projected to be transferred into the Budget Stabilization Fund, increasing that fund balance. FY22 and FY23 include the budget impacts of the requested positions. Although the unassigned reserves remain above 20% per policy, the amount of the Budget Stabilization Fund to balance the budget has increased significantly over the next two fiscal years, increasing \$2.2M in FY22 and \$3.1M in FY23.

If all positions are approved, the City is projected to fall below 20% reserves in FY25 and utilize all Budget Stabilization Funds by that time. Refer to Attachment B for General Fund and Budget Stabilization Fund projections. Council should carefully evaluate all positions

and perhaps re-consider some during the mid-year budget review or a later time. As a reminder for City Council, the draft budget numbers do not include possible implementation of salary survey results, CIP projects that would need to be funded from the General Fund (the 5-year CIP budget is being brought to City Council on May 25th), or anything for continued homeless services programs beyond the current fiscal year.

Infrastructure/Asset Replacement Fund

In 2018, the City had a Cost of Services Study ("Study") conducted by Revenue & Cost Specialists, LLC. Part of this study determined an amount the City should consider setting aside annually for infrastructure replacement costs for future maintenance and replacement to avoid huge outlays in any given year to pay for these costs. Attachment A is the excerpted page from the Study showing the type of infrastructure and recommended annual replacement cost to set aside. When this was presented to the City Council in 2018, the governing body declined at that time to establish any level of asset replacement for infrastructure. The City has replacement funds for computers, phones and vehicles only. Any needs for the assets listed in Attachment A are budgeted in any given year from current resources. Other than those items specifically described as Water or Sewer, all remaining asset replacement set asides would be funded from the General Fund. Council direction on establishing an asset replacement fund, and at what level if any, is requested.

CORE Team Funding

Council Member Ogorchok requested that CORE Team funding be brought back to City Council for discussion with the budget. The cost to the General Fund to fund one two-person CORE Team would be \$250,000 in FY22 and FY23 unless another funding source can be identified. The City currently contributes \$30,000 per year in CDBG funding toward the Countywide CORE Team efforts. City Council budget direction is requested on this item.

NEXT STEPS

If needed, there will be a budget study session on May 25, 2021 prior to the regularly scheduled City Council meeting to continue the fiscal year 2021-23 budget development before a final draft is presented for adoption in June.

ATTACHMENTS

- A. Excerpt from 2018 Cost of Services Study
- B. General Fund and Budget Stabilization Fund projections

City of Antioch Cost of Services Study

Departmental Administration. Costs in this category involve intra-departmental support functions, outside the above listed general City overhead functions, and involve the allocation of staff time within and among departmental functions. These services also do not provide end-user deliverables to the public, but instead provide vital administrative support within specific departments.

Fixed Asset Replacement Cost

In costing a service, a more uniform charge over the life of the asset is preferable to the onetime charge that standard, traditional governmental accounting indicates. Whether to use historical cost or replacement cost as the base becomes the next question. While the use of historical cost is a basic concept used by many, basing a service charge on fixed asset replacement cost is good business. Since Proposition 4 suggests operating governmental services in a businesslike manner, and references fixed asset replacement cost, it follows that a service charge that incorporates the replacement cost of fixed assets contains a "cost reasonably borne."

Schedule 1 below identifies these infrastructure fixed assets and their total replacement cost as well as the annual replacement cost, or depreciation cost.

Schedule 1

	TOTAL REPLACEMENT COST	ASSET LIFE	ANNUAL REPLACEMENT COST
PAVEMENT, CURB, GUTTER, & S/W	\$898,454,040	30	\$29,948,468
STREET LIGHTS	\$35,380,000	20	\$1,769,000
TRAFFIC SIGNAL	\$38,500,000	10	\$3,850,000
STREET TREES	\$1,312,500	50	\$26,250
SEWER PUMP STATIONS	\$350,000	25	\$14,000
SEWER PIPES/MANHOLES	\$327,360,000	50	\$6,547,200
STORM DRAINAGE SYSTEM	\$279,417,600	50	\$5,588,352
PARK IMPROVEMENTS	\$148,824,000	50	\$2,976,480
WATER SYSTEM	\$228,023,000	50	\$4,560,460
MARINA	\$12,000,000	75	\$160,000
PREWETT WATER PARK	\$3,260,000	50	\$65,200
FACILITIES	\$69,985,000	50	\$1,399,700
	\$2,042,866,140		\$56,905,110

GENERAL FUND PROJECTIONS 5.11.21

	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Beginning Fund Balance	\$23,959,863	\$23,959,863	\$23,959,863	\$23,959,863	\$23,959,863	\$16,791,938
Taxes	48,544,092	50,166,208	52,230,934	53,979,073	55,693,095	57,438,435
Taxes - Measure C	108,107	0	0	0	0	0
1% Sales Tax	17,542,514	17,846,000	18,577,686	19,264,536	19,914,169	20,525,986
Services Charges/Permits	7,200,901	7,745,687	9,462,131	7,836,119	8,104,403	8,375,961
All Other Revenues	4,230,958	1,913,350	1,884,875	1,385,350	1,390,350	1,395,350
Transfers In	3,966,982	3,678,703	3,732,796	3,803,351	3,958,782	4,113,792
Total Revenues	81,593,554	81,349,948	85,888,422	86,268,429	89,060,799	91,849,524
% Change		0%	6%	0%	3%	3%
Personnel	53,609,228	58,404,248	62,511,411	66,452,949	69,178,965	71,585,352
Services/Supplies/Transfers	27,984,326	27,869,408	27,202,942	26,980,782	28,106,403	29,186,092
Total Expenditures	81,593,554	86,273,656	89,714,353	93,433,731	97,285,368	100,771,444
% Change		6%	4%	4%	4%	4%
Transfer In Budget Stabilization	-	4,923,708	3,825,931	7,165,302	1,056,644	-
Surplus/(Deficit)	-	-	-	-	(7,167,925)	(8,921,920)
Ending Fund Balance	\$23,959,863	\$23,959,863	\$23,959,863	\$23,959,863	\$16,791,938	\$7,870,018
Committed	1,289,356	1,495,953	1,715,953	1,938,253	2,162,899	2,389,938
Unassigned	\$22,670,507	\$22,463,910	\$22,243,910	\$22,021,610	\$14,629,039	\$5,480,080
Unassigned %	27.78%	27.61%	25.90%	25.53%	16.43%	5.97%

BUDGET STABILIZATION FUND PROJECTIONS 5.11.21

	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Beginning Fund Balance	\$23,871,244	\$23,347,585	\$17,247,877	\$12,121,946	\$3,656,644	\$1,300,000
Transfer in from General Fund (surplus)	155,869	-	-	-	-	-
Transfer to General Fund (deficit)	-	(4,923,708)	(3,825,931)	(7,165,302)	(1,056,644)	-
OPEB Funding	(679,528)	(1,176,000)	(1,300,000)	(1,300,000)	(1,300,000)	(1,300,000)
Ending Fund Balance	\$23,347,585	\$17,247,877	\$12,121,946	\$3,656,644	\$1,300,000	\$0



INTRODUCTION OF NEW CITY EMPLOYEES

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director

➤ Finance Director Dawn Merchant would like to introduce:

- Elnora Turner, Business License Representative.

➤ Public Works Director/City Engineer John Samuelson would like to introduce:

- Kim Fernandez Lopez, Lead Collection Systems Worker.
- Matthew McCullah, Water Distribution Operator I.
- Eric Strongman, Facility Maintenance Worker I.
- Derek Traya, Operations Supervisor.
- Ryan Morgan, Water Distribution Operator I.

➤ Information Systems Director Alan Barton would like to introduce:

- Daniel Garcia, Computer Technician.

➤ Parks & Recreation Director Brad Helfenberger would like to introduce:

- Monica Bugaoan-Abakan, Recreation Programs Coordinator (Senior Center).



NATIONAL WATER SAFETY MONTH

MAY 2021

WHEREAS, citizens of Antioch recognize that swimming and aquatic-related activities relate to good physical and mental health and enhance the quality of life for all people;

WHEREAS, the citizens of Antioch understand the essential role that education regarding the topic of Water Safety plays in preventing drownings and recreational water-related injuries;

WHEREAS, the citizens of Antioch are aware of the contributions made by the recreational water industry in developing safe swimming facilities, aquatic programs, home pools and spas, and related activities providing healthy places to recreate, learn and grow, build self-esteem, confidence, and sense of self-worth which contributes to the quality of life in our community;

WHEREAS, the citizens of Antioch recognize the ongoing efforts and commitments to educate the public on pool and spa safety issues and initiatives by the pool, spa, waterpark, recreation and parks industries; and

WHEREAS, the citizens of Antioch understand the vital importance of communicating Water Safety rules and programs to families and individuals of all ages, whether owners of private pools, users of public swimming facilities, or visitors to waterparks.

NOW, THEREFORE, I, LAMAR A. THORPE, Mayor of the City of Antioch, do hereby proclaim the month of May 2021 as NATIONAL WATER SAFETY MONTH. I encourage all Antioch residents to participate in a safe and fun summer and enjoy the abundant water experiences our community has to offer.

MAY 11, 2021

LAMAR A. THORPE, Mayor

3.01
05-11-21



NATIONAL PUBLIC WORKS WEEK
MAY 16-22, 2021

WHEREAS, Public Works services provided in our community are an integral part of our residents' everyday lives; and

WHEREAS, the support of an understanding and informed citizenry is vital to the efficient administration and operation of the City's public works systems and programs such as Water Production, Water Distribution, Sewers, Storm Water Collections, Capital Improvements, Land Development Services, Traffic Engineering, Streets, Parks, Medians and Open Space, Public Buildings, Marina, Fleet and Geographic Information Services (GIS); and

WHEREAS, the health, safety, and comfort of this community greatly depend on these facilities and services; and

WHEREAS, the quality and effectiveness of the operation and maintenance of these facilities, as well as their planning, design, and construction are vitally dependent upon the efforts and skills of public works professionals; and

WHEREAS, the efficiency of the qualified and dedicated personnel who staff Public Works Departments is materially influenced by the community's attitude and understanding of the importance of the work they perform.

NOW, THEREFORE, I, Lamar A. Thorpe, Mayor of the City of Antioch, do hereby proclaim May 16-22, 2021, as "NATIONAL PUBLIC WORKS WEEK" in the City of Antioch, and I call upon all citizens and civic organizations to acquaint themselves with the issues involved in providing public works and to recognize the contributions which public works professionals make every day to our health, safety, comfort, and quality of life.

MAY 11, 2021

LAMAR A. THORPE, Mayor



***MENTAL HEALTH MONTH
MAY 2021***

WHEREAS, there is a proven connection between good mental health and overall personal health;

WHEREAS, mental illnesses affect almost every family in America;

WHEREAS, people with mental illnesses recover if given the necessary services and supports in their communities;

WHEREAS, people with mental illnesses make important contributions to our families and our communities; and

WHEREAS, millions of adults and children are disabled by mental illnesses every year; and

WHEREAS, only one out of two people with a serious form of mental illness seeks treatment for his or her mental illness; and

WHEREAS, stigma and fear of discrimination keep many who would benefit from mental health services from seeking help; and

WHEREAS, research shows that the most effective way to reduce stigma is through personal contact with someone with a mental illness; and

WHEREAS, good mental health is critical to the well-being of our families, communities, schools, and businesses; and

WHEREAS, greater public awareness about mental illnesses can change negative attitudes and behaviors toward people with mental illnesses;

NOW, THEREFORE, I, LAMAR THORPE, Mayor of the City of Antioch, do hereby proclaim the month of May 2021 as MENTAL HEALTH MONTH in the City of Antioch and I also call upon all citizens, government agencies, public and private institutions, businesses, and schools to recommit our community to increasing awareness and understanding of mental illnesses, reducing stigma and discrimination, and promoting appropriate and accessible services for all people with mental illnesses.

MAY 11, 2021

LAMAR A. THORPE, Mayor



In Honor of
ASIAN AMERICAN & PACIFIC ISLANDER HERITAGE MONTH
MAY 2021

WHEREAS, Asian American and Pacific Islander Heritage Month seeks to honor and recognize the contributions of Antioch residents from Asia, India, and the Pacific Islands; and

WHEREAS, today more than 20 million Asian American Pacific Islanders live in the United States and through their actions, make the United States of America a more vibrant, prosperous, and secure Nation; and

WHEREAS, Asian American Pacific Islanders have distinguished themselves as leading researchers in science, medicine, and technology, as innovative farmers and ranchers, as distinguished lawyers, judges, and government leaders, as prominent contributors in the arts, literature, and sports, as war heroes who defended our country from fascism, and as peacetime healthcare heroes currently on the front lines of the COVID-19 pandemic; and

WHEREAS, Antioch's population is approximately 13% percent Asian American and Pacific Islander (AAPI) and includes devoted community members who serve as artists, business owners, educators, health care professionals, lawyers and judges, clergy members, first responders, and military personnel; and

WHEREAS, while we celebrate the achievements and contributions of Asian Americans and Pacific Islanders that enrich our history, society, and culture, we must also acknowledge the additional determination, hard work, and perseverance AAPI individuals put forth to be heard and seen; and

WHEREAS, additional efforts to be heard and seen are a result of inequitable institutional and systemic injustices such as those most recently manifested in racist attacks during the COVID-19 pandemic; and

WHEREAS, despite their contributions and leadership, the role of AAPI individuals in the U.S. has been consistently overlooked and undervalued in the teaching and study of American history.

**NOW, THEREFORE, I, LAMAR A. THORPE, Mayor of the City of Antioch,
do hereby proclaim May 2021 as "Asian American and Pacific Islander Heritage Month."**

MAY 11, 2021

LAMAR A. THORPE, Mayor

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 5:00 p.m., on the dates listed below**. Applications are available at <https://www.antiochca.gov/#>.

EXTENDED DEADLINE DATE: 05/14/2021

➤ **BOARD OF ADMINISTRATIVE APPEALS**

DEADLINE DATE: 06/04/2021

➤ **PARKS AND RECREATION COMMISSION**

Your interest and desire to serve our community is appreciated.

BOARD OF ADMINISTRATIVE APPEALS

(EXTENDED Deadline Date: 05/14/21)

Three (3) Board Members, 4-year term vacancies, expiring March 2024

Two (2) Board Members, 2-year term vacancies, expiring March 2022

One (1) Alternate Member, 2-year term vacancy, expiring March 2022

- Board of Administrative Appeals consists of five members and one alternate to be appointed by the Mayor and confirmed by a majority of the Council. The alternate member shall serve a term of two years.
- Must be a resident of the City of Antioch.
- The Board hears appeals regarding administrative decisions by any official of the City dealing with Municipal Code interpretations.
- Three of the members shall have experience in the building construction trades and/or training in the California Code of Regulations.
- Meetings are held the first Thursday of every month at 3:00 p.m. in the City Council Chambers; or on other dates as needed.
- 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.

PARKS AND RECREATION COMMISSION

(Deadline date: 06/04/2021)

Two (2) Commissioners, 4-year term vacancies, expiring March 2024

- Parks and Recreation Commission serves in an advisory capacity to the City Council in matters pertaining to Parks and Recreation functions.
- Must be a resident of the City of Antioch.
- Surveying all current and future public and private recreation facilities.
- Recommend coordinated recreation programs for the City.
- Survey current and future park and recreational needs of the community to provide a sound and year-round recreational program for all ages.
- 7 member board – 4 year terms. These terms expire March 2024.
- Meetings are held the third Thursday of every month at 7:00 p.m.
- 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.

**CITY COUNCIL MEETING
AMENDED MEETING MINUTES**

**Special Meeting
5:00 P.M.**

**February 26, 2021
Meeting Conducted Remotely**

The City of Antioch, in response to the Executive Order of the Governor and the Order of the Health Officer of Contra Costa County concerning the Novel Coronavirus Disease (COVID-19), held Antioch City Council meetings via Comcast channel 24, AT&T U-verse channel 99, and live stream (at www.antiochca.gov). The City Council meeting was conducted utilizing Zoom Audio/Video Technology.

Written public comments were received by 5:00 p.m. the day of the Council Meeting in the following ways: (1) Filled out an online speaker card, located at https://www.antiochca.gov/speaker_card, or (2) Emailed the City Clerk's Department at cityclerk@ci.antioch.ca.us. Oral public comments received during the meeting were received by registering in advance to access the meeting via Zoom Webinar: <https://www.antiochca.gov/speakers> or by dialing (925) 776-3057.

On February 26, 2021, the Special Meeting was called to order by Mayor Thorpe at 5:00 P.M. and City Clerk Householder called the roll.

Present: Council Members District 1 Torres-Walker, District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 4) Wilson and Mayor Thorpe

PLEDGE OF ALLEGIANCE

Mayor Thorpe led the Council and audience in the Pledge of Allegiance.

OPENING REMARKS BY MAYOR AND CITY COUNCIL

Mayor Thorpe allowed up to 3 minutes per council member to have a brief statement regarding this evening's Special Meeting. He mentioned the recent shootings and assured the community the City was being as responsive as possible. He thanked our men and women patrolling the streets and ensured citizens are safe. He thanked the City Manager Ron Bernal, Chief Brooks and City Attorney Smith for their hard work. He stated that today marked our first step on building a strong police department that every segment of our community could trust. Community voices were a critical component of improving the perception of police legitimacy and fairness. He went on to say that when special interest groups labeled and/or criticize the Antioch Police Department, it deliberately obscured the distinction between undue attest and legitimate criticisms of practices and policies. To that end, this resistance to transparency and accountability reduced police legitimacy among different segments in the community. It made individuals less likely to report crimes and to less likely to work with law enforcement to solve crimes. He asked Council Members to have the same foresight voters did November 2020.

Mayor Thorpe reported that the City received over 200 public comments and they would try to read them all but assured everyone that all public comments would be part of the official record tonight. He thanked everyone for participating in the meeting this evening. He noted that this meeting would have robust discussions surrounding the start of a blueprint and framework to address police reform.

MAYOR AND COUNCIL MEMBERS OPENING COMMENTS

Councilmember Torres-Walker acknowledged that change was never easy, and they had just begun to repair the breach of trust between the City and the community. She requested the City Council consider the month of March “Police Reform Month” and establish an Office of Public Safety that would help us reimagine public safety and redefine what makes our community safe. She thanked everyone that submitted their public comments and stated that everyone in our community needed to be a part of the changes in our community.

Councilmember Barbanica stated that there had been another death in our community and shared his condolences to the family. He also mentioned that the City would conduct a thorough investigation as in any incident that occurs in our City. Sometimes the wait can be lengthy, but he asked for patience and assured that the facts would be available once the investigation was completed. He also thanked all citizens who had reached out to him in the recent weeks addressing the issues the City was experiencing. Lastly, he thanked the men and women that protected our City 24 hours a day.

Councilmember Ogorchock stated she was thankful that the citizens were participating tonight and was looking forward to hearing from the community and wanted to make sure that their decisions were based upon the individuals that lived within Antioch.

Councilmember Wilson thanked Mayor Thorpe, City Council, City Manager Bernal, and Chief Brooks. She stated that the last few months had been hard in Antioch, but change was coming. She noted that as a society, we had placed an enormous burden on police services. Tonight, we would see which areas needed further and deeper discussions.

PRESENTATION BY CHIEF TAMMANY BROOKS OF POLICE REPORT EFFORTS TO DATE AT ANTIOCH POLICE DEPARTMENT

Chief Brooks was grateful for allowing him at this time to make a presentation on the efforts and changes within the Antioch Police Department that could be classified as reform efforts. He mentioned that the City was constantly looking for ways to improve on training, industry best practices, technology, and on ways to better engage with our community. The residents could rest assure that the City had the best people serving the community and doing so with integrity and a very high level of professionalism and was proud to represent them here tonight.

Chief Brooks gave a brief background on the Antioch Police Departments current implemented services provided for the officers which include mental health services, officer training, accountability, and transparency within the department.

COUNCIL REGULAR AGENDA

1. MENTAL HEALTH CRISIS RESPONSE

Mayor Thorpe introduced Ben Adam Climber representing CAHOOTS.

Presenter Climber gave a brief background on the CAHOOTS (Crisis Assistance Helping Out on The Streets) Model and gave a PowerPoint presentation on their mobile crisis intervention program and its functions.

Councilmember Barbanica asked approximately how many staff members were needed to assist the City of Antioch's current population.

Presenter Climber responded that the staff was based on the City's current population of approximately 100-thousand people so typically they had approximately 11-12 staff to cover one (1) 24-hour shift.

Mayor Thorpe stated that this presentation was a start to the framework surrounding mental health crisis response and Council would discuss the needs and make a final decision on how to move forward.

Due to the amount of speaker request and with consensus of City Attorney Smith and the City Council, Mayor Thorpe reduced speaker times to one-minute per speaker.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Ali Saidi, Diana Collins Puente, Selina McManus, Katherine Walley, Micha Morris Silveira, Sarita B, Nikki Basas, Frank Sterling, Erika Viray Santos, Jennifer Rakowski, Sharon Johnson, Jen Chinn, Moxie Marsh, Pat Vuilarde', Daisy Maxion, Vicente Escalante, Hector Malvido, Jenna King, Bianca Gervacio, Kelly Callejo, Ben, Tony, Christi Morales-Kumasawa, Kevin Nadal, Amy Hayes, Ashley A, Isabella Collins, Sandy Hartrick, Glen Loveall, and Selena McManus spoke in support of having a mental Health Crisis response Team.

Mayor Thorpe called for a break at 6:32 P.M. The meeting reconvened at 6:39 P.M. with all Councilmembers present.

PUBLIC COMMENTS

Mayor Thorpe opened the public written comments.

The following public comments were read into the record by Administrative Services Director Mastay:

Julia Po, John Abella, Robert Collins, Nina Escolar, Andrei Quinto, Juniper Dorado, Cassandra Quinto-Collins, Gretchen Tofflemire, Joshua Anijar, Kai Lee Kerr, Kelly Callejo, Arlene, William

Davis-Watkins, Vicente Escalante, Chala Bonner, Jesse Zuniga, Joey Flegel-Mishlove, Tracy Davis-Watkins, Audrey Davis, Kai Montgomery, Cherisse Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, H. Ben Morgentahu, Nicole Rosillo, Kristen Zimmerman, Craig Valdez, Keith Thompson, Ellen and John Murray, Alyssa Huff, Wendell Watkins, Jim Becker, Amanda Walker, Shana Kim, Erica Wang, Jennifer Rakowski, Raeanne Baird, Ricka Davis-Sheard, Mike Borders, Gil Murillo, Erica Viray Santos, Johnny Rotten, Nati Flores, Erick Gutierrez, Adrienne Antonio, Melissa Pandika, Korina Wray, Holly Lim, Joanne Scott, Tami Boaz, Ricka Davis-Sheard, Ronilleen (Rona) Maglian, Addie Kitchen, Michelle Fortunado-Kewin, Rhoel Paragas, Sal Sbranti, Clara Jaekel, Jason Lindsey, Nickolas Lindsey, Kristine Grey, Kate Viernes, Joan McFadden Renz Andales, James Severson, Marvin Valdez, Angelo Monje, and Denise Wong provided written comment in support and solidarity for Angelo Quinto. They also expressed support of a mental health response team and police reform including body-worn cameras and dashboard cameras.

The following public comments were read into record by City Clerk Householder:

Sommaly Phinith Lam, Aralya Yee-Phinith, Pysay Phinith, Rona Yee, Kelly Yee, Rosa Yee-Phinith, Amy Tran, Debra Leschyn, Samantha Ayala, Julia McNeary, Audrey Tran, Jeff Macdonald, Christine Enderby, Courtney Coon, Doug Leich, Alliyah Thomas, Penny Hackett-Evans, Maryann OSullivan, Fox Ariah-Machado, Laura Byrne, Jesse Esteves, Sally Paris, Sue Brandy, Tricia Blakemore, Gabrille Lazzeretti, Emily Hampshire, Elsie Mills, Kylee Koch, Susan Desmond, Jane Courant, Adina Rose, Meilan Carter-Gilkey, Lynn Baskett, Gail Susan Gordon, Michael Friedman, Yehudit Lieberman, Kristin Powell, Sara Yap-Yui, Cynthia M.A. Siadat, Joemae Santos, Kristen Zimmerman, Patrick Francis Ibanez, John Nguyen, Pittsburg Educators, Katherine Cariaso, Michael Salgarolo, Shon Henderson, Marianne Callahan, Linda Leu, Angelica San Jose, Julie Marco, Ashley Lin, Christine Espina, Kristin Chambers, Christina Ortega, Joelle Sabater, Denise Bellante, Michelle Penuliar Mendoza, Carissa Purnell, Jessica Cruz, and Maria, provided written comment in support and solidarity for Angelo Quinto. They also expressed support of a mental health response team and police reform including body-worn cameras and dashboard cameras.

Mayor Thorpe called for a break at 7:56 P.M. The meeting reconvened at 8:06 P.M. with all Councilmembers present.

PUBLIC COMMENTS - Continued

The following public comments were made by individuals who dialed in via telephone during the meeting.

Shagoofa Khan, and Erika spoke in support of and solidarity for Angelo Quinto. They also expressed support of a mental health response team and police reform including body-worn cameras and dashboard cameras.

Councilmember Barbanica spoke in support of a mental health response team. He stated that that Contra Costa County was currently working with a similar program and would like for the City of Antioch to work in conjunction with them. The Community Crisis Response Team pilot

program was scheduled to start in the summer of 2021. The County currently had a team of approximately seven people working on the details of the program since mid-2020. One of the features was to call 988 which would create a response from the team.

Mayor Thorpe stated that he would like the Council to decide if a Mental Health Crisis Team is the direction that the City would like to take at this time.

Councilmember Torres-Walker voiced her appreciation to Mayor Pro Tem Wilson for her participation and efforts for the Crisis Response Team.

Councilmember Ogorchock spoke in support of a mental health response team and agreed to work with Contra Costa County's Crisis Response Team pilot program.

Mayor Pro Tem Wilson spoke in support of a mental health response team. She stated that she would like to see the Mental Health Crisis item on the next meeting.

Following discussion, Mayor Thorpe and Council agreed to look at all possible options for a Mental Health Crisis Team.

Mayor Thorpe would like to see mandatory psychiatric evaluations for police officers and dispatch workers. He would like to see staff participate in the current services that are being provided.

On motion by Mayor Pro Tem Wilson, seconded by Councilmember Ogorchock, the City Council unanimously approved to move forward with identifying program models and options for Mental Health Crisis Response and program models for Police Officers and Dispatch Workers Mental Health Response.

2. OFFICER TRAINING ENHANCEMENTS / MODULES

Mayor Thorpe would like to include training modules that were community driven. Currently the City of Antioch had training tools within the department and he would like to incorporate them into policy and a curriculum.

Following discussion, Mayor Thorpe and Council spoke in support of having more training for Antioch Police Officers.

PUBLIC COMMENTS

The following public comments were read into record by City Clerk Householder:

Sal Sbranti, Michele Kuslits, Audrey Davis, Kai Montgomery, Cherise Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, and Gil Murillo provided written comment in support of Officer Training Enhancements/Modules.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Sarita B, Frank Sterling, Michael Aldon, Gigi Crowder, Patricia Granados, and Jen Gaudite Bittick spoke in support of Officer Training Enhancements / Modules.

Mayor Thorpe made a requested to have an established trained paradigm that is publicly reviewed and updated built around the following principles: procedural justice, relationship based policing, implicit bias training, crisis intervention and mediations conflict resolution, appropriate engagement with youth, LGBTQ and gender non-conforming individuals, English language learners, individuals from different religious affiliations and individuals who are differently abled, and de-escalation and minimizing the use of force.

Following discussion, Mayor Thorpe and Council agreed to look at all possible options of Officer Training Enhancements/Modules.

Councilmember Ogorchock speaking to the following motion questioned if it needed to include the principals identified.

Councilmember Thorpe responded that he was asking for the motion to include the principals to codify the item for the public.

On motion by Councilmember Torres-Walker, seconded by Mayor Pro Tem Wilson, the City Council unanimously directed City Manager Bernal and City Attorney Smith to work with Councilmember Thorpe to establish a training paradigm to be publicly reviewed and updated annually, built around the following principals:

- Procedural justice
- Relationship Based Policing
- Implicit Bias Training
- Crisis Intervention Mediation Conflict Resolution
- Appropriate Engagement with Youth, LGBTQ, Gender Non-conforming Individuals, English Language Learners, individuals from different religious affiliations and individuals who are differently abled
- De-escalation and minimizing the use of force

3. DEMILITARIZATION EFFORTS

Councilmember Barbanica had concerns with having a militarized department; however, he liked the idea of accepting certain types of military weapons to assist the departments in emergency situations. The rescue vehicle had been used previously by other Police Departments within the County in high emergency situations and only a high-ranking officer could utilize the rescue vehicle.

PUBLIC COMMENTS

The following public comments were read into record by City Clerk Householder:

Sal Sbranti, Audrey Davis, Kai Montgomery, Cherise Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, and Jesse Zuniga provided written comment in support of receiving militarized equipment.

Lindsey Amezcua provided written comment in opposition to the City receiving militarized equipment.

Gil Murillo provided written comment requesting Antioch Police Department to respond on how limitations will impact the department to functions accordingly and present it for future meetings.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Sarita B spoke in support of receiving militarized equipment.

Gigi Crowder spoke in support of body cameras and vehicle dashboard cameras to ensure the safety of the officers and protective gear.

Moxie Marsh, Sharon Johnson, and Frank Sterling spoke in opposition of receiving militarized equipment.

Councilmember Torres-Walker spoke on the use of militarized equipment and noted that she understood the concerns of the community. The militarization in the City stemmed from the War on Drugs. We should not be at war with our residents and our community. We should demilitarize our Police Department and stop mismanaging our resources.

Councilmember Ogorchock asked Chief Brooks to provide information on the militarized equipment currently own by Antioch Police Department.

Chief Brooks gave a brief background on Antioch Police Department current militarized equipment. The MRAP (Mine-Resistant Ambush Protected) was free and had minimal expense to be outfitted for department use. The MRAP was only utilized in high-risk search warrants and arrest warrants.

Following discussion, Mayor Thorpe and Council agreed to look at all possible options on the use of militarized equipment and receiving militarized equipment in the future.

On motion by Councilmember Torres-Walker, seconded by Mayor Pro Tem Wilson, the City Council directed staff to return to Council with a policy that would ban the future purchase or acceptance of any military grade equipment for the City. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe

Noes: Barbanica and Ogorchock

On motion by Councilmember Torres-Walker, seconded by Mayor Pro Tem Wilson, the City Council directed the City Manager to work with the Chief of Police to provide a report to Council with the current inventory and use of military grade equipment in Antioch and through mutual aid efforts. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe

Noes: Barbanica and Ogorchock

4. INCREASED ACCOUNTABILITY AND TRANSPARENCY, INCLUDING BODY WORN AND IN VEHICLE CAMERAS

Councilmember Barbanica spoke in support of Antioch Police Officers having body worn cameras and vehicle dashboard cameras. He would like to expand the package and include tasers for the officers. The new wireless technology will activate the cameras once a firearm is pulled from its holster, or when a taser was used.

Mayor Thorpe discussed possibly incorporating the following components: outfitted vehicles and body cameras, independent review of on-duty police officer's complaints, require that all police stops provide civilians with their name, badge number and the reason for the stop and a card if anyone would like to file a complaint, and independent Police Oversight Commission.

PUBLIC COMMENTS

The following public comments were read into record by City Clerk Householder:

Kristina Gutilla, Sal Sbranti, Luis Morales, Kelly Teal, Audrey Davis, Kai Montgomery, Cherise Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, Gil Murillo, Crystal, and Kristina Gutilla provided written comment in support of body worn cameras and vehicle cameras.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Gigi Crowder, Sarita B, Danny Espinosa, Robert Collins, Diana Collins Puente, Katherine Walley, Frank Sterling, Moxie Marsh, Hector Malvido, Taylor Sims, Patricia Granados, and Ali Saidi spoke in support body-worn cameras and dashboard cameras.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica, the City Council unanimously directed City Manager Bernal to develop a staff report for funding appropriation and options related to the purchase of body worn and vehicle cameras.

Councilmember Barbanica gave a brief description on the new bluetooth technology available in tasers.

Chief Brooks gave a brief background on the new Bluetooth technology with tasers. The current tasers are of an older model and the new tasers have much more technology that was not available with our older tasers. He explained that the older tasers could not be upgraded with the new technology.

A motion by Councilmember Barbanica, seconded by Councilmember Ogorchock to direct staff to provide a report to Council on the costs associated with tasers in conjunction with body worn and vehicle cameras failed by the following vote:

Ayes: Barbanica and Ogorchock

Noes: Torres-Walker, Wilson, Thorpe

5. ESTABLISHING INDEPENDENT REVIEW OF ON DUTY POLICE OFFICER COMPLAINTS

Following discussions, Mayor Thorpe and Council discussed their concerns including having transparency in the workplace.

PUBLIC COMMENTS

The following public comments were made by individuals who dialed in via telephone during the meeting.

Frank Sterling, Diana Collins Fuente, and Robert Collins spoke in support of transparency within Antioch Police Department.

Councilmember Barbanica, mentioned that he had concerns regarding handing out business cards to the public in fear of receiving an abundance of complaints both founded/unfounded against the Police Officers and fears that the Police Department might have a hard time recruiting future officers.

Mayor Thorpe and Council discussed the process when interacting with Police Officers. Council asks for clarification on the policy for when someone makes a requested to obtain the officers name and badge number. Council agreed that providing educational awareness on the process will help facilitate the process.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Lacey Brown, Hector Malvido, Frank Sterling, Sharon Johnson, Patricia Granada, Melissa Case, Terrence Valen, Diana Collins Puente, Sarita B., and Marisela Marquez spoke in support of having an establish independent review board for the Antioch Police Department.

The following public comments were read into record by City Clerk Householder:

Kristina Gutilla, and Sal Sbranti provided written comment in support of an independent review process for addressing allegations of misconduct by the Antioch Police Officers.

Mayor Thorpe called for a break at 10:32 P.M. The meeting reconvened at 10:38 P.M. with all Councilmembers present.

PUBLIC COMMENTS – Continued

The following public comments were made by individuals who dialed in via telephone during the meeting.

Dr. Marie L. Mallare Jimenez spoke in support of an independent review process for addressing allegations of misconduct by the Antioch Police Officers.

The following public comments were read into record by City Clerk Householder:

Sal Sbranti, Jesse Zuniga, Audrey Davis, Kai Montgomery, Cherisse Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, and Gil Murillo provided written comment in support of an independent review process for addressing allegations of misconduct by the Antioch Police Officers.

At Mayor Thorpe's request, Chief Brooks gave a brief background on the process for addressing complaints.

Councilmember Barbanica asks Chief Brooks if all complaints are reviewed and investigated.

Chief Brooks gave a brief explanation on the process when a complaint gets filed with the Antioch Police Department. Complaints can be filed on-line, over the phone or in person. He also mentioned that all complaints get reviewed by him prior to forwarding the complaint to either internal affairs or a supervisor. The complaints are categorized as sustained, not sustain, exonerated, or unfounded/no findings.

Councilmember Barbanica asked Chief Brooks if all complaints were reviewed and investigated.

Chief Brooks mentioned that all complaints are investigated either internally or by an external investigators and outside attorneys.

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson the City Council directed the whole City Council act as the Interim Police Oversight Committee to review police policies for the Antioch Police Department with community input and expertise where possible as well as audit any and all police officer complaints of use of force. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe

Noes: Barbanica and Ogorchock

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson the City Council directed the City Manager and City Attorney to provide a staff report with models for a Civilian Police Oversight Committee. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe

Noes: Barbanica and Ogorchock

Chief Brooks gave a brief explanation on the process when using an outside investigator. The outside investigators were utilized when a complaint was file with allegations such as biased

based policing, excessive use of force, and significant discipline. Items handled internally extended to failing to appear in court for a traffic violation, traffic stop, and or rude behavior.

On motion by Councilmember Wilson, seconded by Councilmember Torres-Walker the City Council directed the City Manager, City Attorney and Police Chief create a policy for independent investigations. The motion carried the following vote:

Ayes: Torres-Walker, Barbanica Wilson, Thorpe

Noes: Ogorchock

6. POLICE HIRING AND SCREENING PRACTICES

Mayor Thorpe and Council discussed their concerns regarding the current hiring practices for the Antioch Police Department.

PUBLIC COMMENTS

The following public comments were read into record by City Clerk Householder:

Sal Sbranti provided written comment in support of allowing Antioch Police Department to hire their own officers.

Gil Murillo provided written comment and would like for Human Resources to assess the impact of such a policy and present their finding at a future meeting.

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock, the City Council unanimously approved to direct staff to bring back a policy prohibiting the hiring of police officers with an open investigation for use of force or a sustained internal affairs investigation where it was deemed to have been the actual use of excessive force.

On motion by Councilmember Wilson, seconded by Councilmember Torres-Walker, the City Council unanimously approved to direct the City Manager to provide a staff report regarding whether implicit bias testing exists for Police Officers.

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson, the City Council unanimously directed the City Manager to establish a Chief of Police hiring process that was open, transparent, and inclusive of the community, including a salary schedule to be brought back to the City Council for consideration.

7. NOTIFICATION PROTOCOLS FOR MAJOR INCIDENTS

Mayor Thorpe and Council discussed their concerns with current notifications practices on major incidents.

PUBLIC COMMENTS

The following public comments were read into record by City Clerk Householder:

Audrey Davis, Kai Montgomery, Cherisse Montgomery, Adrienne Davis, Jermone Brown, Gretchen Davis, and Kristina Gutilla provided written comment in support of having immediate and proper notifications for all escalated incidents of police activity.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Dr. Marie L. Mallare Jimenez, Sarita B, Frank Sterling, Diana Collins Fuente, and Lacey Brown spoke in support of having immediate and proper notifications for all escalated incidents of police activity.

On motion by Councilmember Wilson, seconded by Councilmember Barbanica, the City Council unanimously directed staff to establish a notification system that outlines what and when the City Council, City Manager, City Attorney and the community are notified of major incidents by the Antioch Police Department.

8. RESOLUTION IMPLEMENTING A POLICY FOR THE CITY, INCLUDING ALL OF ITS DEPARTMENTS, REGARDING THE SELECTION OF ATTORNEYS PROVIDING CONTRACT SERVICES, AND THE REVIEW, AUTHORIZATION AND EXECUTION OF ALL AGREEMENTS FOR LEGAL SERVICES AND SERVICES TO BE PROVIDED BY ATTORNEYS TO THE CITY

At Mayor Thorpe's request, City Attorney Smith gave a brief description on the current process of the hiring of attorneys for the City of Antioch.

PUBLIC COMMENTS

The following public comment was read into record by City Clerk Householder:

Sal Sbranti provided written comment asking for the proper selection of attorneys providing contract services to the City of Antioch.

At the request of Councilmember Barbanica, Mayor Thorpe and City Attorney Smith explained the hiring process for outside contracted attorneys.

Councilmember Barbanica requested the resolution include that the City Attorney will work in collaboration with departments.

RESOLUTION NO. 2021/26

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson, that the City Council adopted a resolution implementing a policy for the City including all its departments regarding the selection of the attorneys providing contract services and the review authorization and execution of all agreements for legal services and services to be provided by attorneys to the City. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe,

Noes: Barbanica, Ogorchock

PUBLIC COMMENTS

The following public comments were read into the record by Administrative Services Director Mastay:

Greg Kremenliev, Mary Anne Manumpil, Victoria Chavez, Mary Anne, Cole Lewis, Larisha Martin, Joemae Santos, Angela Phan, Diana Collins Fuente, Patricia Granadas, Maileen Mamaradio, and Juan Carlos Collins provided written comment in support and solidarity for Angelo Quinto.

Michael Kean, Michael Macfarlane, Norm Machado, Mary Jane Long, Tobias Jensen, and Sandy Hartrick provided written comment in support of the Antioch Police Department.

Eleazar Malabanan, and Christi Morales-Kumasawa provided written comment in support of a mental health response team and police reform.

K.S., Dana Evans, Robrielle Beverly, Linda Cooks, Zander, Jim Lanter, Anonymous, Mike M, and Brendon provided written comment in support police reform.

Gil Gurillo provided written comment in support of police transparency.

Robert Ronson provided written comment in support of City Council Member Torres-Walker's recall.

Caitlin Pambid, and Isabella Collins provided written comment in support and solidarity for Angelo Quinto and of police reform.

Kevin Nadal provided written comment in support and solidarity for Angelo Quinto and on mental health response team.

The following public comments were made by individuals who dialed in via telephone during the meeting.

Robert Collins, and Moxie March spoke in support of and solidarity for Angelo Quinto. They also expressed support of a mental health response team and police reform.

Mayor Thorpe thanked the Council and all City staff for their hard work and support to the community.

ADJOURNMENT

On motion by Councilmember Ogorchock, seconded by Councilmember Torres-Walker, the City Council unanimously approved to adjourn the meeting at 12:25 A.M.

EMILY ARREDONDO
Clerk's Administrative Assistant

CITY COUNCIL MEETING

Special/Regular Meeting
5:30 P.M.

April 13, 2021
Meeting Conducted Remotely

The City of Antioch, in response to the Executive Order of the Governor and the Order of the Health Officer of Contra Costa County concerning the Novel Coronavirus Disease (COVID-19), held Antioch City Council meetings via Comcast channel 24, AT&T U-verse channel 99, and live stream (at www.antiochca.gov). The City Council meeting was conducted utilizing Zoom Audio/Video Technology.

Written public comments were received by 3:30 p.m. the day of the Council Meeting in the following ways: (1) Filled out an online speaker card, located at https://www.antiochca.gov/speaker_card, or (2) Emailed the City Clerk's Department at cityclerk@ci.antioch.ca.us. Oral public comments received during the meeting were received by registering in advance to access the meeting via Zoom Webinar: <https://www.antiochca.gov/speakers> or by dialing (925) 776-3057.

4:45 P.M. - CLOSED SESSION

1. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** pursuant to Government Code section 54956.9: Cameron Rocha v. City of Antioch, United States District Court Northern District of California, San Francisco Division Case No. 3:19-cv-07312-MMC.
2. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** pursuant to Government Code section 54956.9: Robert Stout v. City of Antioch, et. al., United States District Court Northern District of California, Case No. 20-cv-08370-YRG.

Mayor Thorpe called the meeting to order at 5:30 P.M., and City Clerk Householder called the roll.

Present: Council/Agency Members District 1 Torres-Walker, District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 4) Wilson and Mayor Thorpe

PLEDGE OF ALLEGIANCE

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

STUDY SESSION

1. **FISCAL YEAR 2021-23 BUDGET DEVELOPMENT**

City Manager Bernal introduced the Study Session Agenda Item #1.

Finance Director Merchant presented the staff report dated April 13, 2021 recommending that the City Council provide feedback and direction regarding the budget development information provided for the Fiscal Year 2021-23 budget.

In response to Councilmember Wilson, Director of Parks and Recreation Helfenberger stated that their department would be working over the next several months to recover from impacts of the pandemic and they would be ramping up programming with existing staff. He noted after that time, they would reevaluate whether there was a need for additional staff, and he would report out once they had reevaluated staffing levels.

Councilmember Barbanica suggested doubling Code Enforcement staff over the next 1-2 years.

Councilmember Ogorchock cautioned Council that results of the salary survey and labor negotiations could potentially impact the budget. She requested a set-aside for asset replacement be added for Council consideration.

Mayor Thorpe explained that budget adjustment could be made prior to Council adopting the budget and at mid-year budget review.

Position Requests

Following discussion, Council consensus supported the following General Fund Position Requests:

- Community Development - Community Development Technician
- Animal Services - Animal Services Technician
- Public Works - General Laborer
- Finance - Finance Analyst
- Recreation – Recreation Coordinator
- Public Works - Administrative Assistant
- Public Works – Fleet Service Technician
- Public Works - GIS Technician
- City Attorney - Assistant City Attorney
- Human Resources – Administrative Assistant

Speaking to Councilmember Barbanica's request to double Code Enforcement staffing, Finance Director Merchant explained that estimated costs would be an additional \$1,733,382 in FY 22 and \$1.8M in FY23.

Following discussion, Council consensus supported doubling staffing for the Code Enforcement Division.

Finance Director Merchant stated she would place the requested positions in the budget as well as any additional equipment costs needed to support the positions.

Following discussion, Council consensus supported factoring in the Unhoused Resident Coordinator as a full-time position.

Finance Director Merchant responded that she would work with Human Resources to develop a salary estimate for the position.

Recreation and Animal Services Special Revenue Funds

Finance Director Merchant presented the Recreation and Animal Services Special Revenue Funds.

General Fund Projections 4.13.21

Finance Director Merchant presented the General Fund Projections 4.13.21.

Mayor Thorpe thanked Finance Director Merchant for her leadership and staff for their assistance in the budget process.

Finance Director Merchant reiterated that the next Budget Study Session would be on the City's other funds. She stated she would work with staff to incorporate staffing requests and update the projections for the General Fund.

PUBLIC COMMENT - None

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adjourned the Study Session at 6:14 P.M.

Mayor Thorpe called the meeting to order at 7:01 P.M., and City Clerk Householder called the roll.

Present: Council/Agency Members District 1 Torres-Walker, District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 4) Wilson and Mayor Thorpe

PLEDGE OF ALLEGIANCE

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

City Attorney Smith reported the City Council had been in Closed Session and gave the following report: **#1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**, no reportable action; and **#2 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**, no reportable action.

2. INTRODUCTION OF NEW CITY EMPLOYEES

The introduction of Elnora Turner, Business License Representative and Daniel Garcia, Computer Technician were moved to a future meeting.

Director of Public Works/City Engineer Samuelson introduced Benjamin (Marcus) Woodland Water Treatment Plant Operator with Certificate.

Director of Public Works/City Engineer Samuelson introduced Benjamin Ambriz, Lead Landscape Maintenance Worker (Promotion) who thanked the City for the introduction.

Mayor Thorpe welcomed Benjamin (Marcus) Woodland and Benjamin Ambriz, Lead Landscape Maintenance Worker. He acknowledged the work being done throughout the City by the Public Works Division.

3. PROCLAMATIONS

- *Cleaner Contra Costa Challenge, April 2021*
- *Arbor Day, April 30, 2021*
- *Proclamation Denouncing Anti-Asian Racism*
- *Proclamation Strengthening Our Commitment to Public Safety and Supporting Comprehensive Action by The President, The United States Congress, The Governor and State Legislature of California to Prioritize the Protection of All People from Gun Violence and Address Its Root Causes*

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock the Council unanimously approved the Proclamations.

Environmental Resource Coordinator Haas-Wajdowicz introduced Colleen Noland, Sustainable Contra Costa, who thanked the City Council for the *Cleaner Contra Costa Challenge* proclamation.

Marlene Kinney, on behalf of the Antioch Riverview Garden Club, thanked the City Council for the *Arbor Day* proclamation.

Mayor Thorpe thanked Ms. Kinney for serving the community and stated he would be attending the Arbor Day tree planting at 1:00 P.M. on April 30, 2021.

The following public comments were read into the record by Administrative Services Director Mastay.

Tom Lamonthe provided written comment in support of the *Denouncing Anti-Asian Racism* proclamation.

Lucas Stuart-Chilcote provided written comment in support of the proclamations.

Vonita Brown provided written comment in support of the *Denouncing Anti-Asian Racism* proclamation and proposed the formation of the Human Rights and Racial Equity Commission. She suggested volunteers for Board and Commissions be appointed by an unbiased Board or Committee.

Mayor Thorpe announced he would be signing the *Proclamation Denouncing Anti-Asian Racism* at 11:00 A.M. on April 14, 2021 at Waldie Plaza. He noted the event would include a press conference with State Controller Betty Yee, Councilmember Torres-Walker, Dwayne Eubanks representing the Antioch Historical Society, Joy Motts representing Rivertown Preservation Society, Andy Li representing the Contra Costa Community College District and others to announce important measures to help reconcile the City's past with Chinese Americans. He invited everyone to attend the event.

Michelle Sinnott, Nichole Hsu and Alex Navarro representing Moms Demand Action thanked the City Council for the *Strengthening Our Commitment to Public Safety and Supporting Comprehensive Action by The President, The United States Congress, The Governor and State Legislature of California to Prioritize the Protection of All People from Gun Violence and Address Its Root Causes* proclamation.

Mayor Thorpe reported that he along with Councilmember Torres-Walker had met with Moms Demand Action and announced that they would be bringing items to Council related to violence prevention programs.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

Liz Fuller, on behalf of Geneva Moss Antioch and Prewett Libraries Manager, announced the Prewett Park Library would be reopening on April 27, 2021 and the Antioch Library would be reopening on June 1, 2021. Contact information was provided.

Councilmember Wilson announced the following events:

- Community Violence Solutions – Take Back the Night Candlelight Vigil at 7:00 P.M. on April 14, 2021
- Community Violence Solutions - Take Back the Night Virtual Self Defense Class at 7:00 P.M. on April 23, 2021

Contact information was provided.

Youth Services Network Manager Johnson announced *New Voices Are Rising* was offering a Virtual Summer Climate Justice Youth Leadership Academy for high school students June 7, 2021 – July 16, 2021.

4. ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Householder announced the following Board and Commission opening:

- Board of Administrative Appeals: (6) vacancies: deadline date is April 16, 2021

She announced applications were available at bit.ly/applyantioch.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS - Continued

Mayor Thorpe announced the Transitional Housing Ad Hoc Committee would be holding a virtual community conversation at 3:00 P.M. on April 16, 2021.

PUBLIC COMMENTS

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Diana Collins Puente thanked Council for their work over the past months and requested the City Council ban knee to neck restraints.

Yahya Shabazz representing the Islamic Community thanked the City Council for their recognition of Ramadan.

Bella Q.C. voiced her support for banning to the use of the knee to neck restraints or any other hold that may cause asphyxiation.

The following public comments were read into the record by Administrative Services Director Mastay.

Laura Young provided written comment regarding her efforts to meet with Mayor Thorpe.

O'Janae Stimpston, Antioch resident, provided written comment suggesting the City Council hire Amy Bettencourt to read public comments at Council meetings.

Robert Collins provided written comment in support for banning to the use of the knee to neck restraints or any other restraint that may cause asphyxiation.

Andre Quinto provided written comment thanking the City Council for their police reform efforts and in support of banning of knee to neck restraints.

Jackie Hooke provided written comment expressing concern for comments made about her by Mayor Thorpe at a previous Council meeting.

Anonymous, Antioch resident, provided written comment expressing concern for comments made by Mayor Thorpe at a recent Council meeting. They requested Mayor Thorpe and Councilmember Torres-Walker remove themselves from the City Council.

Anonymous, Antioch resident, provided written comment discussing the challenges of the businesses in the Rivertown District due to the pandemic and felt they were not being represented by the District 1 Councilmember Torres-Walker.

Anonymous, Antioch resident, provided written comment thanking Councilmembers Wilson, Barbanica and Ogorchock for their commitment to their Districts.

Tom Hartrick, Antioch resident, provided written comment expressing concern for comments made by Mayor Thorpe at a previous Council meeting.

Manny Soliz provided written comment expressing his appreciation for Mayor Thorpe's State of the City address. He stated he felt it would have been advantageous to hear from the entire City Council and department heads.

Marybeth Salem, San Francisco resident, provided written comment in support of police reform.

Lucas Stuart-Chilcote, Antioch resident, provided written comment wishing the Muslim, Sikh and Hindu communities a wonderful holy time.

COUNCIL SUBCOMMITTEE REPORTS/COMMUNICATIONS

Councilmember Torres-Walker honored the indigenous people of Antioch. She reported on her attendance at meetings with Youth Services Network Manager Johnson and the CDBG Standing Committee. She announced that she had attended a meeting with Chief Brooks and the APD Gang Unit. She thanked them for their hard work and for the improvements being made along Cavallo Road and East 18th Street. She commented that a Cannabis Standing Committee meeting would be taking place soon. She reported on her engagement efforts with business owners and residents in her district. She stated that she looked forward to participating in additional community engagement activities.

Councilmember Barbanica reported on his attendance at the CDBG Standing Committee meeting. He thanked CDBG/Housing Consultant House for explaining the process and encouraged the community to participate in future meetings. He reported on his participation in the Transitional Housing Ad Hoc Committee and announced their next meeting would be held at 3:00 P.M. on April 16, 2021.

Councilmember Ogorchock reported on her attendance at the Governance, Transparency, and Labor Relations Policy Committee meeting with Cal Cities.

Councilmember Wilson announced Delta Diablo would be meeting on April 14, 2021. She reported on her attendance at Tri Delta Transit. She thanked the City Council for approving the proclamations this evening.

Mayor Thorpe reported that Councilmembers Barbanica and Wilson had provided his committee reports. He announced Contra Costa Transportation Authority and Transitional Housing Ad Hoc Committee meetings would be occurring soon.

MAYOR'S COMMENTS

Mayor Thorpe offered his best wishes to all Muslims as they begin Ramadan and he challenged Antioch residents to stand in solidarity with the Muslim community.

5. PRESENTATION

The following public comments were read into the record by Administrative Services Director Mastay.

Lucas Stuart Chilcote, Antioch resident, provided written comment discussing the importance of diversion programs and encouraging the City Council to consider new positions for the Environmental Resources Department.

Environmental Resource Coordinator Haas-Wajdowicz presented the Water Diversion Overview and Organics Rate PowerPoint presentation.

Mayor Thorpe thanked Environmental Resource Coordinator Haas-Wajdowicz for the presentation.

6. CONSENT CALENDAR

- A. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR FEBRUARY 16, 2021**
- B. APPROVAL OF COUNCIL MINUTES FOR FEBRUARY 23, 2021**
- C. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR FEBRUARY 26, 2021**
- D. APPROVAL OF COUNCIL MINUTES FOR MARCH 9, 2021**
- E. APPROVAL OF COUNCIL MINUTES FOR MARCH 23, 2021**
- F. APPROVAL OF COUNCIL WARRANTS**
- G. ORDINANCE 2193-C-S SECOND READING – CREEKSIDE/VINEYARDS AT SAND CREEK (GP-19-06, PD-19-02) (Introduced on 03/23/21)**
- H. RESOLUTION NO. 2021/59 NAMING PARCEL C PARK (APN: 057-030-023) OF THE AVIANO SUBDIVISION 9249 “BAY MIWOK MEADOWS PARK”**
- I. RESOLUTION NO. 2021/60 CONSIDERATION OF BIDS FOR THE CITY HALL PLAZA IMPROVEMENTS AND LEO FONTANA FOUNTAIN (P.W. 247-R)**
- J. RESOLUTION NO. 2021/61 CONSIDERATION OF BIDS FOR BACKFLOW APPARATUS AND PARTS, BID NO. 259-0323-21A**
- K. RESOLUTION NO. 2021/62 APPROVING CONSOLIDATED ENGINEER’S REPORT AND DECLARING INTENTION TO LEVY AND COLLECT ASSESSMENTS FOR THE HILLCREST, CITYWIDE, DOWNTOWN, ALMONDRIDGE, LONE TREE, AND EAST LONE TREE LANDSCAPE MAINTENANCE DISTRICTS, AND SETTING PUBLIC HEARING (P.W. 500)**

- L. **RESOLUTION NO. 2021/63 FIRST AMENDMENT TO THE FULTON YARD RECYCLING PROJECT AGREEMENT WITH C&J FAVALORA TRUCKING, INC.**
- M. **RESOLUTION NO. 2021/64 AUTHORIZING THE EXECUTION OF TRAFFIC SIGNAL DESIGN AGREEMENT FOR THE INTERSECTION OF CANADA VALLEY ROAD AND LAUREL ROAD**
- N. **RESOLUTION NO. 2021/65 AUTHORIZING THE CITY MANAGER TO ENTER INTO AGREEMENTS WITH AZTECA SYSTEMS LLC AND TIMMONS GROUP, TO PROVIDE THE DEVELOPMENT AND IMPLEMENTATION OF A NEW MAPCENTRIC ENTERPRISE-LEVEL COMPUTERIZED MAINTENANCE MANAGEMENT SYSTEM REPLACING CENTRAL SQUARE**

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica, the City Council approved the Council Consent Calendar with the exception of items A, H, I and K, which were removed for further discussion. The motion carried the following vote:

Ayes: Barbanica, Ogorchock, Wilson, Thorpe

Abstain: Torres-Walker

Item A – Administrative Services Director Mastay read public comment from Billy Ruben thanking Councilmember Ogorchock for presenting the idea for establishing a Code of Conduct for Antioch and Mayor Thorpe for pointing out there were already built-in mechanisms for moderating behavior.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council approved Item A. The motion carried the following vote:

Ayes: Barbanica, Ogorchock, Wilson, Thorpe

Abstain: Torres-Walker

Item H – Administrative Services Director Mastay read public comment from Lucas Stuart-Chilcote, Antioch resident, stating that he hoped this act of remembrance and honor to those with native American heritage, felt genuine. He encouraged a plaque be installed with a ceremony explaining the significance of the name. He announced Indigenous People Day was October 11, 2021.

Mayor Thorpe stated as the park neared completion, he wanted signage installed in recognition of the Bay Miwok people.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously approved item H.

Item I – Administrative Services Director Mastay read public comment from Louis Friend requesting Leo Fontana's full name be displayed on the fountain.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously approved Item I, amending the project to include the full name "Leo Fontana" on the fountain.

Item K - Administrative Services Director Mastay read public comment from John Daniels, Antioch resident, who requested the City Council rename the "Citywide" District to a more specific name, as he felt it was misleading.

Director of Public Works/City Engineer Samuelson presented the staff report dated April 13, 2021 and explained that this item was not creating new districts and confirmed that the citywide district had always had that name. He stated any increases to rates would require the 218 process to notify residents of the pending change and the City was not recommending any increases this year.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously approved item K.

COUNCIL REGULAR AGENDA

7. CITYWIDE SIGNAGE PROGRAM (P.W. 679-1)

City Manager Bernal introduced Regular Agenda Item #7.

Director of Public Works/City Engineer Samuelson and City Consultant Christy Montgomery presented the staff report and PowerPoint presentation dated April 13, 2021 recommending the City Council review the proposed design options and preliminary construction cost estimates for the Citywide Signage Program ("Project") and provide direction to staff on a preferred alternative.

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Antione & Yolanda Moody commented regarding illegal activity in their neighborhood.

Mayor Thorpe explained that public comment on unagendized items would be heard at the end of the Council meeting.

Councilmember Ogorchock stated she did not support signage in the Veteran's Memorial area. She voiced her support for scheme #2 because it mimicked Council Chambers. She requested the memorial tree signage at Prewett Park be included in the sign program.

Mayor Thorpe explained that this item was to determine the scheme and locations would be discussed in the future.

Councilmember Wilson voiced her support for scheme #1 and #3. She stated she was pleased that there would be consistency in signage.

In response to Councilmember Wilson, City Manager Bernal stated as the program was implemented, they would look at all signage and contact individuals with inconsistent or illegal signage.

In response to Councilmember Barbanica, Director of Public Works/City Engineer Samuelson explained that the sign program was not fully funded. He stated park signage would be replaced as needed; however, both community parks and four neighborhood parks would be included in the initial project. He added that the wayfinding program would be implemented at the same time because it was fully funded.

Mayor Thorpe and Councilmember Barbanica spoke in support of scheme #2.

Mayor Thorpe stated Council consensus was scheme #2 and that all parks to be phased into the program and included in the budget process.

8. DOWNTOWN REVITALIZATION – DINING DISTRICT BRANDING AND MARKETING CAMPAIGN

Director of Economic Development Reed presented the staff report dated April 13, 2021 and David Kippen representing Evviva Brands presented the PowerPoint presentation recommending the City Council adopt a resolution approving the following actions: 1) Naming of the new dining district; 2) Selecting the new branding design; and 3) Authorizing the City Manager to execute an agreement for a marketing campaign with Evviva Brands not to exceed \$40,000.

Sean McCauley thanked the City Council for improving and investments into the Dining District. He announced that they would be opening key restaurants in the area soon. He voiced his support for naming the new dining district, "Rivertown Dining District".

Mayor Thorpe clarified that this item was asking Council to name the dining district, select a branding design and decide whether to execute an agreement with Evviva Brands.

Councilmember Ogorchock thanked Director of Economic Development Reed and Mr. Kippen for the presentation. She voiced her support for the naming the new district "Rivertown Dining District" and the paddle wheel design with the font showing the "l" as wavy in "Rivertown. Additionally, she voiced her support for utilizing the city's blue and orange color scheme with the orange being the dominant color. She also supported approval of the contract with Mr. Kippen.

Councilmember Barbanica agreed with Councilmember Ogorchock.

Councilmember Wilson stated she preferred the paddle wheel design with the type face in option #1, including the medallion in option #3 for promotional items and the blue color from the City's logo with a secondary color that would complement that theme.

Councilmember Torres-Walker thanked Director of Economic Development Reed and Mr. Kippen for their work. She supported "Rivertown Dining District", options #2 or #3 and agreed with utilizing the City's existing color pallet.

Councilmember Barbanica stated that he also supported the paddle wheel design as a medallion and incorporating the words "Rivertown Dining".

Councilmember Wilson voiced her support for the "Rivertown Dining District" name.

Mayor Thorpe stated there was consensus on the following:

- Naming the new dining district "Rivertown Dining District"
- Option #2 branding design with the blue/orange color scheme (orange being the dominant color)
- Inclusion of a medallion design option

Councilmember Ogorchock suggested the consultant provide an option with the "rivertown salmon" colored font under the paddle wheel design.

RESOLUTION NO. 2021/66

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adopted a resolution approving the following actions: 1) Naming of the new dining district, "Rivertown Dining District"; and 2) Authorizing the City Manager to execute an agreement for a marketing campaign with Evviva Brands not to exceed \$40,000. 3) Directing Staff to create a marketing campaign utilizing \$75,000 in funds identified in the Economic Development Departments Fiscal Year 2020-21 budget.

9. DOWNTOWN REVITALIZATION – CONTRA COSTA FERRY UPDATE

City Manager Bernal presented the staff report dated April 13, 2021 recommending the City Council receive an update on proposed pilot ferry service in Contra Costa County and provide direction to staff.

Peter Engel representing CCTA gave a PowerPoint presentation Update Antioch City Council on Antioch Ferry Service.

The following public comment was read into the record by Administrative Services Director Mastay.

Lucas Stuart-Chilcote spoke in support of ferry boat service to Antioch.

Councilmember Wilson thanked Mr. Engel for the report and spoke in support of additional studies on the best mode of water transportation for Antioch. She stated she liked the route between Antioch, Martinez, Hercules and Richmond. She spoke in support of Contra Costa County or Antioch having representatives on the WETA Board.

Mr. Engel explained that changing the structure of the WETA Board would have to be taken up through the Legislature.

Mayor Thorpe responded that City Managers of the region would be discussing this issue. He noted they were looking to Council to see if there was support and a commitment for funding a program.

Mayor Thorpe stated Council consensus was to proceed forward with commitment for the pilot program for ferry service.

Councilmember Barbanica stated prior to moving forward he wanted a report on the fiscal impacts and the funding source identified. He noted post COVID-19, commute impacts were unknown.

Councilmember Torres-Walker spoke in support of ferry service to Antioch and stated that she understood Councilmember Barbanica concerns regarding post-COVID19 commutes.

10. POLICE REFORM – CREATION OF A POLICE REFORM STANDING COMMITTEE OF THE WHOLE CITY COUNCIL

City Manager Bernal introduced Regular Agenda Item #10.

Assistant City Manager Bayon Moore presented the staff report dated April 13, 2021 recommending the City Council discuss and consider formation of a Police Reform Standing Committee of the Whole City Council and adopt the resolution if the standing committee is desired.

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Diana Collins Puente, Frank Sterling, Bella Q.C and Micha Morris-Silveira spoke in support of the formation of a Police Reform Standing Committee.

The following public comments were read into the record by Administrative Services Director Mastay.

Gretchen Tofflemire provided written comment in support of the formation of a Police Reform Standing Committee and adopting a resolution formally approving a Notification Protocol for Critical Public Safety Incidents.

Robert Collins, Juan Carlos Collins and Andrei Quinto provided written comment in support of the formation of a Police Reform Standing Committee.

Manny Soliz provided written comment stating that the formation of a Police Reform Standing Committee was unnecessary because as a legislative body, Council was already responsible for setting policy and addressing complaints.

Councilmember Barbanica clarified the City Council had the authority to oversee any City department and questioned why a secondary committee was needed.

In response to Councilmember Ogorchock, City Attorney Smith clarified that if the City Council chose to meet as a Standing Committee, it would be limited to advisory authority and any action items would be brought to the Council for consideration, when they met as a full City Council.

Councilmember Ogorchock stated she did not understand the purpose of a Standing Committee when Council could call for a special meeting and serve in the same capacity.

Mayor Thorpe responded that this process would allow Council to be more transparent, deliberate, and proactive with regards to what they would be discussing as it related to policing. He clarified that Council would form a Standing Committee in the interim to set a foundation for the formation of a Citizen's Oversight Commission.

RESOLUTION NO.2021/67

On motion by Councilmember Wilson, seconded by Councilmember Torres-Walker the City Council supported the formation of a Police Reform Standing Committee of the Whole City Council and adopted the resolution. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe

Noes: Barbanica, Ogorchock

Mayor Thorpe declared a recess at 9:55 P.M. The meeting reconvened at 10:03 P.M. with all Councilmembers present.

11. POLICE REFORM – NOTIFICATION PROTOCOL FOR CRITICAL PUBLIC SAFETY INCIDENTS

Assistant City Manager Bayon Moore presented the staff report dated April 13, 2021 recommending the City Council adopt a resolution formally approving a Notification Protocol for Critical Public Safety Incidents.

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Diana Collins Puente and Bella Q.C. spoke in support of the resolution formally approving a Notification Protocol for Critical Public Safety Incidents. They requested notification to the community as well as persons impacted by critical public safety incidents be included and the establishment of a primary point of contact for impacted persons.

Jessica Tully, East Bay resident, spoke in support of the resolution formally approving a Notification Protocol for Critical Public Safety Incidents and the formation of a Police Reform Standing Committee.

The following public comments were read into the record by Administrative Services Director Mastay.

Robert Collins and Juan Carlos Collins provided written comment in support of the resolution formally approving a Notification Protocol for Critical Public Safety Incidents. They requested notification to the community as well as persons impacted by critical public safety incidents be included and the establishment of a primary point of contact for impacted persons.

The following public comment was made by an individual utilizing Zoom Audio/Video Technology.

Frank Sterling spoke in support of the resolution formally approving a Notification Protocol for Critical Public Safety Incidents. He requested notification to the community as well as persons impacted by critical public safety incidents be included along with the establishment of a primary point of contact for impacted persons.

Councilmember Torres-Walker spoke in support of an official protocol process for critical public incidents. She thanked Chief Brooks for the notifications she had recently received from the Antioch Police Department. She agreed that there should be a notification process for the public, especially the victims.

Councilmember Ogorchock reported that Chief Brooks had been notifying Council of these types of incidents.

Mayor Thorpe stated that this item came to Council to ensure there were no gaps in the notification process, people would be held accountable, and information would be received in timely manner. He recognized community notification was not addressed in the resolution and noted a specific resolution could address that item. He offered the following amendments to the resolution:

Second Whereas -

Areas requiring notification:

- When County PROTOCOL is initiated.
- Any complaint related to police misconduct that requires an immediate investigation of an officer (i.e., the conduct is in process, an officer is unfit to perform police duties, and an officer is currently on duty, alleged criminal conduct, and the complaint alleges unnecessary force, resulting in serious injury and medical treatment).
- Critical incidents (i.e., Hostage/barricaded suspect, sniper, citizen shot by an officer, officer shot or critically injured while on duty, riot, insurrection or potentially violent demonstration, prison break, an explosion of a destructive device, airplane crash, major fire, officer arrested on or off duty, and Hazardous material incident).
- Officer-Involved shooting and/or discharge.
- Homicides.

Fourth Whereas –

- Add City Manager

Sixth Whereas –

- Whereas the Police Chief or a designee shall convey reliable and accurate information via email, text or phone to Mayor, Council, City Manager, City Attorney and Public Information Officer

Council consensus requested the resolution be amended with the above-mentioned items and directed it to be brought back to the City Council for adoption.

12. DISCUSSION ITEM: URGENCY ORDINANCE TO REQUIRE LARGE GROCERY STORES TO PAY EMPLOYEES AN ADDITIONAL WAGE OF UP TO FIVE DOLLARS PER HOUR IN TEMPORARY HAZARD PAY DURING A SPECIFIED PERIOD OF TIME ASSOCIATED WITH THE COVID-19 PANDEMIC

City Attorney Smith presented the staff report dated April 13, 2021 recommending the City Council provide direction as to: 1) Whether staff should prepare an Urgency Ordinance to require large grocery stores in Antioch to pay employees an additional wage of up to five dollars per hour in temporary hazard pay during a specified period of time associated with the Covid-19 pandemic and, 2) If so, the amount of, of the increased hourly pay (\$3.00, \$4.00, or \$5.00) for discussion and decision by the full City Council.

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Ryan McGilley, John Gomez and Bambi Marien representing UFCW Local 5, Taylor Sims, and Joseph Summers representing Contra Costa Labor Council spoke in support of an Ordinance requiring large grocery stores to pay an additional wage for hazard pay during a specified period associated with the Covid-19 pandemic.

Ryan Allain, California Retailers Association, spoke in opposition to Council adopting an Ordinance requiring large grocery stores to pay an additional wage for hazard pay during a specified period associated with the Covid-19 pandemic.

The following public comments were read into the record by Administrative Services Director Mastay.

James Beam, Antioch resident, and Donna Salazar provided written comment in opposition to Council adopting an Ordinance requiring large grocery stores to pay an additional wage for hazard pay during a specified period associated with the Covid-19 pandemic.

Director of Economic Development Reed suggested he conduct additional research regarding the impacts of this program. He noted that it could be seen as a discouragement to businesses that Antioch needed.

Councilmember Barbanica recognized grocery workers for their hard work during the pandemic; however, he did not believe the City should be involved in directing private industry on employee salaries. He expressed concern that the City would be opening themselves up to a potential lawsuit.

Councilmember Wilson requested gross sales data for the stores that would be impacted. She acknowledged grocery workers for their service and spoke in support of moving the item forward.

Councilmember Torres-Walker thanked City Attorney Smith and Director of Economic Development Reed for bringing this item forward. She stated that she looked forward to receiving data regarding the jobs impacted and if those positions were held by Antioch residents.

Director of Economic Development Reed responded that he would reach out to the stores that would be impacted and explained they were not obligated to release the information requested.

In response to Councilmember Ogorchock, City Attorney Smith clarified that Walmart and Costco were not considered grocery stores and would be excluded from the Ordinance.

Councilmember Ogorchock reported that this matter was discussed by Cal Cities who chose not to advance the issue. She expressed concern that it could be viewed as the City becoming involved with how private businesses were managed.

City Attorney Smith cautioned that a broader definition would result in a broader risk of a lawsuit.

Councilmember Torres-Walker commented that the City had implemented policy during the pandemic, and she believed protections should be put into place for renters as well as workers. She encouraged Council to move forward with the Ordinance.

Mayor Thorpe spoke in support of moving forward with the Ordinance.

Council consensus directed staff to follow up on the legal issues as well as data related to the impacts of the Ordinance. They spoke in support of including a definition that encompassed large grocery retailers.

Director of Economic Development Reed stated he would provide an economic analysis and City Attorney Smith stated he would provide the legal analysis, and Ordinance.

13. RESOLUTION APPROVING THE THIRD AMENDMENT TO THE EMPLOYMENT AGREEMENT WITH THOMAS LLOYD SMITH FOR CITY ATTORNEY SERVICES AND AUTHORIZING THE MAYOR TO SIGN THE AGREEMENT

Administrative Services Director Mastay presented the staff report dated April 13, 2021 recommending the City Council adopt a resolution approving the Third Amendment to the Employment Agreement with Thomas Lloyd Smith for City Attorney Services and authorizing the Mayor to sign the Agreement.

RESOLUTION NO. 2021/68

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock the City Council unanimously adopted a resolution approving the Third Amendment to the Employment Agreement with Thomas Lloyd Smith for City Attorney Services and authorizing the Mayor to sign the Agreement.

Mayor Thorpe congratulated City Attorney Smith on the contract amendment for his employment agreement.

City Attorney Smith thanked the City Council for their support and stated he was thankful and blessed to work in Antioch.

PUBLIC COMMENTS

The following public comments were made by individuals utilizing Zoom Audio/Video Technology.

Antione & Yolanda Moody, Antioch residents, expressed concern regarding excessive speeding occurring in their neighborhood and requested speed bumps be placed in the area.

The following public comment was read into the record by Administrative Services Director Mastay.

Manny Soliz provided written comment in support of Consent Calendar Item H.

STAFF COMMUNICATIONS - None

COUNCIL COMMUNICATIONS

Councilmember Torres-Walker requested staff agendized the establishment of a Human Rights and Racial Equity Commission.

Mayor Thorpe stated anyone interested in speed bumps could contact him or the Councilmember representing their district, who would then connect them to the Director of Public Works/City Engineer Samuelson.

ADJOURNMENT

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adjourned the meeting at 11:07 P.M.

Respectfully submitted:

Kitty Eiden


KITTY EIDEN, Minutes Clerk

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director 

SUBJECT: City Council Meeting Minutes of April 27, 2021

RECOMMENDED ACTION

It is recommended that the City Council continue the Meeting Minutes of April 27, 2021.

FISCAL IMPACT

None

DISCUSSION

None

ATTACHMENT

None



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
APRIL 16 - APRIL 26, 2021
FUND/CHECK#

100 General Fund
Non Departmental

00002559	SEFNCO COMMUNICATIONS	CHECK REPLACEMENT	6,750.00
00393754	CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
00393757	COURT ORDERED DEBT COLLECTIONS	PAYROLL DEDUCTIONS	447.09
00393762	DIAMOND HILLS SPORT CLUB	PAYROLL DEDUCTIONS	153.00
00393765	EMPIRE DUNHILL LLC	DEVELOPLER DEPOSIT REFUND	11,924.07
00393776	IN SHAPE HEALTH CLUBS	PAYROLL DEDUCTIONS	518.99
00393784	LINA	PAYROLL DEDUCTIONS	3,898.87
00393790	MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	2,005.87
00393791	MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	1,918.60
00393797	OPERATING ENGINEERS LOCAL NO 3	PAYROLL DEDUCTIONS	4,092.00
00393801	PARS	PAYROLL DEDUCTIONS	3,287.49
00393802	PLANET FITNESS	PAYROLL DEDUCTIONS	21.99
00393803	RANEY PLANNING & MANAGEMENT	CONSULTING SERVICES	6,743.49
00393812	STATE OF CALIFORNIA	PAYROLL DEDUCTIONS	360.38
00393813	STATE OF CALIFORNIA	PAYROLL DEDUCTIONS	100.00
00393814	STATE OF CALIFORNIA	PAYROLL DEDUCTIONS	200.00
00393826	TYNDALL HVAC	CBSC FEE REFUND	1.85
00393835	AFLAC	INSURANCE PREMIUM	5,341.86
00393864	BLUE SHIELD LIFE	INSURANCE PREMIUM	4,362.84
00393887	DELTA DENTAL	INSURANCE PREMIUM	43,149.45
00393953	STANTEC CONSULTING SERVICES INC	CONSULTING SERVICES	38,890.61
00939478	ANTIOCH PD SWORN MGMT ASSOC	PAYROLL DEDUCTIONS	880.00
00939479	ANTIOCH POLICE OFFICERS ASSOCIATION	PAYROLL DEDUCTIONS	22,206.37
00939480	APWEA	PAYROLL DEDUCTIONS	4,074.12
00939488	NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL DEDUCTIONS	40,130.60
00939491	VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	7,484.24
00939492	NATIONWIDE RETIREMENT SOLUTION	PAYROLL DEDUCTIONS	27,974.19
00939498	LSA ASSOCIATES INC	CONSULTING SERVICES	18,354.20

City Council

00393828	VERIZON WIRELESS	DATA SERVICES	103.48
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City Attorney

00393780	KNOX, MARLA	TRANSCRIPTION SERVICES	2,700.00
00393787	MEYERS NAVE A PROFESSIONAL CORP	LEGAL SERVICES RENDERED	6,286.10
00393816	SULLIVAN, KATHERINE ANTONETTE POWELL	TRANSCRIPTION SERVICES	2,700.00
00393858	ATKINSON ANDELSON LOYA RUUD AND ROMO	LEGAL SERVICES RENDERED	35,113.09
00393904	JACKSON LEWIS PC	LEGAL SERVICES RENDERED	666.00
00393911	LEXISNEXIS	RESEARCH SERVICES	444.00
00393918	MEYERS NAVE A PROFESSIONAL CORP	LEGAL SERVICES RENDERED	60,145.05
00393929	OFFICE DEPOT INC	OFFICE SUPPLIES	26.07
00393932	OPPENHEIMER INVESTIGATIONS GROUP LLP	LEGAL SERVICES RENDERED	8,322.00
00393943	SACKS RICKETTS AND CASE LLP	LEGAL SERVICES RENDERED	7,700.00
00393947	SHRED IT INC	SHRED SERVICES	88.02
00393956	TELECOM LAW FIRM PC	LEGAL SERVICES RENDERED	1,105.10
0039493	CANON FINANCIAL SERVICES	COPIER LEASE	132.42

City Manager

00393768	FEDEX	SHIPPING	54.86
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CLAIMS BY FUND REPORT
FOR THE PERIOD OF
APRIL 16 - APRIL 26, 2021
FUND/CHECK#

00393828	VERIZON WIRELESS	DATA SERVICES	136.49
00393917	MEJORANDO GROUP, THE	FACILITATION SERVICES	12,555.00
00393929	OFFICE DEPOT INC	OFFICE SUPPLIES	75.92
00393943	CANON FINANCIAL SERVICES	COPIER LEASE	132.41
City Clerk			
00393795	NORMAN, LADONNA	CANDIDATE STATEMENT REFUND	339.00
00393930	OLAH, GREGORY	CANDIDATE STATEMENT REFUND	1,092.40
00393947	SHRED IT INC	SHRED SERVICES	44.01
Human Resources			
00393772	GOVERNMENTJOBS.COM INC	ANNUAL SUBSCRIPTION	8,081.22
00393775	IEDA INC	PROFESSIONAL SERVICES	5,056.33
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	570.44
00393929	OFFICE DEPOT INC	OFFICE SUPPLIES	46.44
00393947	SHRED IT INC	SHRED SERVICES	88.02
Economic Development			
00393828	VERIZON WIRELESS	DATA SERVICES	51.76
00393943	CANON FINANCIAL SERVICES	COPIER LEASE	132.41
Finance Accounting			
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	438.68
00393947	SHRED IT INC	SHRED SERVICES	44.01
00393957	THALES CONSULTING INC	ANNUAL FINANCIAL REPORT	4,000.00
00393940	SUPERION LLC	ASP SERVICES	17,930.28
Finance Operations			
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
00393887	DELTA DENTAL	INSURANCE PREMIUM	259.26
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
00393960	UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE	6.00
Non Departmental			
00393879	CONTRA COSTA COUNTY LIBRARY	LIBRARY MAINTENANCE	30,451.79
00393887	DELTA DENTAL	INSURANCE PREMIUM	372.07
00393923	MUNICIPAL POOLING AUTHORITY	UNMET LIABILITY DEDUCTIBLE	42,184.11
00393949	MUNISERVICES LLC	SUTA SERVICES	6,604.37
00393951	RETIREE	MEDICAL AFTER RETIREMENT	1,842.77
Public Works Administration			
00393828	VERIZON WIRELESS	DATA SERVICES	38.01
Public Works Street Maintenance			
00393731	ANTIOCH BUILDING MATERIALS	ASPHALT	25,034.48
00393743	C AND J FAVALORA TRUCKING INC	EQUIPMENT RENTAL	2,200.00
00393819	TARGET SPECIALTY PRODUCTS	HERBICIDE	4,080.23
00393828	VERIZON WIRELESS	DATA SERVICES	76.02
00393829	VISIONS RECYCLING INC	SUPPLIES	844.99
00393888	DELTA GRINDING CO INC	ASPHALT GRINDING	3,550.00
00393891	DU ALL SAFETY LLC	TRAINING	962.50
00393895	EAST BAY WORK WEAR	UNIFORMS	1,704.95
00393897	ENTERRA ENVIRONMENTAL	TRAINING	575.00
00393924	NEXTEL SPRINT	CELL PHONE	41.12
00393939	PARRA, JOSEPH VICTOR	SAFETY SHOE REIMBURSEMENT	300.00
00393970	ZUMAR INDUSTRIES INC	SIGNS	851.75



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
APRIL 16 - APRIL 26, 2021
FUND/CHECK#

Public Works-Signal/Street Lights

00393857	AT AND T MOBILITY	CONNECTION SERVICES	46.23
00393936	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,174.61
00939496	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	650.24

Public Works-Facilities Maintenance

00393828	VERIZON WIRELESS	DATA SERVICES	38.01
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
00393895	EAST BAY WORK WEAR	UNIFORMS	355.41
00393936	PACIFIC GAS AND ELECTRIC CO	GAS	224.10
00393940	PEPPER INVESTMENTS INC	PEST CONTROL	799.00
00393946	SHERWIN WILLIAMS CO	SUPPLIES	58.21

Public Works-Parks Maint

00393806	SHERWIN WILLIAMS CO	SUPPLIES	285.30
00393843	AMERICAN PLUMBING INC	SUPPLIES	2,167.13
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
00393926	OCCUPATIONAL HEALTH CENTERS OF CA	PRE-EMPLOYMENT MEDICAL EXAM	273.00
00393927	OCCUPATIONAL HEALTH CENTERS OF CA	PRE-EMPLOYMENT MEDICAL EXAM	209.50
00393936	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	238.83

Public Works-Median/General Land

00393725	AL FRESCO LANDSCAPING INC	LANDSCAPING SERVICES	3,586.80
00393730	ANTIOCH ACE HARDWARE	SUPPLIES	12.82
00393815	STEWARTS TREE SERVICE INC	TREE SERVICE	7,200.00
00393838	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	9,803.92
00393850	ANTIOCH ACE HARDWARE	IRRIGATION PARTS	5.70
00393936	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	60.98
00393948	SILVA LANDSCAPE	LANDSCAPE SERVICES	8,370.40

PW-Work Alternative-Strt Maint

00393924	NEXTEL SPRINT	CELL PHONE	15.93
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Police Administration

00393726	ALAMEDA COUNTY SHERIFFS OFFICE	TRAINING - T CHANG	2,109.00
00393733	ARROWHEAD 24 HOUR TOWING INC	TOW SERVICES	57.50
00393738	BARNETT MEDICAL SERVICES INC	DISPOSAL SERVICES	165.00
00393745	CHANG, THEODORE	MEAL ALLOWANCE	115.00
00393746	CIVIL DOG USA LLC	TRAINING - K SMITH	900.00
00393747	CIVIL DOG USA LLC	TRAINING - M AMIRI	900.00
00393750	CONCORD UNIFORMS LLC	OFFICER UNIFORMS	169.49
00393756	CONTRERAS, MATTHEW	FUEL REIMBURSEMENT	134.75
00393758	CRIME SCENE CLEANERS INC	HAZMAT CLEANUP	500.00
00393760	CSI FORENSIC SUPPLY	SUPPLIES	109.25
00393766	ENFORCEMENT TECHNOLOGY GROUP INC	EQUIPMENT REPAIR	686.63
00393778	KINT, KRISTOPHER	TRAINING PER DIEM	608.00
00393781	KOCH, MATTHEW T	TRAINING PER DIEM	608.00
00393786	MATIS, ZECHARIAH DANIEL	TRAINING PER DIEM	608.00
00393793	NET TRANSCRIPTS	TRANSCRIPTION SERVICES	185.34
00393808	SHRED IT INC	SHRED SERVICES	317.41
00393830	ADAMSON POLICE PRODUCTS	EQUIPMENT	339.83

CITY OF
ANTIOCH
CALIFORNIA

CLAIMS BY FUND REPORT
FOR THE PERIOD OF
APRIL 16 - APRIL 26, 2021
FUND/CHECK#

00393864	BLUE SHIELD LIFE	INSURANCE PREMIUM	12.88
00393878	CONTRA COSTA COUNTY	RANGE USE	740.00
00393885	D PREP	TRAINING - J HAMILTON	129.00
00393886	D PREP	TRAINING - B PADILLA	129.00
00393887	DELTA DENTAL	INSURANCE PREMIUM	60.18
00393892	DUFF, RYAN JAMES	TRAINING PER DIEM	660.00
00393898	FEDEX	SHIPPING	26.64
00393900	FLYMOTION	SUPPLIES	1,323.00
00393901	GALLS LLC	SUPPLIES	920.57
00393910	LEXISNEXIS	LEO DATABASE	252.50
00393915	MAGANA, JOSEPH J	EXPENSE REIMBURSEMENT	92.71
00393925	NORTHERN CALIFORNIA RSTA	TRAINING - R DUFF	850.00
00393928	OFFICE DEPOT INC	OFFICE SUPPLIES	23.90
00393938	PACIFIC INSTITUTE OF DEFENSIVE TACTICS	TRAINING - E NILSEN	1,154.00
00393950	SOUTH BAY REGIONAL PUBLIC SAFETY	TRAINING - D WENGER	377.00
00393954	STATE OF CALIFORNIA	FINGERPRINTS	288.00
00393966	WENGER, DEVON	TRAINING PER DIEM	330.00
00393986	IMAGE SALES INC	ID CARDS	75.95
00393993	CANON FINANCIAL SERVICES	COPIER LEASE	1,915.55
Police Community Policing			
00393729	AMIRI, MORTEZA	MEAL REIMBURSEMENTS	44.80
00393733	ARROWHEAD 24 HOUR TOWING INC	TOW SERVICE	1,027.50
00393739	BHALLA SERVICES INC	CAR WASHES	825.00
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	61.30
00393835	AFLAC	INSURANCE PREMIUM	198.00
00393853	ARK PET HOSPITAL INC, THE	VETERINARY SERVICES	66.24
00393864	BLUE SHIELD LIFE	INSURANCE PREMIUM	31.02
00393887	DELTA DENTAL	INSURANCE PREMIUM	60.18
00393903	HUNT AND SONS INC	FUEL	220.85
00393955	STOMMEL INC	2 ALPR CAMERAS	20,341.19
Police Traffic Division			
00393941	RADAR SHOP, THE	RADAR REPAIR	185.00
Police Investigations			
00393735	AT AND T MCI	CELL ANALYSIS	1,075.00
00393741	BROGDON, CASEY AMON	MEAL REIMBURSEMENTS	44.19
00393753	CONTRA COSTA COUNTY	SART EXAMS	30,600.00
00393818	T MOBILE USA INC	CELL ANALYSIS	2,720.00
00393839	ALHAMBRA	WATER SERVICES	165.89
00393856	AT AND T MCI	CELL ANALYSIS	1,210.00
00393887	DELTA DENTAL	INSURANCE PREMIUM	172.84
00393916	MCDONALD, RYAN J	GAS REIMBURSEMENTS	158.95
00393929	OFFICE DEPOT INC	OFFICE SUPPLIES	91.27
00393955	STOMMEL INC	VEHICLE SECURITY	3,246.09
Police Communications			
00393734	AT AND T	PHONES	67.69
00393749	COMCAST	CONNECTION SERVICES	132.17
00393752	CONTRA COSTA COUNTY	RADIO SERVICES	945.00
00393771	GLOBALSTAR USA	SATELITE PHONE	225.26



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00393800	PACIFIC TELEMAGEMENT SERVICES	PAY PHONE	78.00
00393828	VERIZON WIRELESS	PATROL VEHICLE MODEMS	2,774.73
00393832	AEROTEK INC	DATA 911 MAINTENANCE	810.00
00393833	AEROTEK INC	DATA 911 MAINTENANCE	540.00
00393834	AEROTEK INC	DATA 911 MAINTENANCE	607.50
00939477	AMERICAN TOWER CORPORATION	TOWER FEES	249.25
Police Facilities Maintenance			
00393823	TMC SHOOTING RANGE SPECIALIST INC	RANGE CLEANING	2,550.00
00393940	PEPPER INVESTMENTS INC	PEST CONTROL	400.00
Community Development Land Planning Services			
00393736	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	40.00
00393764	EIDEN, KITTY J	MINUTES CLERK	412.50
CD Code Enforcement			
00393736	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	662.38
00393744	CACEO	TRAINING	598.00
00393759	CRYSTAL CLEAR LOGOS INC	SUPPLIES	203.47
00393924	NEXTEL SPRINT	CELL PHONE	520.82
00393951	STAMM ENTERPRISES, LTD	STORAGE	235.00
00393962	VACANT PROPERTY SECURITY LLC	STORAGE	894.76
00393968	WORK WORLD	UNIFORMS	374.97
PW Engineer Land Development			
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	91.08
00393828	VERIZON WIRELESS	DATA SERVICES	76.02
00393874	COASTLAND CIVIL ENGINEERING	PROFESSIONAL SERVICES	28,132.50
00393924	NEXTEL SPRINT	CELL PHONE	294.20
00393937	PACIFIC GAS AND ELECTRIC CO	INSPECTION FEE REFUND	280.00
Community Development Building Inspection			
00393736	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	71.29
00393826	TYNDALL HVAC	ENERGY INSP FEE REFUND	179.70
00393847	ANDREWS, JOSEPH CRAIG	EXPENSE REIMBURSEMENT	100.00
00393924	NEXTEL SPRINT	CELL PHONE	107.68
00393958	TRB AND ASSOCIATES	CONSULTING SERVICES	13,260.00
Capital Imp. Administration			
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	91.08
00393828	VERIZON WIRELESS	DATA SERVICES	38.01
00393924	NEXTEL SPRINT	CELL PHONE	121.39
209 RMRA Fund			
Streets			
00393785	LOCAL AGENCY FORM ASSISTANCE LLC	CONSULTING SERVICES	760.00
212 CDBG Fund			
CDBG			
00393860	BAY AREA CRISIS NURSERY	CDBG SERVICES	2,547.35
00393873	CHOICE OF AGING	CDBG SERVICES	1,529.00
00393877	CONTRA COSTA CHILD CARE COUNCIL	CDBG SERVICES	4,500.43
00393881	CONTRA COSTA FAMILY JUSTICE ALLIANCE	CDBG SERVICES	2,355.93
00393882	CONTRA COSTA SENIOR LEGAL SERVICES	CDBG SERVICES	2,472.13
00393884	COURT APPOINTED SPECIAL ADVOCATES	CDBG SERVICES	2,632.40
00393896	ECHO HOUSING	CDBG SERVICES	7,513.08



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00393912	LIONS CENTER FOR THE VISUALLY IMPAIRED	CDBG SERVICES	2,340.90
00393931	OMBUDSMAN SERVICES OF CCC	CDBG SERVICES	4,974.90
00393933	OPPORTUNITY JUNCTION	CDBG SERVICES	18,466.13
213	Gas Tax Fund		
Streets			
00393822	TJKM TRANSPORTATION CONSULTANTS	CONSULTING SERVICES	5,042.31
00393936	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	574.04
214	Animal Services Fund		
Animal Services			
00393763	EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	734.51
00393782	KOEFRAN SERVICES INC	ANIMAL DISPOSAL	1,850.00
00393792	MWI VETERINARY SUPPLY CO	VETERINARY SUPPLIES	323.21
00393824	TONY LA RUSSA'S ANIMAL RESCUE FOUND.	ADMIN FEES	65.00
00393836	AIRGAS USA LLC	OXYGEN	65.27
00393876	CONCORD FEED	CAT LITTER	367.00
00393969	ZOETIS LLC	VETERINARY SUPPLIES	118.69
00393485	IDEXX LABORATORIES INC	LAB SERVICES	180.43
219	Recreation Fund		
Non Departmental			
00393773	HAZEN, SHERI	CHECK REPLACEMENT	990.00
00393783	KOHLWECK, PATRICK	CHECK REPLACEMENT	990.00
Senior Programs			
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	32.00
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
Recreation Sports Programs			
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	147.00
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	60.00
Recreation-Comm Center			
00393807	SHIRAR, KATHLEEN	CLASS REFUND	67.00
00393827	UNIQUE PEST CONTROL	BIRD CONTROL SERVICE	400.00
00393828	VERIZON WIRELESS	DATA SERVICES	38.01
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	64.00
00393869	CASEY PRINTING INC	RECREATION GUIDE	2,687.78
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	40.00
00393905	JENNIFER LYNN HINES	RECREATION GUIDE DESIGN	5,687.60
00393936	PACIFIC GAS AND ELECTRIC CO	GAS	5,154.70
Recreation Water Park			
00393840	ALLIED 100	TRAINING EQUIPMENT	831.64
00393844	AMERICAN RED CROSS	LIFEGUARD TRAINING	780.00
00393862	BIG SKY LOGOS AND EMBROIDERY	WATER PARK STAFF POLOS	988.49
00393867	CAGUYONG, KATIE	LIFEGUARD CLASS REFUND	190.00
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	676.00
00393872	CHAN, AMY	LIFEGUARD TRAINING REFUND	353.00
00393875	COMCAST	CONNECTION SERVICES	96.64
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	380.00
00393890	DOBBINS, ARNITA	2020 AWP SEASON PASS REFUND	236.00
00393924	NEXTEL SPRINT	CELL PHONE	15.93
00393935	ORIGINAL WATERMAN	LIFEGUARD SHORTS	890.15

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221 Asset Forfeiture Fund

Non Departmental

00393909	LEE, NIKKI	ASSET FORFEITURE	13.00
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226 Solid Waste Reduction Fund

Solid Waste Used Oil

00393751	CONTRA COSTA CO PUBLIC WORKS	PUBLIC SERVICE ANNOUNCEMENT	5,000.00
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Solid Waste

00393736	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	126.24
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00393817	SUNBUSTER PATIO COVER COMPANY	WMP FEE REFUND	105.00
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229 Pollution Elimination Fund

Channel Maintenance Operation

00393725	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	4,800.00
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00393728	AMERICAN TEXTILE AND SUPPLY INC	OIL PADS	485.75
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00393730	ANTIOCH ACE HARDWARE	SUPPLIES	25.84
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00393755	CONTRA COSTA HEALTH SERVICES	ROUTINE INSPECTION	248.75
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00393788	MJH EXCAVATING INC	LANDSCAPE SERVICES	5,015.00
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00393794	NOMAD ECOLOGY LLC	CONSULTING SERVICES	55.00
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00393838	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	4,800.00
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00393842	ALTA FENCE	PROFESSIONAL SERVICES	332.17
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00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	32.00
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00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
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00393919	MJH EXCAVATING INC	LANDSCAPE SERVICES	2,385.00
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00393924	NEXTEL SPRINT	CELL PHONE	15.93
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251 Lone Tree SLLMD Fund

Lonetree Maintenance Zone 1

00393815	STEWARTS TREE SERVICE INC	LANDSCAPE SERVICES	750.00
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00393821	TERRACARE ASSOCIATES	TURF MOWING	173.10
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Lonetree Maintenance Zone 4

00393810	SILVA LANDSCAPE	LANDSCAPE SERVICES	3,588.00
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00393821	TERRACARE ASSOCIATES	TURF MOWING	276.96
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252 Downtown SLLMD Fund

Downtown Maintenance

00393821	TERRACARE ASSOCIATES	TURF MOWING	173.10
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254 Hillcrest SLLMD Fund

Hillcrest Maintenance Zone 1

00393821	TERRACARE ASSOCIATES	TURF MOWING	450.06
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00393838	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,825.92
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Hillcrest Maintenance Zone 2

00393821	TERRACARE ASSOCIATES	TURF MOWING	616.24
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Hillcrest Maintenance Zone 4

00393821	TERRACARE ASSOCIATES	TURF MOWING	346.20
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255 Park 1A Maintenance District Fund

Park 1A Maintenance District

00393821	TERRACARE ASSOCIATES	TURF MOWING	450.06
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00393837	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	768.00
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00393936	PACIFIC GAS AND ELECTRIC CO	GAS	56.30
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256 Citywide 2A Maintenance District Fund

Citywide 2A Maintenance Zone 3

00393821	TERRACARE ASSOCIATES	TURF MOWING	6.92
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Citywide 2A Maintenance Zone 6

00393810	SILVA LANDSCAPE	LANDSCAPE SERVICES	4,782.40
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00393821	TERRACARE ASSOCIATES	TURF MOWING	415.44
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Citywide 2A Maintenance Zone 8

00393810	SILVA LANDSCAPE	LANDSCAPE SERVICES	4,782.40
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00393821	TERRACARE ASSOCIATES	TURF MOWING	34.62
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Citywide 2A Maintenance Zone 9

00393821	TERRACARE ASSOCIATES	TURF MOWING	103.86
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Citywide 2A Maintenance Zone 10

00393837	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,072.00
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257 SLLMD Administration Fund

SLLMD Administration

00393821	TERRACARE ASSOCIATES	TURF MOWING	415.44
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00393828	VERIZON WIRELESS	DATA SERVICES	76.02
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00393891	DU ALL SAFETY LLC	TRAFFIC CONTROL	962.50
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00393895	EAST BAY WORK WEAR	UNIFORMS	1,174.60
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00393897	ENTERRA ENVIRONMENTAL	PROFESSIONAL SERVICES	230.00
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00393924	NEXTEL SPRINT	CELL PHONE	20.56
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259 East Lone Tree SLLMD Fund

Zone 1-District 10

00393837	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,840.00
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311 Capital Improvement Fund

Parks & Open Space

00393865	BPXPRESS PRINTING AND GRAPHICS	PROFESSIONAL SERVICES	186.52
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0039484	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	188.09
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376 Lone Diamond Fund

Assessment District

00393870	CENTRAL SELF STORAGE ANTIOCH	STORAGE	336.00
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570 Equipment Maintenance Fund

Non Departmental

00393774	HUNT AND SONS INC	FUEL	16,554.73
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Equipment Maintenance

00393740	BRICENO, BRITTNEY	EXPENSE REIMBURSEMENT	70.59
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00393811	SOUTHERN COUNTIES LUBRICANTS LLC	SUPPLIES	2,869.86
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00393828	VERIZON WIRELESS	DATA SERVICES	38.01
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00393851	ANTIOCH AUTO PARTS	AUTO PARTS	643.90
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00393854	ARROWHEAD 24 HOUR TOWING INC	VEHICLE TOW	271.00
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00393863	BILL BRANDT FORD	AUTO REPAIR PARTS	530.43
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00393895	EAST BAY WORK WEAR	UNIFORMS	836.49
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00393906	JUNIORS AUTO BODY COLLISION	REPAIR SERVICES	9,484.69
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00393922	MUNICIPAL MAINT EQUIPMENT INC	PARTS	834.84
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00393934	OREILLY AUTO PARTS	AUTO PARTS	1,068.66
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00393963	W K HYDRAULICS INC	SERVICE	481.84
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00393964	WALNUT CREEK FORD	AUTO PARTS	175.03
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00393967	WINTER CHEVROLET CO	PARTS	139.91
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00939495	GRAINGER INC	SUPPLIES	6.08
573	Information Services Fund		
	Network Support & PCs		
00393727	AMERICAN MESSAGING	PAGING SERVICES	83.87
00393748	COMCAST	CONNECTION SERVICES	157.50
00393841	ALLSTEEL INC	OFFICE FURNITURE	1,975.04
00393845	AMS DOT NET INC	ONLINE STORAGE	1,191.11
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
00393887	DELTA DENTAL	INSURANCE PREMIUM	155.56
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
00393944	SAM CLAR OFFICE FURNITURE	OFFICE FURNITURE	1,196.28
	Telephone System		
00393855	AT AND T MCI	LONG DISTANCE LINES	28.03
00393887	DELTA DENTAL	INSURANCE PREMIUM	17.28
	GIS Support Services		
00393868	CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	32.00
00393889	DIABLO LIVE SCAN LLC	FINGERPRINTING FEES	20.00
	Office Equipment Replacement		
00393959	TRISYS INC	SUPPORT SERVICES	1,990.00
577	Post Retirement Medical-Police Fund		
	Non Departmental		
00393972	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00393973	RETIREE	MEDICAL AFTER RETIREMENT	813.64
00393975	RETIREE	MEDICAL AFTER RETIREMENT	1,158.82
00393980	RETIREE	MEDICAL AFTER RETIREMENT	1,158.82
00393986	RETIREE	MEDICAL AFTER RETIREMENT	505.96
00393987	RETIREE	MEDICAL AFTER RETIREMENT	670.64
00393988	RETIREE	MEDICAL AFTER RETIREMENT	203.41
00393989	RETIREE	MEDICAL AFTER RETIREMENT	1,402.92
00393992	RETIREE	MEDICAL AFTER RETIREMENT	1,402.92
00393993	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00393996	RETIREE	MEDICAL AFTER RETIREMENT	64.00
0039501	RETIREE	MEDICAL AFTER RETIREMENT	505.96
0039502	RETIREE	MEDICAL AFTER RETIREMENT	1,972.46
0039506	RETIREE	MEDICAL AFTER RETIREMENT	995.12
0039507	RETIREE	MEDICAL AFTER RETIREMENT	304.50
0039509	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
0039510	RETIREE	MEDICAL AFTER RETIREMENT	1,548.23
0039514	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
0039515	RETIREE	MEDICAL AFTER RETIREMENT	1,377.34
0039523	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
0039528	RETIREE	MEDICAL AFTER RETIREMENT	994.14
0039530	RETIREE	MEDICAL AFTER RETIREMENT	879.00
0039533	RETIREE	MEDICAL AFTER RETIREMENT	556.94
0039535	RETIREE	MEDICAL AFTER RETIREMENT	623.74
0039547	RETIREE	MEDICAL AFTER RETIREMENT	1,377.34
0039548	RETIREE	MEDICAL AFTER RETIREMENT	1,627.28
0039554	RETIREE	MEDICAL AFTER RETIREMENT	1,377.34



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00939555	RETIREE	MEDICAL AFTER RETIREMENT	879.00
00939556	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939570	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939573	RETIREE	MEDICAL AFTER RETIREMENT	505.96
00939574	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939575	RETIREE	MEDICAL AFTER RETIREMENT	266.57
00939576	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939586	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939587	RETIREE	MEDICAL AFTER RETIREMENT	1,464.55
00939588	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939591	RETIREE	MEDICAL AFTER RETIREMENT	212.28
00939604	RETIREE	MEDICAL AFTER RETIREMENT	1,627.28
00939606	RETIREE	MEDICAL AFTER RETIREMENT	670.64
00939607	RETIREE	MEDICAL AFTER RETIREMENT	238.25
00939615	RETIREE	MEDICAL AFTER RETIREMENT	1,163.46
00939616	RETIREE	MEDICAL AFTER RETIREMENT	556.94
00939618	RETIREE	MEDICAL AFTER RETIREMENT	505.96
00939620	RETIREE	MEDICAL AFTER RETIREMENT	1,077.46
00939623	RETIREE	MEDICAL AFTER RETIREMENT	263.82
00939632	RETIREE	MEDICAL AFTER RETIREMENT	594.83
00939634	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939643	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939645	RETIREE	MEDICAL AFTER RETIREMENT	813.64
00939650	RETIREE	MEDICAL AFTER RETIREMENT	505.96
00939651	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939655	RETIREE	MEDICAL AFTER RETIREMENT	263.82
00939663	RETIREE	MEDICAL AFTER RETIREMENT	435.31
00939667	RETIREE	MEDICAL AFTER RETIREMENT	505.96
00939668	RETIREE	MEDICAL AFTER RETIREMENT	670.64
00939670	RETIREE	MEDICAL AFTER RETIREMENT	18.06
00939672	RETIREE	MEDICAL AFTER RETIREMENT	670.64

578 Post Retirement Medical-Misc Fund
Non Departmental

00393971	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00393976	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00393977	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00393979	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00393981	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00393983	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00393994	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00393995	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00393998	RETIREE	MEDICAL AFTER RETIREMENT	100.00
00939503	RETIREE	MEDICAL AFTER RETIREMENT	238.25
00939505	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939508	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939513	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939518	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00939520	RETIREE	MEDICAL AFTER RETIREMENT	211.69



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00939521	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939524	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00939525	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939526	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939529	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939536	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939540	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939541	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00939543	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939546	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939550	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939551	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939552	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939553	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939560	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00939561	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939562	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939563	RETIREE	MEDICAL AFTER RETIREMENT	125.39
00939564	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939569	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939572	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939580	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939581	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939585	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939590	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939595	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939597	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939598	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939601	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939603	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939612	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939613	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939617	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939622	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939626	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939631	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939633	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939638	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939648	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939653	RETIREE	MEDICAL AFTER RETIREMENT	48.08
00939654	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939656	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939658	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939666	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939669	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939671	RETIREE	MEDICAL AFTER RETIREMENT	566.38



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579 Post Retirement Medical-Mgmt Fund
Non Departmental

00393974	RETIREE	MEDICAL AFTER RETIREMENT	870.90
00393978	RETIREE	MEDICAL AFTER RETIREMENT	93.96
00393982	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00393984	RETIREE	MEDICAL AFTER RETIREMENT	202.28
00393985	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00393990	RETIREE	MEDICAL AFTER RETIREMENT	467.23
00393991	RETIREE	MEDICAL AFTER RETIREMENT	161.38
00393997	RETIREE	MEDICAL AFTER RETIREMENT	1,972.46
00939504	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939511	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939512	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939516	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939517	RETIREE	MEDICAL AFTER RETIREMENT	174.48
00939519	RETIREE	MEDICAL AFTER RETIREMENT	151.69
00939522	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939527	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939531	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939532	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939534	RETIREE	MEDICAL AFTER RETIREMENT	709.38
00939537	RETIREE	MEDICAL AFTER RETIREMENT	619.50
00939538	RETIREE	MEDICAL AFTER RETIREMENT	151.69
00939539	RETIREE	MEDICAL AFTER RETIREMENT	168.56
00939542	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939544	RETIREE	MEDICAL AFTER RETIREMENT	446.98
00939545	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939549	RETIREE	MEDICAL AFTER RETIREMENT	238.25
00939557	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939558	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939559	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939565	RETIREE	MEDICAL AFTER RETIREMENT	383.40
00939566	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939567	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939568	RETIREE	MEDICAL AFTER RETIREMENT	181.48
00939577	RETIREE	MEDICAL AFTER RETIREMENT	355.47
00939578	RETIREE	MEDICAL AFTER RETIREMENT	400.00
00939579	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939582	RETIREE	MEDICAL AFTER RETIREMENT	696.38
00939583	RETIREE	MEDICAL AFTER RETIREMENT	235.18
00939584	RETIREE	MEDICAL AFTER RETIREMENT	1,972.46
00939589	RETIREE	MEDICAL AFTER RETIREMENT	870.90
00939592	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939593	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939594	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939596	RETIREE	MEDICAL AFTER RETIREMENT	1,484.28
00939599	RETIREE	MEDICAL AFTER RETIREMENT	50.71
00939600	RETIREE	MEDICAL AFTER RETIREMENT	330.38



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00939602	RETIREE	MEDICAL AFTER RETIREMENT	1,321.55
00939605	RETIREE	MEDICAL AFTER RETIREMENT	206.97
00939608	RETIREE	MEDICAL AFTER RETIREMENT	151.69
00939609	RETIREE	MEDICAL AFTER RETIREMENT	1,972.46
00939610	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939611	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939614	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939619	RETIREE	MEDICAL AFTER RETIREMENT	670.64
00939621	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939624	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939625	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939627	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939628	RETIREE	MEDICAL AFTER RETIREMENT	151.69
00939629	RETIREE	MEDICAL AFTER RETIREMENT	870.90
00939630	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00939635	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939636	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939637	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939639	RETIREE	MEDICAL AFTER RETIREMENT	238.25
00939640	RETIREE	MEDICAL AFTER RETIREMENT	619.50
00939641	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939642	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939644	RETIREE	MEDICAL AFTER RETIREMENT	446.38
00939646	RETIREE	MEDICAL AFTER RETIREMENT	239.58
00939647	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939649	RETIREE	MEDICAL AFTER RETIREMENT	566.38
00939652	RETIREE	MEDICAL AFTER RETIREMENT	418.26
00939657	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939659	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939660	RETIREE	MEDICAL AFTER RETIREMENT	330.38
00939661	RETIREE	MEDICAL AFTER RETIREMENT	211.69
00939662	RETIREE	MEDICAL AFTER RETIREMENT	1,972.46
00939664	RETIREE	MEDICAL AFTER RETIREMENT	93.69
00939665	RETIREE	MEDICAL AFTER RETIREMENT	1,833.44
611	Water Fund		
	Non Departmental		
00393730	ANTIOCH ACE HARDWARE	SUPPLIES	19.76
00393767	FASTENAL CO	SUPPLIES	3,901.45
00393796	OFFICE DEPOT INC	OFFICE SUPPLIES	1,731.25
00393895	EAST BAY WORK WEAR	UNIFORMS	8,608.75
0039483	HAMMONS SUPPLY COMPANY	SUPPLIES	685.43
	Water Supervision		
00393825	TYLER TECHNOLOGIES	FEB-MAR WEB TRANSFER FEES	13,142.70
00393828	VERIZON WIRELESS	DATA SERVICES	152.04
00393924	NEXTEL SPRINT	CELL PHONE	20.56
	Water Production		
00393732	ARAMARK UNIFORM SERVICES	ARAMARK SERVICE	67.94
00393761	DEPARTMENT OF WATER RESOURCES	ANNUAL DAM FEE	7,834.00



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00393769	FINBERG FENCING INC	REPAIR SERVICES	295.00
00393777	KARL NEEDHAM ENTERPRISES INC	CENTRIFUGE RENTAL	25,740.39
00393799	PACE SUPPLY CORP	SUPPLIES	197.21
00393805	SHERWIN WILLIAMS CO	PAINT	125.83
00393828	VERIZON WIRELESS	DATA SERVICES	38.01
00393846	ANCHOR CONCRETE CONSTRUCTION INC	PROFESSIONAL SERVICES	7,500.00
00393848	ANIMAL DAMAGE MANAGEMENT	PEST CONTROL	425.00
00393852	ARAMARK UNIFORM SERVICES	ARAMARK SERVICE	67.94
00393866	BURLINGAME ENGINEERS INC	EQUIPMENT	3,338.80
00393871	CFMSF INC	PROCESS CONTROLLER	1,080.74
00393883	CONTRA COSTA WATER DISTRICT	RAW WATER FEE	986,019.77
00393893	EAST BAY MUNICIPAL UTILITY DISTRICT	BACC PARTICIPATION FEE	1,929.05
00393895	EAST BAY WORK WEAR	UNIFORMS	1,751.92
00393897	ENTERRA ENVIRONMENTAL	TRAINING	805.00
00393924	NEXTEL SPRINT	CELL PHONE	15.93
00393942	REINHOLDT ENGINEERING CONSTR	MATERIALS	700.00
00393949	SOLVAY FLUORIDES LLC	CHEMICALS	8,224.68
00393961	UNIVAR SOLUTIONS USA INC	CAUSTIC	16,152.80
00393965	WALTER BISHOP CONSULTING	PROFESSIONAL SERVICES	6,197.50
00939481	CONSOLIDATED ELECTRICAL DIST INC	SUPPLIES	1,742.53
00939484	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	6,311.44
00939489	PETERSON TRACTOR CO	PROFESSIONAL SERVICES	1,208.64
00939494	CHEMTRADE CHEMICALS US LLC	CHEMICALS	19,485.53
00939495	GRAINGER INC	PARTS	479.74
00939496	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	6,573.16
Water Distribution			
00393730	ANTIOCH ACE HARDWARE	SUPPLIES	158.96
00393743	C AND J FAVALORA TRUCKING INC	HAULING SERVICES	2,210.00
00393770	G AND S PAVING INC	VARIOUS ASPHALT REPAIRS	13,833.00
00393779	KLEINFELDER INC	PROFESSIONAL SERVICES	1,262.00
00393789	MT DIABLO LANDSCAPE CENTERS INC	MATERIALS	106.52
00393798	OREILLY AUTO PARTS	TOOLS	115.17
00393799	PACE SUPPLY CORP	SUPPLIES	10.93
00393820	TELEWORKS INC	IVR SYSTEM HOST	11,550.00
00393828	VERIZON WIRELESS	DATA SERVICES	418.11
00393849	ANTIOCH ACE HARDWARE	SUPPLIES	46.86
00393859	BACKFLOW DISTRIBUTORS INC	PARTS	282.05
00393895	EAST BAY WORK WEAR	UNIFORMS	3,158.01
00393897	ENTERRA ENVIRONMENTAL	TRAINING	2,115.00
00393899	FIRST VANGUARD RENTALS AND SALES INC	HIGH WARNERS	1,006.88
00393907	KELLY MOORE PAINT CO	PAINT AND SUPPLIES	142.51
00393914	M AND L OVERHEAD DOORS	INSPECTION SERVICES	195.00
00393920	MT DIABLO LANDSCAPE CENTERS INC	MATERIALS	149.96
00393924	NEXTEL SPRINT	CELL PHONE	143.35
00393945	SCHOOLLOCKERS.COM	LOCKERS	4,998.73
00393960	UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE	6.00
00939487	MOBILE MINI LLC	STORAGE	350.16
00939497	INFOSEND INC	PRINT & MAIL SERVICES	4,050.02



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Public Buildings & Facilities

00393742	BROWN AND CALDWELL INC	PROFESSIONAL SERVICES	24,988.75
00393779	KLEINFELDER INC	PROFESSIONAL SERVICES	1,529.50
00393865	BPXPRESS PRINTING AND GRAPHICS	PROFESSIONAL SERVICES	3,807.06

617 APFA Brackish Water LOC Fund

Water Systems

00393737	BANK OF THE WEST	INTEREST PAYMENT	89.15
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621 Sewer Fund

Swr-Wastewater Administration

00393730	ANTIOCH ACE HARDWARE	SUPPLIES	47.37
00393743	C AND J FAVALORA TRUCKING INC	HAULING SERVICES	2,210.00
00393770	G AND S PAVING INC	VARIOUS ASPHALT REPAIRS	13,833.00
00393804	RAPOSO, CHRISTINE ELAINE	CERTIFICATION REIMBURSEMENT	372.00
00393809	SIGNARAMA	SUPPLIES	346.95
00393820	TELEWORKS INC	IVR SYSTEM HOST	11,550.00
00393828	VERIZON WIRELESS	DATA SERVICES	304.08
00393831	ADVANCED TRENCHLESS INC	PROFESSIONAL SERVICES	2,500.00
00393895	EAST BAY WORK WEAR	UNIFORM	135.66
00393897	ENTERRA ENVIRONMENTAL	TRAINING	1,265.00
00393914	M AND L OVERHEAD DOORS	EQUIPMENT	147.48
00393921	MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	3,360.00
00393924	NEXTEL SPRINT	CELL PHONE	82.76
00393976	3T EQUIPMENT COMPANY	PARTS	4,266.46
00393982	GRAINGER INC	SUPPLIES	226.82
00393997	INFOSEND INC	PRINT AND MAIL SERVICES	4,050.00
00393900	SCOTTO, CHARLES W AND DONNA F	BUILDING LEASE	5,000.00

631 Marina Fund

Non Departmental

00393908	LARA, ALFONSO	OVER PAYMENT REFUND	2,540.36
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Marina Administration

00393895	EAST BAY WORK WEAR	UNIFORMS	482.27
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STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Carlos Zepeda, Deputy Public Works Director

APPROVED BY: John Samuelson, Public Works Director/City Engineer ^{JS}

SUBJECT: Ordinance to Amend Section 4.12(C) of Title 3 of the Antioch Municipal Code Relating to Cooperative Purchasing

RECOMMENDED ACTION

It is recommended that the City Council adopt the Ordinance amending Section 4.12(C) of Title 3 of the Antioch Municipal Code Relating to Cooperative Purchasing.

FISCAL IMPACT

There is no fiscal impact except that the City may save money by having the ability to engage in cooperative purchasing agreements such as Sourcewell.

DISCUSSION

The City of Antioch ("City") requires compliance with specified competitive procurement rules for City contracts in accordance with the City's purchasing ordinance, codified at Chapter 4 of Title 3 of the Antioch Municipal Code. The City's purchasing ordinance includes exceptions to competitive procurement requirements under limited circumstances. The existing exception to competitive procurement allows the City to rely on contracts procured via a cooperative purchasing program where the contract offered was competitively procured by any public agency situated within the state of California and many national cooperative purchasing programs use procurements conducted by public agencies outside the state of California. A large number of public agencies, including neighboring cities and special districts, use certain national cooperative purchasing programs that enable them to obtain significant savings while maintaining the principles of fair and open competition in public procurement. This amendment is to enable the City to maintain procurement flexibility, to achieve greater financial savings while maintaining compliance with the law.

The City wishes to establish broader authority to use certain national cooperative purchasing programs established through competitive procurements conducted by public agencies located in the United States. Sourcewell is a local government unit, public

corporation and public agency pursuant to the Minnesota Constitution and enabling law Minn. Stat. § 123A.21, which satisfies the definition of a public agency as defined by California Government Code section 6500. Sourcewell was established with the statutory purpose to assist its members in meeting specific needs which are more effectively delivered cooperatively than by an individual entity. Sourcewell cooperative purchasing contracts are made available to its members through the Minnesota joint exercise of powers law (Minn. Stat. § 471.59) and Sourcewell members outside of Minnesota may use its cooperative contracts under authority of joint powers or intergovernmental cooperation laws. Some examples include the purchasing of specialized equipment like backhoes and Vac-Con utility equipment, various fleet vehicles that require replacement like patrol vehicles and utility trucks and various playground equipment for park enhancements.

ATTACHMENTS

- A. Ordinance No. ____
- B. Public Hearing Notice (PHN)

ATTACHMENT "A"

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING SECTION 4.12(C) OF TITLE 3 OF THE ANTIOCH
MUNICIPAL CODE RELATING TO
COOPERATIVE PURCHASING**

WHEREAS, the City of Antioch ("City") requires compliance with specified competitive procurement rules for City contracts in accordance with the City's purchasing ordinance, codified at Chapter 4 of Title 3 of the Antioch Municipal Code;

WHEREAS, the City's purchasing ordinance includes exceptions to competitive procurement requirements under limited circumstances;

WHEREAS, an existing exception to competitive procurement allows the City to rely on contracts procured via a cooperative purchasing program where the contract offered was competitively procured by any public agency situated within the state of California;

WHEREAS, many national cooperative purchasing programs use procurements conducted by public agencies outside the state of California;

WHEREAS, a large number of public agencies, including neighboring cities and special districts use certain national cooperative purchasing programs that enable them to obtain significant savings while maintaining the principles of fair and open competition in public procurement;

WHEREAS, to enable the City to maintain procurement flexibility to achieve greater financial savings while maintaining compliance with the law, the City wishes to establish broader authority to use certain national cooperative purchasing programs established through competitive procurements conducted by public agencies located in the United States;

WHEREAS, Sourcewell is a local government unit, public corporation and public agency pursuant to the Minnesota Constitution and enabling law Minn. Stat. § 123A.21, which satisfies the definition of a public agency as defined by California Government Code section 6500;

WHEREAS, Sourcewell was established with the statutory purpose to assist its members in meeting specific needs which are more effectively delivered cooperatively than by an individual entity; and

WHEREAS, Sourcewell cooperative purchasing contracts are made available to its members through the Minnesota joint exercise of powers law (Minn. Stat. § 471.59) and Sourcewell members outside of Minnesota may use its cooperative contracts under authority of joint powers or intergovernmental cooperation laws.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Antioch, California, does hereby ordain as follows:

Recitals. The above recitals are incorporated as though set forth in this section.

Amendment. Section 4.12(C) of Title 3 of the Antioch Municipal Code is hereby amended read in full as follows:

(C) *Cooperative purchasing.* If such purchases or services are based on an agreement or cooperative purchasing program entered into by any of the following, regardless of whether the City is a named party to the agreement or an actual participant in such a program:

(1) Any public agency situated within the United States, if the underlying purchase was made using competitive procurement procedures substantially similar to the City's; or

(2) The California Multiple Award Schedules (CMAS). (Pub. Cont. Code § 10298 or other authority.); or

(3) Sourcewell, a local government unit, public corporation and public agency pursuant to the Minnesota Constitution and enabling law Minn. Stat. § 123A.21;

CEQA. The adoption of this Ordinance is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), which provides that CEQA only applies to projects which have the potential for causing a significant effect on the environment. Where it can be determined that the proposed project will not have a significant adverse effect on the environment, the project is not subject to CEQA. This Ordinance establishes a broader cooperative purchasing exception under the City's purchasing ordinance and does not propose nor authorize any action or specific project that would have the potential to cause a significant adverse effect on the environment.

Severability. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

Publication; Effective Date. This Ordinance shall take effect and be enforced within thirty (30) days from and after the date of its adoption by the City Council at a second reading and shall be posted and published in accordance with the California Government Code.

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch held on the 27th day of April, 2021 and passed and adopted at a regular meeting thereof held on the 27th day of April, 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lamar A. Thorpe, Mayor

ATTEST:

Elizabeth Householder, City Clerk

ATTACHMENT "B"



CITY OF ANTIOCH
NOTICE OF PUBLIC HEARING

The City of Antioch, in response to the Executive Order of the Governor and the Order of the Health Officer of Contra Costa County concerning the Novel Coronavirus Disease, is making Antioch City Council meetings available via Comcast channel 24, AT&T U-verse channel 99, or live stream (at www.antiochca.gov).

NOTICE IS HEREBY GIVEN that the City Council of the City of Antioch will hold a public hearing **on TUESDAY, APRIL 27, 2021 at 7:00 P.M. or thereafter**, on the following matter:

Antioch Municipal Code Ordinance Amendment adding to section 3-4.12(C) under Cooperative Purchasing: Sourcewell, a local government unit, public corporation and public agency pursuant to the Minnesota Constitution and enabling law Minn. Stat. section 123A.21.

If you wish to provide a written public comment, you may do so any of the following ways **by 5:00 p.m. the day of the Council Meeting**: (1) Fill out an online speaker card, located at https://www.antiochca.gov/speaker_card, or (2) Email the City Clerk's Department at cityclerk@ci.antioch.ca.us.

To provide oral public comments during the public hearing, click the following link to register in advance to access the meeting via Zoom Webinar: <https://www.antiochca.gov/speakers>. You may also provide an oral public comment by dialing **(925) 776-3057 prior to the start of the public hearing item**.

*The City cannot guarantee that its network and/or the site will be uninterrupted. To ensure that the City Council receives your comments, you must submit your comments in writing **by 5:00 p.m. the day of the City Council Meeting**.*

If any person challenges the decision of the City in these matters in court, he or she may be limited to raising only those issues that were raised at the public hearing described in this notice.

If you have any specific questions concerning this matter, you may contact Carlos Zepeda at 925-779-6953 or czepeda@antiochca.gov. Written statements in favor of or in opposition to this matter, may be emailed to: cityclerk@ci.antioch.ca.us, or mailed to the City Clerk's Office, City Hall, 200 "H" Street (P.O. Box 5007), Antioch, CA 94531-5007, at any time prior to the hearing.

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.

/s/ ELIZABETH HOUSEHOLDER
ELIZABETH HOUSEHOLDER, City Clerk

Publication Date: April 16, 2021
cc: Public Works/Carlos Zepeda

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Vicky Lau, Junior Engineer

APPROVED BY: John Samuelson, Public Works Director/City Engineer JS

SUBJECT: Resolution Approving the Amendment of a Reimbursement Agreement for Roadway and Utility Improvements between the City of Antioch and Davidon Homes

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution:

1. Approving the Amendment to the Reimbursement Agreement between the City of Antioch and Davidon Homes for Certain Roadway and Utility Improvements, and
2. Authorizing the City Manager to execute the Amendment.

FISCAL IMPACT

There is no net fiscal impact from reimbursements and credits, as costs are to be borne onto future developers.

DISCUSSION

On November 22, 2016, the City Council adopted Resolution No. 2016/124 approving a Reimbursement Agreement for Roadway and Utility Improvements with Davidon Homes. The developer, Davidon Homes, is responsible for installing various utility and roadway improvements along Country Hills Drive and Laurel Road which shall benefit developments within the East Lone Tree Specific Plan area. The Reimbursement Agreement shall provide for a financing mechanism whereby future developments that benefit from the utility installs and roadway improvements, pay their fair share costs for reimbursement towards Davidon Homes as identified through Exhibit A in the Reimbursement Agreement (Attachment "B").

As a result of design changes to the Roadway Improvements and the Utility Improvements approved by the City Engineer, the relative share of the costs of these improvements (for example, the lineal front footages) has changed" (Attachment "C"). The proposed amendments to the Reimbursement Agreement pertain to revisions of Exhibit A, which adjusts the fair share percentages of responsibility, further breaks down storm drain segments and responsible properties to Laurel Ranch, Laurel Ranch Commercial, Laurel Ranch South, Park Ridge, and Deliza Ranch. Davidon Homes, which is

responsible for the Park Ridge residential subdivision containing 525 single-family homes, shall be responsible for the majority of design and construction costs for street, water main, sanitary sewer, and storm drain improvements. The amendment shall provide for a more accurate assessment of responsibility and result in a slight reduction in percent of responsibility for Davidson Homes. Calculation of fair share percentages for improvements was determined by DK Engineering and have been approved by the City Engineer.

ATTACHMENTS

- A. Resolution
- B. Reimbursement Agreement
- C. Amendment to Reimbursement Agreement

ATTACHMENT "A"

RESOLUTION NO. 2021/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE AMENDMENT OF A REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS BETWEEN THE CITY OF ANTIOCH AND DAVIDON HOMES

WHEREAS, on November 22, 2016, the City Council adopted Resolution 2016/124 approving a Reimbursement Agreement for Roadway and Utility Improvements between the City of Antioch and Davidon Homes;

WHEREAS, Davidon Homes has proposed the need for an amendment to the approved Reimbursement Agreement that shall better determine the percentages of responsibility for the design and construction of street, water main, sanitary sewer, and storm drain improvements;

WHEREAS, the City has met with Davidon Homes and reviewed the terms of the proposed Amendment and has determined that the fair and equitable method of allocating the share of costs among the adjacent owners or developers of property shall be on a lineal foot frontage basis for roadway and water main improvements, a relative drainage area (exclusive of open space areas) basis for storm drain improvements, and an equivalent residential unit ("ERU") basis, as established under the Specific Plan, for sanitary sewer improvements, respectively;

WHEREAS, developers/owners of properties benefiting from the design and construction of construction of street, water main, sanitary sewer, and storm drain improvements in the East Lone Tree Specific Plan area are in agreement with the proposed amendment to the Reimbursement Agreement;

WHEREAS, the public improvements within the East Lone Tree Specific Plan area are shown and the property owner/developer responsibilities are tabulated on Exhibit A, attached as "Attachment C"; and

WHEREAS, a notice was given to all owners/developers adjacent to the project wherein all interested persons were allowed to speak at said City Council meeting held.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby:

- 1) Approves the First Amendment to the Reimbursement Agreement for Roadway and Utility Improvements between the City of Antioch and Davidon Homes for Certain Roadway and Utility Improvements in substantially the form attached as Attachment C, and

RESOLUTION NO. 2021/**

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- 2) Authorizes the City Manager to execute the Amendment, 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 11th day of May 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

ATTACHMENT "B"

REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS

This REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS ("**Agreement**") by and between the CITY OF ANTIOCH, a municipal corporation ("**City**") and DAVIDON HOMES, a California limited partnership ("**Davidon**") (each a "**Party**" and collectively the "**Parties**") is entered into as of November 22, 2016, (the "**Effective Date**").

A. Davidon is the owner of certain real property located in the City of Antioch, Contra Costa County (the "**Property**") which it is developing as a single-family residential subdivision, commonly known as the Park Ridge Subdivision Project, in accordance with the approvals described below (the "**Project**").

B. On May 28, 1996, the Antioch City Council ("**City Council**") adopted the East Lone Tree Specific Plan and associated Environmental Impact Report (EIR) to govern development within a 785-acre planning area ("**Specific Plan Area**") in the southeast portion of the City of Antioch. The Project is within the Specific Plan Area.

C. On July 16, 1998, the City Council adopted the East Lone Tree Financial Plan ("**Financial Plan**") to address the timing and method of payment for needed infrastructure within the Specific Plan Area.

D. On March 9, 2010, the Antioch City Council adopted Resolutions 2010/20 and 2010/21 adopting an addendum to the Environmental Impact Report and a Final Planned Development, Vesting, Tentative Map and Use Permit for the Project, with Conditions of Approval.

E. On July 9, 2013, the City Council adopted Ordinance No. 20-69 CS approving a development agreement with Davidon for the Project ("**Development Agreement**").

F. The Development Agreement and/or Conditions of Approval provide that Davidon shall design and construct specified portions of Laurel Road and Country Hills Drive (depicted as Segments 1 through 4 on Exhibit A) (collectively "**Roadway Improvements**") and that the City will cooperate with Davidon to establish a financing mechanism or reimbursement agreement to provide for reimbursement to Davidon by the owners or developers of the properties adjacent to Laurel Road and Country Hills Drive ("**Adjacent Properties**"), which, as shown on Exhibit A, are Laurel Ranch Residential, Laurel Ranch Commercial and Delizia Ranch Commercial ("**Adjacent Property Owners**"). Some or all of the portions of the Roadway Improvements may be constructed by one or more Adjacent Property Owners depending upon the timing of development of those properties relative to the Project. Davidon and the Adjacent Property Owners are hereinafter collectively referred to as the "**Property Owners**."

G. The Conditions of Approval provide that Davidon shall install all infrastructure for the Project, which may involve oversizing to accommodate future development in the Specific Plan. The infrastructure to be installed by Davidon may include all or part of the storm drain lines ("**Storm Drain Improvements**"), sanitary sewer mains ("**Sanitary Sewer Improvements**") and water main improvements ("**Water Main Improvements**") shown on

Exhibit A (collectively “**Utility Improvements**”) depending upon the timing of development of the Project relative to that of the Adjacent Properties. The Conditions of Approval provide that Davidon may be reimbursed for some or all of the sewer mains and stormwater system installed in connection with the Project.

H. The City is authorized, under the Subdivision Map Act and other applicable law, to enter into a reimbursement agreement with a developer for that portion of the cost of public improvements, including an amount attributable to interest, in excess of the construction required for the development and to require owners of property benefitted by the public improvements to reimburse the developer for their fair share of the cost thereof as a condition of approval of development.

I. Davidon and the City desire to enter into this Agreement to establish the terms and conditions under which Davidon shall be reimbursed for the fair share of the costs of the Roadway Improvements and Utility Improvements to be borne by Adjacent Properties and/or under which Davidon shall pay its fair share of the cost of reimbursing other Adjacent Property Owners for portions of the Roadway Improvements or Utility Improvements installed by them.

J. The City has determined that a fair and equitable method of allocating the share of costs of the Roadway Improvements among the Property Owners is on a “lineal foot frontage” basis, determined by calculating the amount of frontage of each property on the improved roadway, as shown and described on Exhibit A (“**Lineal Front Footage**”). The Lineal Front Footage figures and related percentages shown on Exhibit A may be adjusted, as appropriate, by the City Engineer based on precise measurement of Lineal Front Footage for each of the properties following construction and acceptance of the Roadway Improvements (or portion thereof, as applicable).

K. The City has determined that a fair and equitable method of allocating the share of (1) the costs of the Storm Drain Improvements among the Property Owners is on the relative drainage area of each property (exclusive of open space areas) draining into the Storm Drain Improvements as shown and described on Exhibit A; (2) the cost of the Sanitary Sewer Improvements among the Property Owners is on ERU factors, as established under the Financial Plan, which reflects the number of equivalent units utilizing the Sanitary Sewer Improvements, as shown and described on Exhibit A; and (3) the cost of the Water Main Improvements among the Property Owners is on Lineal Front Footage, except with respect to the portion of the water main crossing under Highway 4, which was constructed by the City, for which the Property Owners shall reimburse the City based on ERU factors, as shown and described on Exhibit A.

L. On November 22, 2016, the City Council held a public hearing regarding approval and execution of this Agreement, of which written notice was provided by mail to the record owners of the Adjacent Properties as shown on the latest County Assessor’s secured real property assessment roll.

M. This Agreement is intended to be the agreement or mechanism referenced in the Development Agreement and/or Conditions of Approval for reimbursement of Davidon for the Roadway and Utility Improvements.

AGREEMENT

NOW, THEREFORE, in view of the foregoing recitals and in consideration of the following terms, conditions and covenants, the parties agree as follows:

SECTION 1. DESIGN AND CONSTRUCTION OF ROADWAY AND UTILITY IMPROVEMENTS

1.1 Roadway Improvements. Consistent with the Conditions of Approval, Davidon shall design and construct the portion of Laurel Road, including infrastructure and traffic signalization described in Section 1.2 below, from the northwestern boundary of the Property to the State Route 4 Bypass and shall design and construct the portion of Country Hills Drive from the northern terminus of the Sand Creek Ranch subdivision to Laurel Road, all as shown on Exhibit A. All Roadway Improvements shall be constructed pursuant to improvement plans approved and signed by the City Engineer ("**Approved Plans**"). The improvement plans for Laurel Road shall be submitted to and approved by the City Engineer prior to the recordation of the final map containing the 124th lot in the Project, and the improvement plans for Country Hills Drive shall be submitted to and approved by the City Engineer prior to issuance of the 271st building permit in the Project. Construction of Laurel Road shall commence prior to or upon the recordation of the final map containing the 124th lot in the Project, and construction of Country Hills Drive shall commence prior to or upon issuance of the 271st building permit in the Project.

1.2 Roadway Improvement Specifications.

(a) Roadway and Related Improvements. The Roadway Improvements shall be designed and constructed as specified in the Specific Plan and the Conditions of Approval and depicted on Exhibit A, and shall include the elements described below. The City Engineer may modify certain aspects of the design of the Roadway Improvements.

(b) Turn Lanes. The median island on Laurel Road shall include left turn pockets for both east- and west-bound traffic at all intersections. The length of storage and deceleration lanes shall be as specified in the Approved Plans.

(c) Signalization. Signalized intersections shall be designed and constructed at Laurel Road and Country Hills Drive and at Laurel Road and Treeline Way pursuant to the Approved Plans.

(d) Bicycle Paths. The improvement plans for Country Hills Drive shall include an 8' off-street bicycle path on the east side of the roadway and a 6' bicycle path on the west side of the roadway.

1.3 Utility Improvements. The Storm Drain Improvements, Sanitary Sewer Improvements and Water Main Improvements shall be designed and constructed as specified in the Specific Plan, as described and depicted on Exhibit A. The City Engineer may modify certain aspects of the design of the Utility Improvements. The segments of the Storm Drain Improvements, Sanitary Sewer Improvements and Water Main Improvements within Laurel Road and Country Hills Drive shall be installed by the developer constructing those roads (or segments thereof). The developer of property whose development needs the Storm Drain

Improvements, Sanitary Sewer Improvements or Water Main Improvements first shall install those improvements, including all offsite downstream improvements needed for the development.

1.4 Consistency with Conditions of Approval In the event that any provisions in paragraphs 1.1 through 1.3 are in conflict with the Conditions of Approval for the Project, it is the intent of the Parties that the Conditions of Approval shall apply.

1.5 Improvement Costs. The costs of the Roadway Improvements and Utility Improvements for which Davidon (or the Adjacent Property Owner installing such improvements) shall be entitled to reimbursement ("**Improvement Costs**") (less that party's fair share of such costs) shall consist of all costs of the design and construction thereof and all costs incidental to such design and construction including, without limitation, the following:

(a) Design, Engineering, Inspection and Environmental. All design, planning, engineering, environmental analysis and mitigation, and inspection services and costs, including all associated fees, charges and permits.

(b) Easements and Rights of Way. Cost of acquisition of easements and rights of way for roadway and associated infrastructure and utilities as they relate to the Roadway or Utility Improvements, including appraisal and title insurance costs and actual costs of acquisition.

(c) Construction Costs. The sum of all costs incurred for the construction of the Roadway or Utility Improvements in accordance with the Approved Plans including, without limitation, the direct costs of construction labor, materials, equipment, and services

(d) Overhead and Management. An amount equal to 8% of the direct cost of construction of the Roadway or Utility Improvements for overhead, construction management and supervision costs.

(e) Bonds and Insurance. The cost of premiums paid for insurance coverage and any surety bonds required for the Roadway or Utility Improvements.

(f) Interest. Interest at the lower of 6% or the Prime Rate of interest, as published in the Wall Street Journal, plus 1% from the date the Improvement Costs are incurred to the date of payment pursuant to Section 2, compounded quarterly.

SECTION 2. REIMBURSEMENT AND DEVELOPMENT CONDITIONS

2.1 Determination of Reimbursement. Upon completion and acceptance of the Roadway or Utility Improvements (or portion thereof being constructed by Davidon or the Adjacent Property Owner), the City Engineer shall calculate the amount of reimbursement, including all Improvement Costs per Section 1.5, to which Davidon or the Adjacent Property Owner, as applicable, is entitled ("**Reimbursement Amount**") from other Property Owners for their fair share of the cost of such improvements, determined in accordance with Recitals J and/or K.

2.2 Development Condition. The City shall condition the approval of development of the Adjacent Properties by requiring the owner or developer thereof to pay to the City its fair

share of the Reimbursement Amount, plus the City's reasonable costs of administering the collection and disbursement of the Reimbursement Amount, prior to recordation of the first final map for such property. If a subdivision map is not required for development of the property, the City shall require payment of the Reimbursement Amount and any related City costs prior to issuance of the first permit or approval for development of such property.

2.3 Remittance to Davidon. The City shall remit to Davidon or the Adjacent Property Owner, as applicable, the Reimbursement Amount collected pursuant to Section 2.2 within thirty days of receipt thereof.

2.4 Reimbursement for City Constructed Improvements. As referenced in paragraph K. of the recitals, as an obligation of this agreement Davidon shall reimburse the City for its fair share cost of the portion of the water main crossing under Highway 4, which was constructed by the City. Calculation of the reimbursement amount shall be based on ERU factors, as shown and described on Exhibit A.

SECTION 3. MISCELLANEOUS

3.1 Defined Terms. Unless the context indicates otherwise, the capitalized terms used in this Agreement shall have the meaning given them in this Agreement, and defined terms in the singular form include the plural and vice versa.

3.2 Other Necessary Acts. Each Party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out this Agreement and to provide and secure to the other Party the full and complete enjoyment of its rights and privileges under this Agreement.

3.3 Construction. All references to this Agreement shall be deemed to refer to this Agreement as it may be amended from time to time. This Agreement has been reviewed and revised by legal counsel for both the City and Davidon, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

3.4 Attorneys' Fees. If any legal action or other proceeding is commenced to enforce or interpret any provision of, or otherwise relating to, this Agreement, the losing party or parties shall pay the prevailing party's or parties' actual expenses incurred in the investigation of any claim leading to the proceeding, preparation for and participation in the proceeding, any appeal or other post-judgment motion, and any action to enforce or collect the judgment including without limitation contempt, garnishment, levy, discovery and bankruptcy. For this purpose "expenses" include, without limitation, court or other proceeding costs and experts' and attorneys' fees and their expenses. The phrase "prevailing party" shall mean the party which is determined in the proceeding to have prevailed or which prevails by dismissal, default or otherwise.

3.5 No Agency, Joint Venture or Partnership. The City and Davidon disclaim the existence of any form of agency relationship, joint venture or partnership between the City and Davidon. Nothing contained in this Agreement or in any document executed in connection with this Agreement shall be construed as creating any relationship other than a contractual relationship between the City and Davidon.

3.6 No Third Party Beneficiary. This Agreement is made solely and specifically among and for the benefit of the Parties, and their respective successors and assigns.

3.7 Notices. All notices, consents, requests, demands or other communications to or upon the respective Parties shall be in writing and shall be effective for all purposes: (A) upon receipt on any City business day before 5:00 PM local time and on the next City business day if received after 5:00 PM or on other than a City business day, including without limitation, in the case of (i) personal delivery, (ii) delivery by messenger, express or air courier or similar courier, or (iii) transmittal by electronic mail (email) or electronically confirmed telecopy or facsimile, or (B) five days after being duly mailed certified mail, return receipt requested, postage prepaid, all addressed as follows:

If to City, to: City of Antioch
 Attention: City Manager
 200 H Street
 Antioch, CA 94509
 Telephone: (925) 779-7011
 Facsimile: (925) 779-7003

With a mandatory
copy to: City of Antioch
 Attention: City Attorney
 200 H Street
 Antioch, CA 94509
 Telephone: (925) 779-7015
 Facsimile: (925) 779-7003

If to Davidon, to: Davidon Homes
 Attention: Steve Abbs
 1600 South Main Street, Suite 150
 Walnut Creek, CA 94596
 Telephone: (925) 945-8000
 Facsimile: (925) 256-0140

With a mandatory
copy to: Perkins Coie LLP
 Attention: Geoffrey Robinson
 505 Howard Street, 10th Fl.
 San Francisco, CA 94111-4131
 Telephone: (415) 344-7174
 Facsimile: (415) 344-7050

In this Agreement "City business days" means days that the Antioch City Hall is open for business and does not currently include, Saturdays, Sundays, and federal and state legal holidays. Either Party may change its address by written notice to the other on five business days' prior notice in the manner set forth above. Receipt of communication by facsimile shall be sufficiently evidenced by a machine-generated confirmation of transmission without notation of error. In the case of illegible or otherwise unreadable facsimile transmissions, the receiving Party shall

promptly notify the transmitting Party of any transmission problem and the transmitting Party shall promptly resend any affected pages.

3.8 Entire Agreement; Waiver. This Agreement constitutes in full, the final and exclusive understanding and agreement of the Parties and supersedes all negotiations or previous agreements of the Parties with respect to all or any part of the subject matter of this Agreement. No oral statements or prior written matter not specifically incorporated in this Agreement shall be of any force and effect. No amendment or waiver of any obligations under this Agreement will be enforceable or admissible unless set forth in a writing approved by the City and Davidon.

3.9 Counterparts. This Agreement may be executed in any number of identical counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document. This Agreement may be executed by signatures transmitted by facsimile, Adobe Acrobat or other electronic image files and these signatures shall be valid, binding and admissible as though they were ink originals.

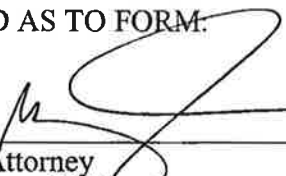
3.10 Time of the Essence. Time is of the essence of each and every obligation of the Parties under this Agreement.

WHEREFORE, this Agreement has been entered into by and between Davidon and the City as of the Effective Date.

City of Antioch, a municipal corporation

By: 
City Manager

APPROVED AS TO FORM:

By: 
City Attorney

ATTEST:

By: 
City Clerk

Davidon Homes, a California limited partnership

By: Davidon Corporation,
its general partner


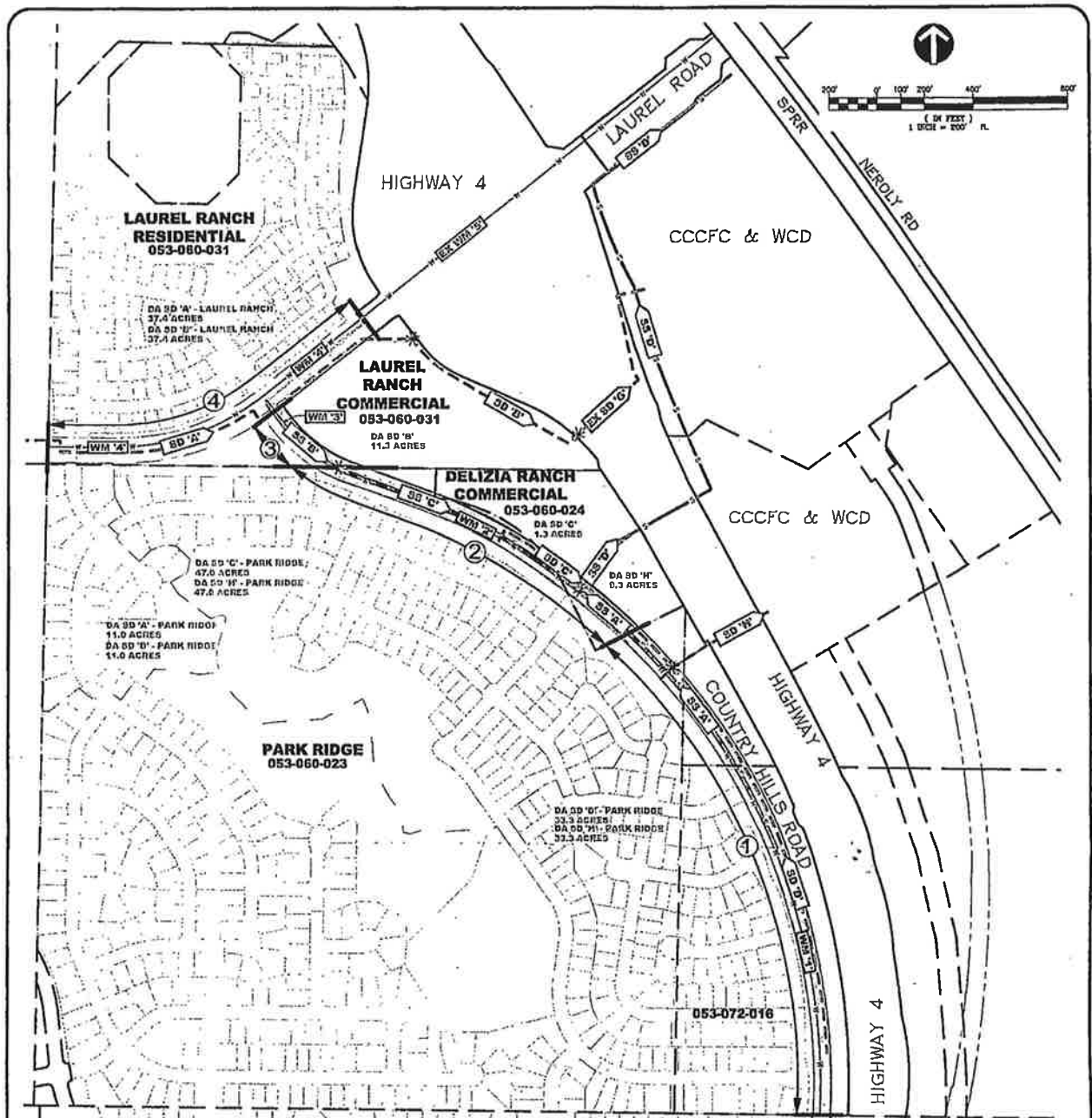
By: 
Name: Steve Abbs
Its: Vice-President

EXHIBIT A

**LAUREL ROAD AND COUNTRY HILLS DRIVE --
ROADWAY AND UTILITY EQUIVALENT RESPONSIBILITY**



PROPERTY	LAND USE	QUANTITY	ERU FACTOR ¹	ERU	SANITARY SEWER ERU	DRAINAGE ³ AREA (ACRES)
LAUREL RANCH-VTM	RESIDENTIAL (RESIDENTIAL UNITS)	180	1	180	180	23.4
LAUREL RANCH/BBBY-VTM	COMMUNITY RETAIL (ACRES)	9.9	6	60	60	9.9
PARK RIDGE-VTM	RESIDENTIAL (RESIDENTIAL UNITS)	325	1	325	188	84.8
DELIZIA RANCH LLC-BOUNDARY	COMMUNITY RETAIL (ACRES)	7.9	6	48	48	7.9

1. ERU FACTOR IS BASED ON THE EAST LONG TRAIL FINANCIAL PLAN, ADOPTED DECEMBER 10, 1997.
 2. SDU FOR SANITARY SEWER BASED ON NUMBER OF UNITS UTILIZING SEWER MAINS.
 3. DRAINAGE AREA USED TO CALCULATE EQUIVALENT RESPONSIBILITY FOR STORM DRAINS. DRAINAGE AREA EXCLUDES OPEN SPACE AREAS IN THE SUBDIVISIONS.

STREET IMPROVEMENTS					
SECTION	LAUREL RANCH	LAUREL RANCH COMMERCIAL	PARK RIDGE	DELIZIA RANCH	TOTAL FRONTAGE LENGTH (LF)
①	0%	0%	100%	0%	4,410
②	0%	0%	30%	30%	2,800
③	60%	50%	0%	0%	730
④	71%	20%	0%	0%	2,980

1. STREET IMPROVEMENTS BASED ON ACTUAL FRONTAGE FOR EACH PROPERTY ALONG PORTION OF ROAD.

WATER MAIN IMPROVEMENTS					
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	PARK RIDGE	DELIZIA RANCH	TOTAL PIPE LENGTH (LF)
WM '1'	0%	0%	100%	0%	2,205
WM '2'	0%	0%	0%	50%	1,400
WM '3'	50%	50%	0%	0%	365
WM '4'	71%	20%	0%	0%	1,480

1. WATER MAIN IMPROVEMENTS BASED ON ACTUAL PROPERTY FRONTAGE ALONG THE ROADWAYS ENCOMPASSING THE WATER MAIN.

STORM DRAIN IMPROVEMENTS					
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	PARK RIDGE	DELIZIA RANCH	TOTAL PIPE LENGTH (LF)
SD 'A'	77.3%	0%	22.7%	0%	1,870
SD 'B'	62.6%	18.9%	18.4%	0%	840
SD 'C'	0%	0%	97.3%	2.7%	935
SD 'D'	0%	0%	100%	0%	1,745
SD 'E'	0%	88.3%	0%	11.7%	120

SANITARY SEWER IMPROVEMENTS					
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	PARK RIDGE	DELIZIA RANCH	TOTAL PIPE LENGTH (LF)
SS 'A'	0%	0%	100%	0%	1,360
SS 'B'	75.0%	25.0%	0%	0%	420
SS 'C'	82.5%	20.8%	0%	18.7%	1,125
SS 'D'	31.2%	10.4%	80.0%	8.4%	2,775

EXISTING WATER MAIN IMPROVEMENTS					
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	PARK RIDGE	DELIZIA RANCH	TOTAL COST
EX WM '5'	22.1%	7.4%	64.6%	5.0%	\$300,000

1. RESPONSIBILITY PERCENTAGES ARE BASED ON TOTAL ERU'S FOR THE PROPERTIES WEST OF HIGHWAY 4.

LEGEND

- LAUREL RANCH STREET IMPROVEMENTS RESPONSIBILITY
 LAUREL RANCH COMMERCIAL STREET IMPROVEMENTS RESPONSIBILITY
 PARK RIDGE STREET IMPROVEMENTS RESPONSIBILITY
 DELIZIA RANCH STREET IMPROVEMENTS RESPONSIBILITY
- SANITARY SEWER
 STORM DRAIN
 WATER MAIN
 EXISTING WATER MAIN
 LINE SECTION CHANGE
 DRAINAGE AREA BOUNDARY

LAUREL ROAD & COUNTRY HILLS ROAD ROADWAY & UTILITY EQUIVALENT RESPONSIBILITY EXHIBIT
 SCALE: 1"=200'
 NOVEMBER 10, 2016



CONSULTING
 PLANNING • ENGINEERING • CONSTRUCTION
 1811 BAYVIEW DRIVE, SUITE 100, REDLANDS, CALIFORNIA 91270-4500

ATTACHMENT "C"

FIRST AMENDMENT TO REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS

This AMENDMENT TO REIMBURSEMENT AGREEMENT FOR ROADWAY AND UTILITY IMPROVEMENTS ("**Amendment**") by and between the **CITY OF ANTIOCH**, a municipal corporation ("**City**") and **DAVIDON HOMES**, a California limited partnership ("**Davidon**") (each a "**Party**" and collectively the "**Parties**") is entered into as of _____, 2021, (the "**Effective Date**").

A. On November 22, 2016, Davidon and the City entered into that certain Reimbursement Agreement for Roadway and Utility Improvements ("**Reimbursement Agreement**"), which sets forth the terms and conditions under which Davidon will be reimbursed for the fair share of the costs of certain described roadway and utility improvements by adjacent property owners and/or under which Davidon will reimburse adjacent property owners for the cost of portions of the improvements installed by them. In addition to the roadways ("**Roadway Improvements**"), the infrastructure to be installed includes storm drain lines ("**Storm Drain Improvements**"), sanitary sewer mains ("**Sanitary Sewer Improvements**") and water main improvements ("**Water Main Improvements**") (collectively "**Utility Improvements**"). The Roadway Improvements and Utility Improvements ("**Roadway and Utility Improvements**") are shown on Exhibit A to the Reimbursement Agreement.

B. The Reimbursement Agreement contains the cost allocation methodologies used to allocate the costs of the Roadway and Utility Improvements among the property owners ("**Cost Allocation Methodologies**"), which are (1) for Roadway Improvements, by lineal foot frontage (determined by calculating the amount of frontage of each property on the improved roadway); (2) for Storm Drain Improvements, according to the relative drainage area of each property (exclusive of open space areas) draining into the Storm Drain Improvements; (3) for Sanitary Sewer Improvements, by ERU factors, as established under the East Lone Tree Financial Plan, which reflects the number of equivalent units utilizing the Sanitary Sewer Improvements; and (4) for Water Main Improvements, by lineal front footage, with the exception of the portion of the water main crossing under Highway 4, which was constructed by the City, for which the property owners shall reimburse the City based on ERU factors.

C. The Reimbursement Agreement provides that the City Engineer may modify certain aspects of the design of the Roadway and Utility Improvements.

D. As a result of design changes to the Roadway Improvements and the Utility Improvements approved by the City Engineer, the relative share of the costs of these improvements (for example, the lineal front footages) has changed. The revised calculations reflecting the relative share of costs among the property owners pursuant to the Cost Allocation Methodologies are shown on Attachment A to this Amendment.

E. The parties wish to amend the Reimbursement Agreement to reflect the design changes and the revisions in the allocations of cost pursuant to the Cost Allocation Methodologies as reflected on Attachment A.

AGREEMENT

NOW, THEREFORE, in view of the foregoing recitals, which are fully incorporated into and made part of this Amendment, and in consideration of the premises and the mutual covenants set forth herein, the Parties agree as follows:

1.1 Attachment A Substituted. Attachment A to this Amendment is substituted for Exhibit A to the Reimbursement Agreement.

1.2 Counterparts. This Amendment may be executed in any number of identical counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document. This Amendment may be executed by signatures transmitted by facsimile, Adobe Acrobat or other electronic image files and these signatures shall be valid, binding and admissible as though they were ink originals.

1.3 Other Provisions Unchanged. Except as expressly modified by this Amendment, all provisions of the Reimbursement Agreement are and shall remain in full force and effect.

WHEREFORE, this Amendment has been entered into by and between Davidon and the City as of the Effective Date.

City of Antioch, a municipal corporation

By: _____
Rowland E. Bernal, City Manager

Davidon Homes, a California limited partnership

By: Davidon Corporation,
its general partner

By: _____
Name: Steve Abbs
Its: Vice-President, Land Acquisition
and Development

APPROVED AS TO FORM:

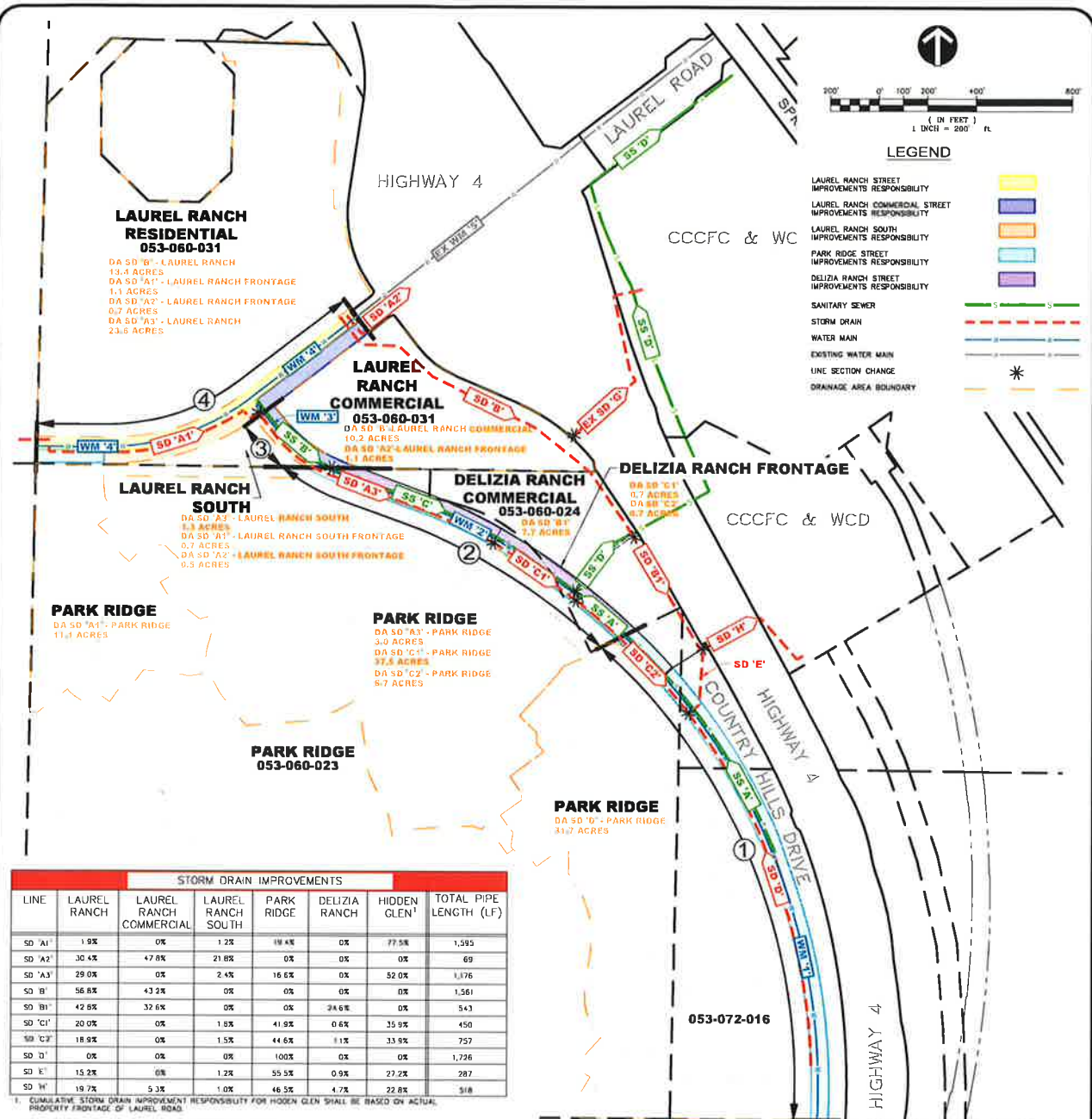
By: _____
Thomas Lloyd Smith, City Attorney

ATTEST:

By: _____
Elizabeth Householder, City Clerk

EXHIBIT 1

**LAUREL ROAD AND COUNTRY HILLS DRIVE --
ROADWAY AND UTILITY IMPROVEMENTS EQUIVALENT RESPONSIBILITY**



STORM DRAIN IMPROVEMENTS							
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	LAUREL RANCH SOUTH	PARK RIDGE	DELIZIA RANCH	HIDDEN GLEN ¹	TOTAL PIPE LENGTH (LF)
SD 'A1'	1.9%	0%	1.2%	18.4%	0%	77.5%	1,585
SD 'A2'	30.4%	47.8%	21.8%	0%	0%	0%	69
SD 'A3'	29.0%	0%	2.4%	16.6%	0%	52.0%	1,176
SD 'B'	56.6%	43.2%	0%	0%	0%	0%	1,561
SD 'B1'	42.9%	32.6%	0%	0%	24.6%	0%	543
SD 'C1'	20.0%	0%	1.5%	41.9%	0.6%	35.9%	450
SD 'C2'	18.9%	0%	1.5%	44.6%	1.1%	33.9%	757
SD 'D'	0%	0%	0%	100%	0%	0%	1,726
SD 'E'	15.2%	0%	1.2%	55.5%	0.9%	27.2%	287
SD 'H'	19.7%	5.3%	1.0%	46.5%	4.7%	22.8%	318

1. CUMULATIVE STORM DRAIN IMPROVEMENT RESPONSIBILITY FOR HIDDEN GLEN SHALL BE BASED ON ACTUAL PROPERTY FRONTAGE OF LAUREL ROAD.

PROPERTY	LAND USE	QUANTITY	ERU FACTOR ¹	ERU	SANITARY ² SEWER ERU	DRAINAGE ³ AREA (ACRES)
LAUREL RANCH - VTM	RESIDENTIAL (RESIDENTIAL UNITS)	180	.1	180	180	38.1
LAUREL RANCH/DELIZIA - VTM	COMMUNITY RETAIL (ACRES)	9.9	.8	60	60	10.2
LAUREL RANCH SOUTH	COMMUNITY RETAIL (ACRES)	2.5	.6	15	15	2.0
PARK RIDGE - VTM	RESIDENTIAL (RESIDENTIAL UNITS)	525	.1	525	189	90.3
DELIZIA RANCH LLC-BOUNDARY	COMMUNITY RETAIL (ACRES)	7.9	.6	48	48	9.1

1. ERU FACTOR IS BASED ON THE EAST LONE TREE FINANCIAL PLAN, ADOPTED DECEMBER 16, 1997.
2. ERU FOR SANITARY SEWER BASED ON NUMBER OF UNITS UTILIZING SEWER MAINS.
3. DRAINAGE AREA USED TO CALCULATE EQUIVALENT RESPONSIBILITY FOR STORM DRAINS. DRAINAGE AREA EXCLUDES OPEN SPACE AREAS IN THE SUBDIVISIONS.

STREET IMPROVEMENTS						
SECTION	LAUREL RANCH	LAUREL RANCH COMMERCIAL	LAUREL RANCH SOUTH	PARK RIDGE	DELIZIA RANCH	TOTAL FRONTAGE LENGTH (LF)
①	0%	0%	0%	100%	0%	4,410
②	0%	0%	0%	50%	50%	2,800
③	0%	50%	50%	0%	0%	730
④	49%	18%	24%	9%	0%	2,960

1. STREET IMPROVEMENTS & ASSOCIATED GRADING IS BASED ON ACTUAL FRONTAGE FOR EACH PROPERTY ALONG PORTION OF ROAD.

WATER MAIN IMPROVEMENTS						
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	LAUREL RANCH SOUTH	PARK RIDGE	DELIZIA RANCH	TOTAL PIPE LENGTH (LF)
WM '1'	0%	0%	0%	100%	0%	2,360
WM '2'	0%	0%	0%	50%	50%	1,520
WM '3'	0%	50%	50%	0%	0%	541
WM '4'	49%	18%	24%	9%	0%	1,871

1. WATER MAIN IMPROVEMENTS BASED ON ACTUAL PROPERTY FRONTAGE ALONG THE ROADWAYS ENCOMPASSING THE WATER MAIN.

SANITARY SEWER IMPROVEMENTS						
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	LAUREL RANCH SOUTH	PARK RIDGE	DELIZIA RANCH	TOTAL PIPE LENGTH (LF)
SS 'A'	0%	0%	0%	100%	0%	1,490
SS 'B'	70.6%	23.5%	5.9%	0%	0%	421
SS 'C'	59.4%	19.8%	5.0%	0%	15.8%	1,286
SS 'D'	36.6%	12.2%	3.0%	38.4%	9.8%	2,785

EXISTING WATER MAIN IMPROVEMENTS						
LINE	LAUREL RANCH	LAUREL RANCH COMMERCIAL	LAUREL RANCH SOUTH	PARK RIDGE	DELIZIA RANCH	TOTAL COST
EX WM '5'	21.7%	7.3%	1.6%	63.4%	5.8%	\$300,000

1. RESPONSIBILITY PERCENTAGES ARE BASED ON TOTAL ERU'S, FOR THE PROPERTIES WEST OF HIGHWAY 4.

LAUREL ROAD & COUNTRY HILLS DRIVE ROADWAY & UTILITY EQUIVALENT RESPONSIBILITY EXHIBIT REVISED

SCALE: 1"=200'

12/09/2016

REV March 2, 2021




"SEE SANITARY SEWER MAPS 1011-1012, 1013-1014, 1015-1016, 1017-1018, 1019-1020, 1021-1022, 1023-1024, 1025-1026, 1027-1028, 1029-1030, 1031-1032, 1033-1034, 1035-1036, 1037-1038, 1039-1040, 1041-1042, 1043-1044, 1045-1046, 1047-1048, 1049-1050, 1051-1052, 1053-1054, 1055-1056, 1057-1058, 1059-1060, 1061-1062, 1063-1064, 1065-1066, 1067-1068, 1069-1070, 1071-1072, 1073-1074, 1075-1076, 1077-1078, 1079-1080, 1081-1082, 1083-1084, 1085-1086, 1087-1088, 1089-1090, 1091-1092, 1093-1094, 1095-1096, 1097-1098, 1099-1100, 1101-1102, 1103-1104, 1105-1106, 1107-1108, 1109-1110, 1111-1112, 1113-1114, 1115-1116, 1117-1118, 1119-1120, 1121-1122, 1123-1124, 1125-1126, 1127-1128, 1129-1130, 1131-1132, 1133-1134, 1135-1136, 1137-1138, 1139-1140, 1141-1142, 1143-1144, 1145-1146, 1147-1148, 1149-1150, 1151-1152, 1153-1154, 1155-1156, 1157-1158, 1159-1160, 1161-1162, 1163-1164, 1165-1166, 1167-1168, 1169-1170, 1171-1172, 1173-1174, 1175-1176, 1177-1178, 1179-1180, 1181-1182, 1183-1184, 1185-1186, 1187-1188, 1189-1190, 1191-1192, 1193-1194, 1195-1196, 1197-1198, 1199-1200, 1201-1202, 1203-1204, 1205-1206, 1207-1208, 1209-1210, 1211-1212, 1213-1214, 1215-1216, 1217-1218, 1219-1220, 1221-1222, 1223-1224, 1225-1226, 1227-1228, 1229-1230, 1231-1232, 1233-1234, 1235-1236, 1237-1238, 1239-1240, 1241-1242, 1243-1244, 1245-1246, 1247-1248, 1249-1250, 1251-1252, 1253-1254, 1255-1256, 1257-1258, 1259-1260, 1261-1262, 1263-1264, 1265-1266, 1267-1268, 1269-1270, 1271-1272, 1273-1274, 1275-1276, 1277-1278, 1279-1280, 1281-1282, 1283-1284, 1285-1286, 1287-1288, 1289-1290, 1291-1292, 1293-1294, 1295-1296, 1297-1298, 1299-1300, 1301-1302, 1303-1304, 1305-1306, 1307-1308, 1309-1310, 1311-1312, 1313-1314, 1315-1316, 1317-1318, 1319-1320, 1321-1322, 1323-1324, 1325-1326, 1327-1328, 1329-1330, 1331-1332, 1333-1334, 1335-1336, 1337-1338, 1339-1340, 1341-1342, 1343-1344, 1345-1346, 1347-1348, 1349-1350, 1351-1352, 1353-1354, 1355-1356, 1357-1358, 1359-1360, 1361-1362, 1363-1364, 1365-1366, 1367-1368, 1369-1370, 1371-1372, 1373-1374, 1375-1376, 1377-1378, 1379-1380, 1381-1382, 1383-1384, 1385-1386, 1387-1388, 1389-1390, 1391-1392, 1393-1394, 1395-1396, 1397-1398, 1399-1400, 1401-1402, 1403-1404, 1405-1406, 1407-1408, 1409-1410, 1411-1412, 1413-1414, 1415-1416, 1417-1418, 1419-1420, 1421-1422, 1423-1424, 1425-1426, 1427-1428, 1429-1430, 1431-1432, 1433-1434, 1435-1436, 1437-1438, 1439-1440, 1441-1442, 1443-1444, 1445-1446, 1447-1448, 1449-1450, 1451-1452, 1453-1454, 1455-1456, 1457-1458, 1459-1460, 1461-1462, 1463-1464, 1465-1466, 1467-1468, 1469-1470, 1471-1472, 1473-1474, 1475-1476, 1477-1478, 1479-1480, 1481-1482, 1483-1484, 1485-1486, 1487-1488, 1489-1490, 1491-1492, 1493-1494, 1495-1496, 1497-1498, 1499-1500, 1501-1502, 1503-1504, 1505-1506, 1507-1508, 1509-1510, 1511-1512, 1513-1514, 1515-1516, 1517-1518, 1519-1520, 1521-1522, 1523-1524, 1525-1526, 1527-1528, 1529-1530, 1531-1532, 1533-1534, 1535-1536, 1537-1538, 1539-1540, 1541-1542, 1543-1544, 1545-1546, 1547-1548, 1549-1550, 1551-1552, 1553-1554, 1555-1556, 1557-1558, 1559-1560, 1561-1562, 1563-1564, 1565-1566, 1567-1568, 1569-1570, 1571-1572, 1573-1574, 1575-1576, 1577-1578, 1579-1580, 1581-1582, 1583-1584, 1585-1586, 1587-1588, 1589-1590, 1591-1592, 1593-1594, 1595-1596, 1597-1598, 1599-1600, 1601-1602, 1603-1604, 1605-1606, 1607-1608, 1609-1610, 1611-1612, 1613-1614, 1615-1616, 1617-1618, 1619-1620, 1621-1622, 1623-1624, 1625-1626, 1627-1628, 1629-1630, 1631-1632, 1633-1634, 1635-1636, 1637-1638, 1639-1640, 1641-1642, 1643-1644, 1645-1646, 1647-1648, 1649-1650, 1651-1652, 1653-1654, 1655-1656, 1657-1658, 1659-1660, 1661-1662, 1663-1664, 1665-1666, 1667-1668, 1669-1670, 1671-1672, 1673-1674, 1675-1676, 1677-1678, 1679-1680, 1681-1682, 1683-1684, 1685-1686, 1687-1688, 1689-1690, 1691-1692, 1693-1694, 1695-1696, 1697-1698, 1699-1700, 1701-1702, 1703-1704, 1705-1706, 1707-1708, 1709-1710, 1711-1712, 1713-1714, 1715-1716, 1717-1718, 1719-1720, 1721-1722, 1723-1724, 1725-1726, 1727-1728, 1729-1730, 1731-1732, 1733-1734, 1735-1736, 1737-1738, 1739-1740, 1741-1742, 1743-1744, 1745-1746, 1747-1748, 1749-1750, 1751-1752, 1753-1754, 1755-1756, 1757-1758, 1759-1760, 1761-1762, 1763-1764, 1765-1766, 1767-1768, 1769-1770, 1771-1772, 1773-1774, 1775-1776, 1777-1778, 1779-1780, 1781-1782, 1783-1784, 1785-1786, 1787-1788, 1789-1790, 1791-1792, 1793-1794, 1795-1796, 1797-1798, 1799-1800, 1801-1802, 1803-1804, 1805-1806, 1807-1808, 1809-1810, 1811-1812, 1813-1814, 1815-1816, 1817-1818, 1819-1820, 1821-1822, 1823-1824, 1825-1826, 1827-1828, 1829-1830, 1831-1832, 1833-1834, 1835-1836, 1837-1838, 1839-1840, 1841-1842, 1843-1844, 1845-1846, 1847-1848, 1849-1850, 1851-1852, 1853-1854, 1855-1856, 1857-1858, 1859-1860, 1861-1862, 1863-1864, 1865-1866, 1867-1868, 1869-1870, 1871-1872, 1873-1874, 1875-1876, 1877-1878, 1879-1880, 1881-1882, 1883-1884, 1885-1886, 1887-1888, 1889-1890, 1891-1892, 1893-1894, 1895-1896, 1897-1898, 1899-1900, 1901-1902, 1903-1904, 1905-1906, 1907-1908, 1909-1910, 1911-1912, 1913-1914, 1915-1916, 1917-1918, 1919-1920, 1921-1922, 1923-1924, 1925-1926, 1927-1928, 1929-1930, 1931-1932, 1933-1934, 1935-1936, 1937-1938, 1939-1940, 1941-1942, 1943-1944, 1945-1946, 1947-1948, 1949-1950, 1951-1952, 1953-1954, 1955-1956, 1957-1958, 1959-1960, 1961-1962, 1963-1964, 1965-1966, 1967-1968, 1969-1970, 1971-1972, 1973-1974, 1975-1976, 1977-1978, 1979-1980, 1981-1982, 1983-1984, 1985-1986, 1987-1988, 1989-1990, 1991-1992, 1993-1994, 1995-1996, 1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 2281-2282, 2283-2284, 2285-2286, 2287-2288, 2289-2290, 2291-2292, 2293-2294, 2295-2296, 2297-2298, 2299-2300, 2301-2302, 2303-2304, 2305-2306, 2307-2308, 2309-2310, 2311-2312, 2313-2314, 2315-2316, 2317-2318, 2319-2320, 2321-2322, 2323-2324, 2325-2326, 2327-2328, 2329-2330, 2331-2332, 2333-2334, 2335-2336, 2337-2338, 2339-2340, 2341-2342, 2343-2344, 2345-2346, 2347-2348, 2349-2350, 2351-2352, 2353-2354, 2355-2356, 2357-2358, 2359-2360, 2361-2362, 2363-2364, 2365-2366, 2367-2368, 2369-2370, 2371-2372, 2373-2374, 2375-2376, 2377-2378, 2379-2380, 2381-2382, 2383-2384, 2385-2386, 2387-2388, 2389-2390, 2391-2392, 2393-2394, 2395-2396, 2397-2398, 2399-2400, 2401-2402, 2403-2404, 2405-2406, 2407-2408, 2409-2410, 2411-2412, 2413-2414, 2415-2416, 2417-2418, 2419-2420

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Rosanna Bayon Moore, Assistant City Manager 

APPROVED BY: Ron Bernal, City Manager

SUBJECT: Resolution Approving Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors and Authorizing the City Manager to Execute the Agreement

RECOMMENDED ACTION

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

- 1) Approve Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors, which extends the term of the Agreement for six months to November 15, 2021 and increases the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000; and
- 2) Authorize the City Manager to execute Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors.

FISCAL IMPACT

\$8,000 per month from the General Fund, excluding cost of media advertising and printing.

DISCUSSION

The City of Antioch solicited bids for Public Information and Communication Officer Services in July of 2019. Voler Strategic Advisors ("Consultant") was the successful bidder and was engaged for an initial period of 6 months. Three amendments to the original Consulting Services Agreement ("Agreement") have been approved to date by the Antioch City Council.

The City continues to have a need for the above-referenced professional services. The City and Consultant desire to extend the term of services of the original Agreement by six months until November 15, 2021. The proposed action will increase the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000.

ATTACHMENTS

- A. Resolution and Exhibit A to Resolution – Amendment No. 4 to the Consulting Services Agreement

RESOLUTION NO. 2021/

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING AMENDMENT NO. 4 TO THE CONSULTING SERVICES AGREEMENT
BETWEEN THE CITY OF ANTIOCH AND VOLER STRATEGIC ADVISORS AND
AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT**

WHEREAS, on September 16, 2019, the City of Antioch and Voler Strategic Advisors entered a Consulting Services Agreement for public information and communication officer services ("Agreement");

WHEREAS, on March 10, 2020, the City of Antioch and Voler Strategic Advisors executed Amendment No. 1 extending the term of services in the Agreement to September 15, 2020 and increasing the contract value by \$48,000 for a total contract amount not to exceed \$96,000; and

WHEREAS, on September 16, 2020, City of Antioch and Voler Strategic Advisors executed Amendment No. 2 extending the term of the Agreement for 6 months to March 15, 2021 and increasing the contract value by \$48,000 for a total amount not to exceed \$144,000; and

WHEREAS, on March 9, 2021, the City of Antioch City Council approved Amendment No. 3 extending the term of the Agreement for 2 months to May 15, 2021 and increasing the contract value by \$16,000 for a total amount not to exceed \$160,000; and

WHEREAS, the City continues to have a need for public information and communication officer services and the City and Consultant desire to extend the term of services of the original agreement until November 15, 2021, which would increase the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch does hereby:

1. Approve Amendment No. 4 ("Exhibit A") to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors, which extends the term of the Agreement for 6 months to November 15, 2021 and increases the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000.
2. Authorize the City Manager to execute Amendment No. 4 to the Consulting Services Agreement between the City of Antioch and Voler Strategic Advisors in substantially the form attached as "Exhibit A" subject to approval of form 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 11th day of May 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

AMENDMENT NO.4

**CONSULTING SERVICES AGREEMENT
Between the City of Antioch and
Voler Strategic Advisors**

THIS FOURTH AMENDMENT TO THE AGREEMENT FOR CONSULTANT SERVICES is entered into and effective this 11th day of May, 2021, by and between the CITY OF ANTIOCH, a municipal corporation ("**City**") and VOLER STRATEGIC ADVISORS, their address is 1671 The Alameda, Suite 301 San Jose, CA 95126 ("**Consultant**").

R E C I T A L S

WHEREAS, on September 16, 2019, the City of Antioch and Voler Strategic Advisors entered into a Consulting Services Agreement for public information and communication officer services;

WHEREAS, on March 10, 2020, the City of Antioch and Voler Strategic Advisors executed Amendment No. 1 to the Agreement extending the term of service to September 15, 2020 and increasing the total amount of the Agreement to \$96,000;

WHEREAS, on September 16, 2020, City of Antioch and Voler Strategic Advisors executed Amendment No. 2 extending the term of the Agreement for 6 months to March 15, 2021 and increasing the contract value by \$48,000 for a total amount not to exceed \$144,000;

WHEREAS, on March 9, 2021, the City of Antioch City Council approved Amendment No. 3 extending the term of the Agreement for 2 months to May 15, 2021 and increasing the contract value by \$16,000 for a total amount not to exceed \$160,000; and

WHEREAS, the City continues to have a need for public information and communication officer services and the City and Consultant desire to extend the term of services of the original agreement until November 15, 2021, which would increase the value of the Agreement by \$48,000 for a total amount not to exceed \$208,000.

NOW, THEREFORE, THE PARTIES DO MUTUALLY AGREE AS FOLLOWS:

1. Section 1.1 "Term of Services" shall be amended to read as follows:

The term of this Agreement shall begin on the date first noted above and shall end on November 15, 2021 and Consultant shall complete the work described in the Request for Proposal ("RFP") prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Consultant to complete the services required by this

Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.

2. Section 2 "COMPENSATION" the first two paragraphs shall be amended to read as follows:

City hereby agrees to pay Consultant a sum not to exceed \$8,000 per month, for a total contract amount not to exceed \$208,000, notwithstanding any contrary indications that may be contained in Consultant's proposal, for services to be performed and reimbursable costs incurred under this Agreement. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth below. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City, therefore, has no responsibility for such contributions beyond compensation required under this Agreement.

Except as modified herein, all other terms and conditions of the Consulting Services Agreement dated September 16, 2019 shall remain in full force and effect.

(all signatures are on the next page)

CITY OF ANTIOCH:

By: _____
Rowland E. Bernal, Jr.,
City Manager

ATTEST:

By: _____
Elizabeth Householder
City Clerk

APPROVED AS TO FORM:

By: _____
Thomas Lloyd Smith,
City Attorney

VOLER STRATEGIC
ADVISORS:

By: _____
Rolando Bonilla,
Chief Strategic Officer

By: _____
Peria Rodrigues,
Chief Executive Officer

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 11, 2021

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Vicky Lau, Junior Engineer

APPROVED BY: John Samuelson, Public Works Director/City Engineer JS

SUBJECT: Resolution Approving the Execution of a Quitclaim Deed for the Relinquishment of Parcel A, Parcel B, and Lot A for Oakley Knolls Subdivision 9353 (P.W. 647) (Discovery Builders).

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution approving the execution of a quitclaim deed and the abandonment of right-of-way on previous recorded final map "Oakley Knolls Subdivision 8501" for Oakley Knolls Subdivision 9353.

FISCAL IMPACT

There is no projected financial impact.

DISCUSSION

On April 10, 2018, the City Council adopted Resolution No. 2018/48 approving a Vesting Tentative Map and Final Development Plan for the Oakley Knolls subdivision development of 28 single-family homes on 5.56-acres. The project site is located on Oakley Road at the southern terminus of Honeynut Street, Assessor's Parcel Number (APN: 051-430-001 to 018) ("Attachment B"). On February 23, 2021, the "Oakley Knolls Subdivision 9353" final map was approved through Resolution 2021/21. Per the conditions of approval adopted through Resolution No. 2018/48, Parcels A and B of the subject final map ("Attachment D") are to be utilized for landscape maintenance and bioretention purposes respectively and maintained by a homeowners association.

Per previous approvals and the "Oakley Knolls Subdivision 8501" final map recorded on December 15, 2005 ("Attachment C"), "Parcel A" and "Parcel B" were dedicated to the City of Antioch in fee. A 1-foot wide strip of land for the purposes of access restriction residing on Hickorynut Street, referred to as "Lot A," was also deeded to the City of Antioch in fee with the recording of the previous final map ("Attachment C").

Due to the provisions of new conditions and the recordation of a new final map for "Oakley Knolls Subdivision 9353", the developer Discovery Builders, Inc. shall require the City of Antioch to quitclaim Parcel A and Parcel B back to the developer for maintenance

purposes. Lot A shall also be quitclaimed due to the design layout change of Hickorynut Street and it no longer being necessary. A quitclaim deed ("Attachment E") is to be filed for recordation along with the final map "Oakley Knolls Subdivision 9353" (Attachment 'D'). The quitclaim deed will relinquish Parcel A, Parcel B, and Lot A back to the developer at which time the new final map ("Attachment D") may be recorded.

ATTACHMENTS

- A. Resolution
- B. Vicinity Map
- C. "Oakley Knolls Subdivision 8501" Final Map
- D. "Oakley Knolls Subdivision 9353" Final Map
- E. Quitclaim Deed

ATTACHMENT "A"

RESOLUTION NO. 2021/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING THE EXECUTION OF A QUITCLAIM DEED FOR THE
RELINQUISHMENT OF PARCEL A, PARCEL B, AND LOT A FOR OAKLEY
KNOLLS SUBDIVISION 9353 (P.W. 647) (DISCOVERY BUILDERS)**

WHEREAS, on April 10, 2018 the City Council adopted Resolution No. 2018/48 approving a Vesting Tentative Map and Final Planned Development for the Oakley Knolls subdivision project;

WHEREAS, on February 23, 2021 the City Council adopted Resolution No. 2021/48 approving a Final Map for Oakley Knolls Subdivision 9353;

WHEREAS, the developer, Discovery Builders, Inc. has requested the City quitclaim previously transferred Parcel A, Parcel B, and Lot A back to the developer; and

WHEREAS, the City has verified the relinquishments of Parcel A, Parcel B, and Lot A shall be of mutual benefit for the purposes of maintenance.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby authorizes the City Manager to execute the Quitclaim Deed ("Attachment E") for the relinquishment of Parcel A (APN: 051-430-017), Parcel B (APN: 051-430-018), and Lot A of Oakley Knolls Subdivision 9353.

* * * * *

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 11th day of May 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

ATTACHMENT "B"

VICINITY MAP



SUBDIVISION 8501 OAKLEY KNOLLS

A PORTION OF THE SOUTHWEST ONE QUARTER
OF SECTION 21, T2N, R2E, M.D.M., BEING
A SUBDIVISION OF PARCEL "D" OF 10 PM 24
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA.

Rinehart & Associates
2465 Elena Court
Antioch California

OCTOBER, 2004

OWNER'S STATEMENT:

THE UNDERSIGNED, BEING THE ONLY PARTIES HAVING A RECORD TITLE INTEREST IN THE LANDS DELINEATED AND EMBRACED WITHIN THE HEAVY BLACK LINES UPON THIS MAP, DO HEREBY CONSENT TO THE MAKING AND RECORDATION OF THE SAME.

SAID OWNER DOES HEREBY DEDICATE TO PUBLIC USE THOSE PORTIONS OF SAID LANDS DESIGNATED ON SAID MAP AS "HONEYNUT STREET", "HICKORYNUT STREET", "HICKORYNUT COURT".

THE AREA MARKED "TREE PLANTING EASEMENT" OR "T.P.E.", IS AN EASEMENT IN WHICH ONE (1) 18-GALLON TREE PER LOT IS TO BE PLANTED AND MAINTAINED BY THE PROPERTY OWNER. THE TREE LOCATION AND TYPE TO BE APPROVED BY TO CITY ENGINEER.

THE AREAS MARKED PARCEL "A" AND PARCEL "B" ARE "LANDSCAPE MAINTENANCE PARCELS", OR "L.M.P.", AND ARE DEDICATED TO THE PUBLIC AS LANDSCAPE PARCELS TO BE LANDSCAPED BY THE DEVELOPER AND MAINTAINED BY A LANDSCAPE MAINTENANCE DISTRICT.

LOT "A" IS 1" IN WIDTH AND IS SPECIFICALLY EXCLUDED FROM DEDICATION AND IS OFFERED BY THE OWNER TO BE DEEDED TO THE CITY OF ANTIOCH BY SEPARATE INSTRUMENT TO BE RECORDED CONCURRENTLY WITH THIS FINAL MAP.

THIS MAP SHOWS ALL EASEMENTS ON THE PREMISES, OR OF RECORD.

WE DO FURTHER RELINQUISH ALL ADJUTER'S RIGHTS OF ACCESS ALONG THE PROPERTY LINES ADJACENT TO PARCEL "A" AND PARCEL "B" (LOTS 7, 8, 9 AND 10) DEPICTED HEREIN BY ////////.

DISCOVERY BUILDERS, INC., A CALIFORNIA CORPORATION

BY: Albert D. Seeno III
ALBERT D. SEENO III, PRESIDENT

ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
COUNTY OF CONTRA COSTA) SS

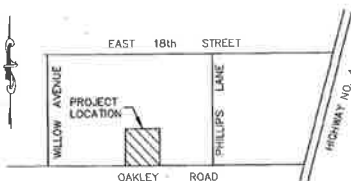
ON THIS 22nd DAY OF August, 2004, BEFORE ME,
THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE,
PERSONALLY APPEARED Albert D. Seeno III AND

Personally KNOWN TO ME OR, POWERED-TO-ME
TO BE ON THE BASIS OF POWER OF ATTORNEY TO BE THE PERSON(S)
WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT, AND
ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME IN HIS AUTHORIZED Capacity And That
BUT HIS SIGNATURE ON THE INSTRUMENT, THE PERSON, OR ENTIRELY UPON BEHALF OF WHICH THE
WITNESS MY HAND, AND OFFICIAL SEAL, (Person) Acted, executed the instrument.

Barbara
NOTARY PUBLIC IN AND FOR SAID
COUNTY AND STATE

MY COMMISSION EXPIRES 3/18/09

County of Principal Place of Business: CONTRA COSTA



VICINITY MAP
N.T.S.

CITY CLERK'S STATEMENT:

I, THE UNDERSIGNED, L. Toland Martin, CITY CLERK AND EX-OFFICIO CLERK OF THE CITY COUNCIL OF THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DO HEREBY STATE THAT THIS MAP CONSISTING OF FIVE (5) SHEETS AND ENTITLED "SUBDIVISION 8501, OAKLEY KNOLLS" WAS PRESENTED TO SAID COUNCIL AS PROVIDED BY LAW AT A REGULAR MEETING HELD ON NOVEMBER 27, 2001, AND THAT SAID COUNCIL DID THEREUPON APPROVE SAID MAP AND DID ACCEPT ON BEHALF OF THE PUBLIC THOSE PORTIONS OF SAID LANDS DESIGNATED ON SAID MAP AS "HONEYNUT STREET", "HICKORYNUT STREET", "HICKORYNUT COURT", PARCEL "A" AND "B", ALSO IDENTIFIED AS "LANDSCAPE MAINTENANCE PARCEL" OR "L.M.P.", AND "TREE PLANTING EASEMENT" OR "T.P.E.", AS DEDICATED TO THE CITY OF ANTIOCH FOR PUBLIC USE. LOT "A" TO BE DEDICATED FOR PUBLIC USE BY SEPARATE INSTRUMENT.

THE AREA SHOWN AS 30 FT. STRIP DEDICATED TO CONTRA COSTA COUNTY ON PARCEL MAP MS 108-69, FILED SEPTEMBER 12, 1969, IN BOOK 10 OF PARCEL MAPS, PAGE 24 AND DESCRIBED IN THE OFFER OF DEDICATION TO CONTRA COSTA COUNTY, RECORDED SEPTEMBER 12, 1969, BOOK 5900, PAGE 404 AND RE-RECORDED SEPTEMBER 23, 1969, BOOK 5901, PAGE 366, OFFICIAL RECORDS, IS HEREBY REJECTED, SAID OFFER OF DEDICATION IS HEREBY TERMINATED PURSUANT TO SECTION 66477.2(C) OF THE SUBDIVISION MAP ACT.

I FURTHER STATE THAT ALL AGREEMENTS AND SURETY AS REQUIRED BY LAW TO ACCOMPANY THE WITHIN MAP HAVE BEEN APPROVED BY THE CITY COUNCIL OF THE CITY OF ANTIOCH AND ARE FILED IN MY OFFICE.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS 16th DAY OF December, 2004.



L. Toland Martin
CITY CLERK AND EX-OFFICIO CLERK OF THE
CITY COUNCIL OF THE CITY OF ANTIOCH,
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA.

COUNTY RECORDER'S STATEMENT:

THIS MAP ENTITLED, "SUBDIVISION 8501, OAKLEY KNOLLS" IS HEREBY ACCEPTED FOR RECORDATION, SHOWING A CLEAR TITLE AS PER LETTER OF TITLE MADE BY ORTE DATED THE 15th DAY OF December, 2004 AND AFTER EXAMINING THE SAME I DEEM THAT SAID MAP COMPLIES IN ALL RESPECTS WITH THE PROVISIONS OF THE STATE LAWS AND LOCAL ORDINANCES GOVERNING THE FILING OF SUBDIVISION MAPS.

FILED AT THE REQUEST OF ORTE
AT 9:54 AM, ON THE 15th DAY OF December, 2004, IN
BOOK 486 OF MAPS AT PAGE 5, IN THE OFFICE OF
THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

05-465460

STEPHEN L. WOP
COUNTY RECORDER, COUNTY OF CONTRA COSTA,
STATE OF CALIFORNIA.

BY: Dmondal
DEPUTY COUNTY RECORDER

SUBDIVISION 8501 OAKLEY KNOLLS

A PORTION OF THE SOUTHWEST ONE QUARTER
OF SECTION 21, T2N, R2E, M.D.M., BEING
A SUBDIVISION OF PARCEL "D" OF 10 PM 24
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA.

Rinehart & Associates
2485 Elena Court
Antioch California

OCTOBER, 2004

CLERK OF THE BOARD OF SUPERVISOR'S STATEMENT

I STATE, AS CHECKED BELOW, THAT:



A TAX BOND ASSURING PAYMENT OF ALL TAXES
WHICH ARE NOW A LIEN, BUT NOT YET PAYABLE,
HAS BEEN RECEIVED AND FILED WITH THE BOARD
OF SUPERVISORS OF CONTRA COSTA COUNTY,
STATE OF CALIFORNIA.



ALL TAXES DUE HAVE BEEN PAID AS CERTIFIED BY
THE COUNTY REDEMPTION OFFICER.

DATED: November 22, 2004 **John R. Sweeten**
John R. Sweeten, CLERK OF THE BOARD OF
SUPERVISORS AND COUNTY ADMINISTRATOR,
CONTRA COSTA COUNTY, CALIFORNIA.

BY: [Signature]
DEPUTY CLERK



CITY PLANNING COMMISSION'S STATEMENT:

I HEREBY STATE THAT THE PLANNING COMMISSION OF THE CITY OF
ANTIOCH, COUNTY OF CONTRA COSTA, HAS APPROVED THE TENTATIVE
MAP OF THIS SUBDIVISION UPON WHICH THIS FINAL MAP IS BASED.

DATED: 11/14/05

[Signature]
SECRETARY OF THE PLANNING COMMISSION
OF THE CITY OF ANTIOCH, COUNTY OF
CONTRA COSTA, STATE OF CALIFORNIA.

SURVEYOR'S STATEMENT:

I, THE UNDERSIGNED, JOHNNY M. RINEHART, DO HEREBY STATE THAT I AM A
LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA RESPONSIBLE FOR THE
SURVEY FROM WHICH THE HEREIN SUBMITTED FINAL MAP ENTITLED "SUBDIVISION
8501 'OAKLEY KNOLLS', CONSISTING OF FIVE (5) SHEETS, THIS STATEMENT
BEING ON SHEET 1 THEREOF, HAS BEEN PREPARED. I FURTHER STATE THAT I
AM RESPONSIBLE FOR SAID MAP, THAT THE DATE OF THE SURVEY WAS MARCH
2002, AND THAT SAID SURVEY WAS MADE UNDER MY DIRECTION, THAT SAID
SURVEY IS TRUE AND COMPLETE AS SHOWN, THAT THE MONUMENTS SHOWN
ACTUALLY EXIST OR WILL BE SET AS SHOWN ON OR BEFORE DECEMBER 2007;
THAT THEIR POSITIONS ARE CORRECTLY SHOWN AND THAT SAID MONUMENTS
ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, AND THAT THE
AREA IS 5.56 ACRES, MORE OR LESS.

DATE: 6-27-05



[Signature]
JOHNNY M. RINEHART, L.S. NO. 7738
REGISTRATION EXPIRES 12/31/06

CITY ENGINEER'S STATEMENT:

I, JOSEPH G. BRANDT, CITY ENGINEER OF THE CITY OF ANTIOCH, HEREBY STATE
THAT I HAVE EXAMINED THIS MAP ENTITLED "SUBDIVISION 8501, OAKLEY KNOLLS".
THAT SAID SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED
ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF AS APPROVED
BY THE CITY OF ANTIOCH CITY COUNCIL ON NOVEMBER 22, 2004; THAT ALL THE
PROVISIONS OF THE STATE LAWS AND LOCAL ORDINANCES COVERING THE FILING
OF SUBDIVISION MAPS HAVE BEEN COMPLIED WITH, AND I AM SATISFIED THAT THE
SAME IS TECHNICALLY CORRECT. A SOILS REPORT FOR THIS SUBDIVISION HAS
BEEN PREPARED BY THE FIRM OF ENGEL INCORPORATED, DATED NOVEMBER
13, 2002, PROJECT NO. 3196-1-050-01, UNDER THE DIRECTION OF TED BAYHAM,
R.C.E. 48793. THE REPORT IS ON FILE IN THE OFFICE OF THE CITY ENGINEER.

[Signature]
JOSEPH G. BRANDT, R.C.E. 26870
CITY ENGINEER
EXPIRES: 3/31/09



LEGEND:

- FOUND IRON PIPE AS NOTED
- ⊙ FOUND STANDARD CITY OF ANTIOCH MONUMENT
- ⊙ SET STANDARD CITY OF ANTIOCH MONUMENT STAMPED L.S. 7738
- SET 3/4" IRON PIPE AND PLASTIC CAP STAMPED L.S. 7738
- [] DENOTES RECORD DATA PER MAPS NUMBER
- (T) TOTAL
- (R) RADIAL
- M-M MONUMENT TO MONUMENT
- I.P. IRON PIPE
- T/L TRACT LINE
- C/L CENTER LINE
- T.P.E. TREE PLANTING EASEMENT
- L.M.P. LANDSCAPE MAINTENANCE PARCEL
- P.S.D.E. PRIVATE STORM DRAIN EASEMENT
- BOUNDARY LINE
- CENTERLINE
- EASEMENT AS NOTED

SUBDIVISION 8501 OAKLEY KNOLLS

A PORTION OF THE SOUTHWEST ONE QUARTER
OF SECTION 21, T2N, R2E, M.D.M., BEING
A SUBDIVISION OF PARCEL "D" OF 10 PM 24
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA.

Rinehart & Associates
2465 Elena Court
Antioch California

OCTOBER 2004

SCALE: 1" = 100'

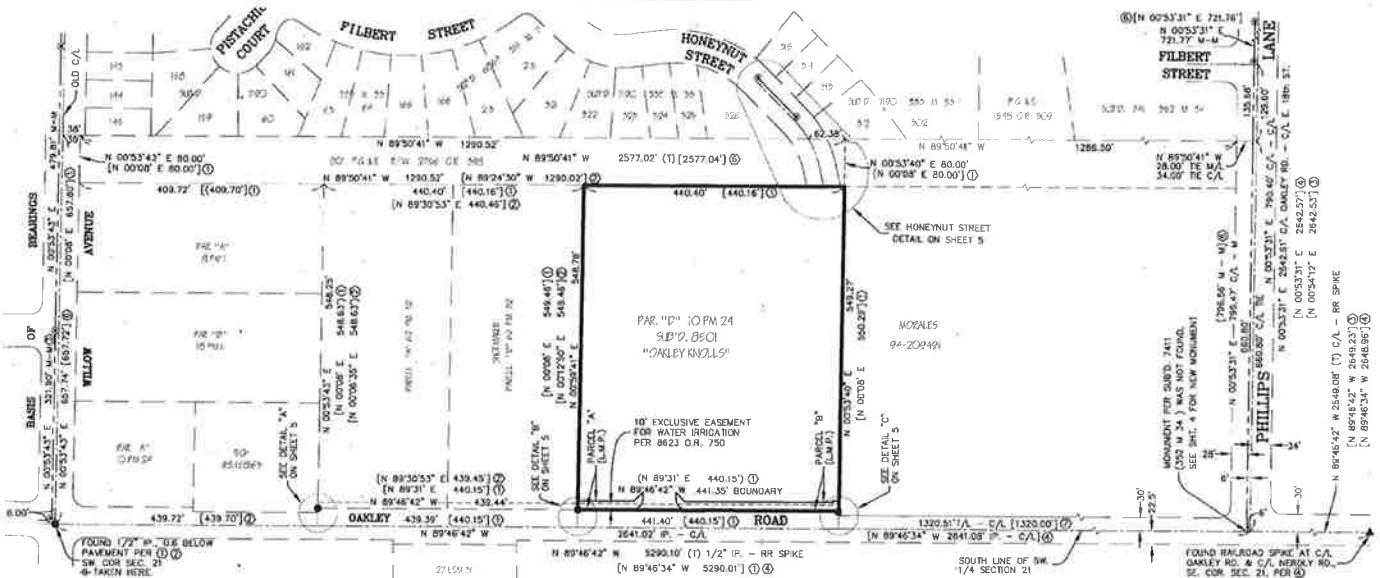
MAP & DEED REFERENCES

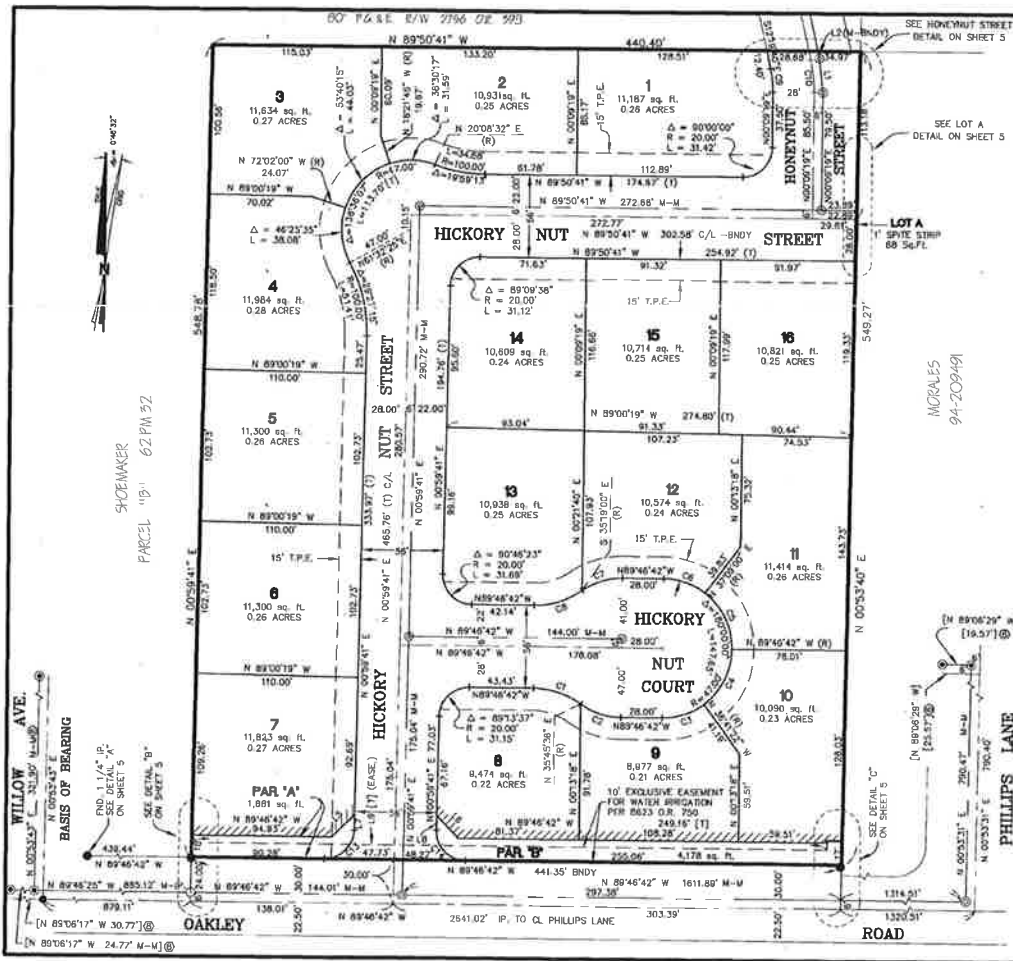
- ① PARCEL MAP MS 108-68, 10 PM 24
- ② PARCEL MAP MS 158-77, 62 PM 32
- ③ RECORD OF SURVEY, 60 LSM 3
- ④ SUBDIVISION 6788 "ALMONDRIDGE II, 315 M 1
- ⑤ SUBDIVISION 7190 "ALMONDRIDGE V, 333 M 32
- ⑥ SUBDIVISION 7411 "ALMONDRIDGE VI, 352 M 36
- ⑦ PEABODY SUBDIVISION, C M 68
- ⑧ SUBDIVISION 6454 "ALMONDRIDGE II, 304 M 1

BASIS OF BEARINGS:

THE BEARING N 00°33'43" E TAKEN ON THE MONUMENT LINE OF WILLOW AVENUE AS SHOWN ON THE RECORDED MAP OF "SUBDIVISION 6788, ALMONDRIDGE UNIT II", RECORDED IN BOOK 315 OF MAPS, AT PAGE 1. ALL BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM II, (CCS27)

BOUNDARY SURVEY





SUBDIVISION 8501 **OAKLEY KNOLLS**

A PORTION OF THE SOUTHWEST ONE QUARTER OF SECTION 21, T2N, R2E, M.D.M., BEING A SUBDIVISION OF PARCEL "D" OF 10 PM 24 CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA.
Rinehart & Associates
2465 Elena Court
Antioch California

OCTOBER 2004 SCALE: 1" = 40'

- LEGEND:**
- FOUND IRON PIPE AS NOTED
 - ⊙ FOUND STANDARD CITY OF ANTIOCH MONUMENT
 - ⊙ SET STANDARD CITY OF ANTIOCH MONUMENT STAMPED L.S. 7738
 - SET 3/4" IRON PIPE AND PLASTIC CAP STAMPED L.S. 7738
 - [] DENOTES RECORD DATA PER MAPS NUMBER.
 - (T) TOTAL
 - (R) RADIAL
 - M-M MONUMENT TO MONUMENT
 - I.P. IRON PIPE
 - C/L CENTER LINE
 - T.P.E. TREE PLANTING EASEMENT
 - L.M.P. LANDSCAPE MAINTENANCE PARCEL
 - P.S.O.E. PRIVATE STORM DRAIN EASEMENT
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT AS NOTED
 - ////// RELINQUISHMENT OF ABUTTER'S RIGHTS

BASIS OF BEARINGS:
 THE BEARING N 00°53'43" E TAKEN ON THE MONUMENT LINE OF WILLOW AVENUE AS SHOWN ON THE RECORDED MAP OF "SUBDIVISION 8786 ALMONDROSE UNIT (II)" RECORDED IN BOOK 345 OF MAPS, AT PAGE 1. ALL BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM II, (CCS2).

NO.	BEARING	LENGTH
1	N 09°00'10" W	23.05
2	N 02°18'40" E	4.87
3	N 45°36'31" E	21.47
4	N 44°23'29" W	21.26
7	N 00°59'41" E	10.35
8	N 00°59'41" E	9.87
9	S 89°46'42" E	4.21

NO.	RADIUS	DELTA	LENGTH
1	50.00'	35°32'18"	34.11'
2	47.00'	35°32'18"	29.15'
3	47.00'	35°34'40"	20.28'
4	47.00'	33°00'20"	43.55'
5	47.00'	33°04'18"	43.53'
6	47.00'	36°55'42"	30.29'
7	47.00'	35°33'18"	29.15'
8	125.00'	35°33'18"	34.11'
9	72.00'	122°8'59"	15.62'

NO.	RADIUS	DELTA	LENGTH
10	100.00'	12°28'59"	21.79'
11	20.00'	89°13'37"	31.15'
14	20.00'	89°46'23"	31.69'

SUBDIVISION 8501 OAKLEY KNOLLS

A PORTION OF THE SOUTHWEST ONE QUARTER
OF SECTION 21, T2N, R2E, M.D.M., BEING
A SUBDIVISION OF PARCEL "D" OF 10 PM 24
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA.

Rinehart & Associates
2465 Elena Court
Antioch California

OCTOBER 2004

SCALE: 1" = 30'

LEGEND:

- FOUND IRON PIPE, AS NOTED
- ⊙ FOUND STANDARD CITY OF ANTIOCH MONUMENT
- ⊙ SET STANDARD CITY OF ANTIOCH MONUMENT STAMPED L.S. 7738
- SET 3/4" IRON PIPE AND PLASTIC CAP STAMPED L.S. 7738
- [] DENOTES RECORD DATA PER MAPS NUMBER
- (T) TOTAL
- (R) RADIAL
- M-M MONUMENT TO MONUMENT
- IP IRON PIPE
- C/L CENTER LINE
- T.P.E. TREE PLANTING EASEMENT
- L.M.P. LANDSCAPE MAINTENANCE PARCEL
- P.S.D.E. PRIVATE STORM DRAIN EASEMENT
- BOUNDARY LINE
- CENTERLINE
- EASEMENT AS NOTED

BASIS OF BEARINGS:

THE BEARING N 00°53'43" E TAKEN ON THE MONUMENT LINE OF
YELLOW AVENUE AS SHOWN ON THE RECORDED MAP OF "SUBDIVISION
8788, ALMONDORGE UNIT II", RECORDED IN BOOK 315 OF MAPS, AT
PAGE 1. ALL BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE
SYSTEM II, (CASS27).

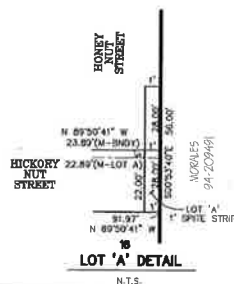
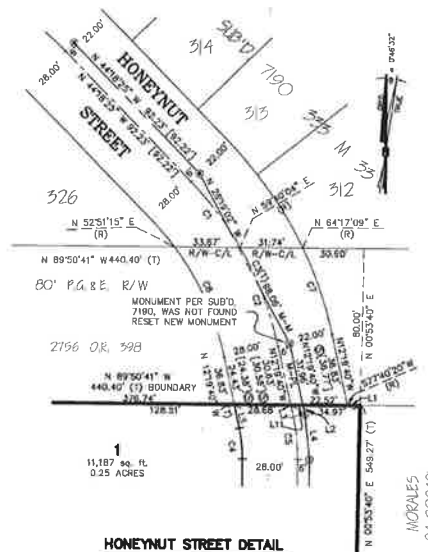
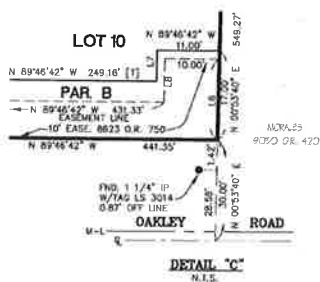
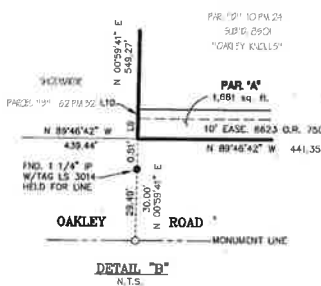
NO.	BEARING	LENGTH
1	N 89°50'41" W	6.30'
2	N 12°19'40" W	4.83'
3	N 12°19'40" W	6.50'
4	S 68°10'10" E	23.05'
5	N 12°19'40" E	12.40'
6	S 00°53'40" W	16.00'
7	S 00°53'40" W	2.00'
8	S 00°53'40" W	6.00'
9	N 00°59'41" E	12.00'
10	N 00°59'41" E	5.00'
11	N 89°50'41" W	6.15'

CURVE	DELTA	RADIUS	LENGTH	DELTA	LENGTH	MAP REF. #
C1	13°59'29"	122.00'	41.90'	(13°59'29")	41.88'	(5)
C2	18°01'14"	112.00'	54.00'	(18°01'14")	54.12'	(5)
C3	30°50'15"	122.00'	96.00'	(30°50'15")	96.00'	(5)
C4	12°29'59"	73.00'	15.69'			
C5	17°03'59"	100.00'	21.29'			
C6	13°23'51"	250.00'	46.73'	(13°23'51")	46.60'	(5)
C8	24°49'05"	144.00'	62.57'	(24°49'05")	62.45'	(5)

NOTE:

SEE SHEET 3 FOR LEGEND AND MAP
REFERENCE INFORMATION.

SHEET 5 OF 5



ATTACHMENT "D"

OWNER'S STATEMENT

OWNER'S STATEMENT
THE UNDERSIGNED, BEING THE ONLY PARTY HAVING A RECORD TITLE INTEREST IN THE LANDS DELINEATED AND EMBODIED WITHIN THE HEAVY BLACK LINES UPON THIS MAP, DOES HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THE SAME.

SAID OWNER DOES HEREBY DEDICATE TO PUBLIC USE THOSE PORTIONS OF SAID LANDS DESIGNATED ON SAID MAP AS "HICKORYNUT STREET", "HONEYNUT STREET(PORTRON)", AND "HONEYCOMB COURT".

WE HEREBY DEDICATE TO PUBLIC USE EASEMENTS FOR PUBLIC UTILITY PURPOSES UNDER, ON OR OVER THOSE CERTAIN STRIPS OF LAND DESIGNATED AS "E" (PUBLIC UTILITY EASEMENT) FOR THE PURPOSE OF CONSTRUCTION, OPERATION AND MAINTENANCE OF APPLICABLE STRUCTURES AND APPURTENANCES THERETO, INCLUDING BUT NOT LIMITED TO SANITARY SEWERS, WATER, ELECTRICAL, GAS AND COMMUNICATION FACILITIES.

THE FOLLOWING DESIGNATED AREAS WILL BE PRIVATELY OWNED AND MAINTAINED AND WILL BE CONVEYED BY SEPARATE INSTRUMENT TO THE HOMEOWNER'S ASSOCIATION SUBSEQUENT TO THE FILING OF THIS MAP, AS SET FORTH IN THE "DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS" RECORDED CONCURRENTLY HERewith UNDER RECORDEES SERIES NO. 20 _____, CONTRA COSTA COUNTY RECORDS.

THE AREA AND USES ARE SET FORTH AS FOLLOWS:

1. THE AREA DESIGNATED AS PARCEL A FOR LANDSCAPE MAINTENANCE PURPOSES, OR "LMP";
2. THE AREA DESIGNATED AS PARCEL B FOR BIKERENTENION BIGH PURPOSES;
3. THE AREA DESIGNATED AS PARCEL C FOR BIKERENTENION BIGH PURPOSES.
4. THE AREA DESIGNATED AS PARCEL D FOR BIKERENTENION PURPOSES;
5. THE AREA DESIGNATED AS PARCEL E FOR SLOPE/OPEN SPACE EASEMENT PURPOSES.
6. THE AREA DESIGNATED AS PARCEL F FOR PARK FACILITIES AND MAINTENANCE PURPOSES.

WE DO FURTHER RELINQUISH ALL ABUTTER'S RIGHTS OF ACCESS OF LOTS 13, 14, 15, 16 AND 17 TO PARCEL "A", RELINQUISH ALL ABUTTER'S RIGHTS OF ACCESS OF LOTS 13 AND 22 TO HICKORYHUT STREET AND/OR HONEYCOMB COURT, AND RELINQUISH ALL ABUTTER'S RIGHTS OF ACCESS OF LOT 12 TO PARCEL "B" AS DEPicted HEREIN BY ////////.

THIS MAP SHOWS ALL ENCUMBRANCES ON THE PROPERTY, OR OF RECORD.

DISCOVERY BUILDERS, INC., A CALIFORNIA CORPORATION

ALBERT S. NEMO II, PRESIDENT DATE: 2/1/2021

OWNER'S ACKNOWLEDGEMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE, VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF CONTRA COSTA) ss.

ON February 1, 2021 BEFORE ME, B. Aiello
NOTARY PUBLIC, PERSONALLY APPEARED ALAN D. GREGG JR.
PERSONALLY KNOWN TO ME (OR PROMED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE
THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME
THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY, AND THAT BY HIS SIGNATURE ON THE
INSTRUMENT THE PERSON, ON THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE
INSTRUMENT.

WITNESS MY HAND,

NOTARY PUBLIC IN FOR THE COUNTY OF Contra Costa
STATE OF: California commission # 2289743

PRINCIPAL PLACE OF BUSINESS: Concord CA
COMMISSION EXPIRES: June 30, 2023

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE WITHIN MAP ENTITLED "DANLEY KNOLLS SUBDIVISION 9365", "A RE-SUBDIVISION OF SUBDIVISION BOON DANLEY KNOLLS" THAT THE SUBDIVISION AS SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE VESTING TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF, THAT ALL PROVISIONS OF CHAPTER 2 OF THE SUBDIVISION MAP ACT AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE VESTING TENTATIVE MAP HAVE BEEN COMPLIED WITH AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

JOHN D. SAMUELSON, CITY ENGINEER
R.C.E. No. 67734

DATE _____

PROFESSIONAL LICENSED SURVEYOR'S STATEMENT

I, _____, A PROFESSIONAL LICENSED SURVEYOR, DO HEREBY STATE THAT I HAVE EXAMINED THIS MAP ON BEHALF OF THE CITY ENGINEER, AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

P.L.S. No.

DA

OAKLEY KNOLLS
SUBDIVISION 9353

A RE-SUBDIVISION OF
"SUBDIVISION 8501 OAKLEY KNOLLS",
FILED DECEMBER 1, 2005 IN BOOK 486 OF MAPS,
PAGE 5, CONTRA COSTA COUNTY RECORDS.
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA
JANUARY 2021
BELLECCI & ASSOCIATES, INC.

SURVEYOR'S STATEMENT

L. ALEXANDER V. FONG, HEREBY STATE THAT THIS SUBDIVISION MAP ENTITLED "DAGLEY KNOLLS SUBDIVISION BUSH," "A RE-SUBDIVISION OF SUBDIVISION BUSH DAGLEY KNOLLS" WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF DISCOVERY BUILDERS, ON MAY 2010.

I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP. IF ANY, THAT ALL OF THE MONUMENTS WILL BE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED HEREON AND WILL BE SET WITHIN TWO YEARS OF RECORSSION OF THIS MAP AND SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

Alfred V. Farris 2/1/2021
 Surveyor No. 10000 2-201

CITY CLERKS STATEMENT

I, ELIZABETH HOUSEHOLDER, CITY CLERK OF THE CITY COUNCIL OF THE CITY OF ANTONIO, CONTRA COSTA COUNTY, CALIFORNIA, DO HEREBY STATE THAT THIS FINAL SUBDIVISION MAP WAS PRESENTED TO THE CITY COUNCIL OF THE CITY OF ANTONIO, THAT SAID COUNCIL DID BY ITS RESOLUTION NO. _____ ADOPTED ON THE _____ DAY OF _____, 20____, APPROVE SAID FINAL SUBDIVISION MAP AND ACCEPT ON BEHALF OF THE PEOPLE ALL OTHERS OF DEDICATION AS SHOWN IN THE OWNER'S STATEMENT ABOVE.

DATE:

ELIZABETH HANSEN-POLICE
CITY CLERK OF THE CITY COUNCIL
CITY OF ANTIOCH
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA

COUNTY ASSESSOR / RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2021, AT THE HOUR OF _____ O'CLOCK _____ M. IN
BOOK _____ OF SUBDIVISION MAPS, AT PAGE _____ IN THE OFFICE OF THE COUNTY
ASSASSIN/RECORDER IN THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA AT THE REQUEST OF _____

DEBORAH COOPER COUNTY ASSESSOR / RECORDER
CONTRA COSTA COUNTY, CALIFORNIA

BY: _____
DEPUTY COUNTY RECORDER

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT

I STATE, AS CHECKED BELOW, THAT:

() A TAX BOND ASSURING THE PAYMENT OF ALL TAXES WHICH ARE NOW A LIEN, BUT NOT YET PAYABLE, HAS BEEN RECEIVED AND FILED WITH THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

() ALL TAXES DUE HAVE BEEN PAID, AS CERTIFIED BY THE COUNTY REDEMPTION OFFICE.

DATE _____

DAVID J. TIRA
CLERK OF THE BOARD OF SUPERVISORS
AND COUNTY ADMINISTRATOR, COUNTY
OF CONTRA COSTA, STATE OF
CALIFORNIA

BY DEPUTY CLERK

BASIS OF BEARINGS:

THE BEARINGS IN THIS MAP ARE TAKEN BETWEEN FOUND STANDARD CITY STREET MONUMENTS ALONG YELLOW ANGLES AS SHOWN ON THE RECORDED MAP OF "SUBDIVISION 8501 OAKLEY KNOLLS", RECORDED IN BOOK 486 OF MAPS, AT PAGE 5. ALL BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE 10, NAD83.



REFERENCES

- ① SUBDIVISION 8454 ALMONDROCK, L. 304 M 1
- ② SUBDIVISION 7411 ALMONDROCK, V. 302 M 38
- ③ SUBDIVISION 7190 ALMONDROCK, V. 333 M 33
- ④ SUBDIVISION 8501 OAKLEY KNOLLS, 486 M 5
- ⑤ RECORD OF SURVEY 80 LSW 3

OAKLEY KNOLLS SUBDIVISION 9353

A RE-SUBDIVISION OF
"SUBDIVISION 8501 OAKLEY KNOLLS",
FILED DECEMBER 1, 2005 IN BOOK 486 OF MAPS,
PAGE 5, CONTRA COSTA COUNTY RECORDS.
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA
JANUARY 2021
BELLECCI & ASSOCIATES, INC.

LEGEND:

- SUBDIVISION BOUNDARY LINE
- LOT LINE
- MONUMENT LINE
- EASEMENT LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
- ⑥ FOUND STANDARD CITY OF ANTIOCH STREET MONUMENT AS NOTED
- ⑦ SET STANDARD CITY OF ANTIOCH STREET MONUMENT NOT SET PER SUBDIVISION 8501 (486 M 5) STAMPED LS 9282
- FOUND MONUMENT AS NOTED
- CENTER BULL MONUMENT TO MONUMENT
- MONUMENT TO BORN PIPE MONUMENT TO PROPERTY LINE
- MONUMENT
- TOTAL
- BOUNDARY SEARCHED FOR NOT FOUND
- RIGHT OF WAY

CURVE TABLE

CURVE #	DELTA	RADIUS	LENGTH
C1	12°28'59"	72.00'	15.69'
C2	90°00'00"	20.00'	31.42'
C3	3°05'04"	100.00'	5.38'
C4	16°54'08"	100.00'	29.60'
C5	20°11'55"	47.00'	18.56'
C6	36°14'41"	47.00'	32.19'
C7	39°14'42"	47.00'	32.19'
C8	39°50'20"	47.00'	32.75'
C9	1°43'12"	100.00'	13.47'
C10	21°44'03"	100.00'	37.63'
C11	35°32'16"	55.00'	24.11'
C12	13°28'37"	47.00'	11.66'
C13	22°03'45"	47.00'	18.19'
C14	5°16'27"	47.00'	4.31'
C15	3°23'07"	47.00'	30.88'
C16	36°31'57"	47.00'	26.97'
C17	36°17'24"	47.00'	32.22'
C18	36°08'02"	47.00'	32.07'
C19	22°25'14"	47.00'	18.39'
C20	35°32'16"	47.00'	29.15'
C21	11°12'17"	55.00'	10.78'
C22	24°20'02"	55.00'	23.38'
C23	66°09'38"	20.00'	31.12'
C24	12°28'59"	100.00'	21.76'
C25	12°28'59"	128.00'	27.89'
C26	35°32'16"	47.00'	28.15'
C27	35°32'16"	55.00'	34.11'
C28	26°27'15"	100.00'	51.41'
C29	19°59'13"	100.00'	34.88'
C30	90°00'00"	75.00'	119.38'
C31	90°00'00"	48.00'	75.40'

LINE TABLE

LINE #	BEARING	LENGTH
L1	N12°16'40"W	12.40'
L2	N0°58'41"E	12.97'
L3	N89°00'18"W	6.71'
L4	N7°50'50"W	2.02'
L5	N11°17'43"E	0.15'
L6	N89°00'18"W	20.29'
L7	N0°58'41"E	16.13'
L8	N44°23'29"W	21.26'
L9	S88°48'42"E	8.16'
L10	N89°48'42"W	28.00'
L11	S42°20'06"E	32.91'
L12	S88°48'42"E	19.47'
L13	S80°48'42"E	8.37'
L14	N0°09'19"E	37.50'
L15	N6°05'10"W	23.05'
L16	N0°09'19"E	37.50'
L17	N0°09'19"E	37.50'
L18	S44°22'22"E	19.89'
L19	N45°36'58"E	19.43'
L20	N45°36'29"E	19.36'
L21	S44°23'31"E	19.37'

SHEET 2 OF 3

APN'S 051-430-001 THROUGH 016

A RE-SUBDIVISION OF
"SUBDIVISION 8501 OAKLEY KNOLLS",
FILED DECEMBER 1, 2005 IN BOOK 486 OF MAPS,
PAGE 5, CONTRA COSTA COUNTY RECORDS.
CITY OF ANTIOCH, CONTRA COSTA COUNTY, CALIFORNIA
JANUARY 2021
BELLECCI & ASSOCIATES, INC.

BELLECCI & ASSOCIATES, INC.

LEGEND:

- _____ SUBDIVISION BOUNDARY LINE
 _____ LEFT LINE
 _____ MONUMENT LINE
 _____ EASEMENT LINE
 ~~~~~ ADJUTANT'S HEIGHTS OF ACCESS RELINQUISHED ~~~~~  
 (1) FOUND STAMPEDE CITY OF ANTONIO STREET  
 MONUMENT AS NOTED  
 (2) SET SUBDIVISION CITY OF ANTONIO STREET  
 MONUMENT NOT SET PER SUBDIVISION 886-1  
 (488 S 3) STAMPEDE S 0252  
 FOUND MONUMENT AS NOTED  
 (3) CENTER BULLS  
 MONUMENT TO MONUMENT  
 MONUMENT TO PROPERTY LINE  
 (4) FINAL  
 (5) TOTAL  
 (6) ADJUTANT  
 RECOVERED FOR NOT FOUND  
 BOUNDARY  
 N.E. 1/4 E. 1/4  
 R/W  
 R/W

BASIS OF BEARINGS:

**BASIS OF BEARINGS:**  
THE BEARING IS 055°54'3" E, TAKEN BETWEEN FOUND STANDARD CITY STREET MONUMENTS ALONG YELLOW AVENUE, AS SHOWN ON THE RECORDED MAP OF "SUNDAYMORN BECH, GARLEY KNOLLS", RECORDED IN BOOK 400 OF MAPS, AT PAGE 5. ALL BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE 10, NAD83.

## REFERENCES

- ① SUBDIVISION 8454 ALMONDREDE R, 304 M 1
- ② SUBDIVISION 7411 ALMONDREDE V, 352 M 36
- ③ SUBDIVISION 7190 ALMONDREDE V, 333 M 33
- ④ SUBDIVISION 8021 GAVLEY KNOLLS, 458 M 5
- ⑤ RECORD OF SURVEY NO LSW 3

### LINE TABLE

| LINE # | BEARING     | LENGTH |
|--------|-------------|--------|
| L1     | N12°19'40"W | 17.40' |
| L35    | N6°05'10"W  | 23.05' |
| L17    | S0°53'40"W  | 0.00'  |
| L18    | N0°53'40"E  | 2.00'  |
| L19    | S12°19'40"E | 4.87'  |
| L20    | N12°19'40"W | 6.20'  |
| L21    | N89°50'41"W | 6.30'  |
| L22    | N89°50'41"W | 22.52' |
| L23    | S89°50'41"E | 8.15'  |

### CURVE TABLE

| CURVE # | DELTA     | RADIUS  | LENGTH |
|---------|-----------|---------|--------|
| C1      | 12°28'59" | 72.00'  | 15.69' |
| C24     | 12°28'59" | 100.00' | 21.78' |
| C25     | 12°28'59" | 128.00' | 27.89' |
| C32     | 31°58'45" | 172.00' | 86.00' |

SHEET 3 OF 3

APN'S 051-430-001 THROUGH 016

**ATTACHMENT "E"**

APN's 051-430-017 & 018  
RECORDING REQUESTED BY

WHEN RECORDED MAIL TO:  
Discovery Builders, Inc.  
4021 Port Chicago Highway  
Concord, CA 94520

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**QUITCLAIM DEED**

The undersigned grantor(s) declare(s) :

Documentary transfer tax is \$

( ) computed on full value of property conveyed, or

( ) computed on full value less value of liens and encumbrances remaining at the time of sale

( ) Unincorporated area ( X ) City of Antioch, and

( ) realty not sold.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

City of Antioch, a Municipal corporation

hereby remise(s), release(s) and forever quitclaim(s) to

Discovery Builders, Inc., a California corporation

All its right, title and interest in the real property lying in the City of Antioch, County of Contra Costa, State of California, described as follows:

Lot A and Parcels A and B, as shown on the map of Subdivision 8501, filed December 1, 2005 in Map Book 486, Page 5, Contra Costa County Records.

Dated: \_\_\_\_\_

City of Antioch, a Municipal corporation

By: Rowland E. Bernal Jr.  
Title: City Manager



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of \_\_\_\_\_

On \_\_\_\_\_, 2021, before me \_\_\_\_\_, a Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: \_\_\_\_\_

ATTACHED CITY RESOLUTION APPROVING CONVEYANCE





## **STAFF REPORT TO THE CITY COUNCIL**

**DATE:** Regular Meeting of May 11, 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Phil Hoffmeister, Administrative Analyst II

**APPROVED BY:** John Samuelson, Public Works Director/City Engineer <sup>JS</sup>

**SUBJECT:** Public Hearing to Confirm Assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2021/2022, P.W. 500

---

### **RECOMMENDED ACTION**

It is recommended that the City Council adopt a resolution ordering improvements and levying annual assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2021/2022.

### **FISCAL IMPACT**

Adoption of the Engineer's Report provides Street Light and Landscape Maintenance District assessments totaling approximately \$2,195,676 for maintenance in defined areas of the City. Failure to adopt some or all of the report would result in the loss of significant funding for that maintenance.

### **DISCUSSION**

At the April 13, 2021 meeting, the City Council accepted the Fiscal Year 2021/2022 (FY 21-22) Consolidated Street Light and Landscape Maintenance District (SLLMD) Engineer's Report and set May 11, 2021 as the date for the public hearing for the Ordering of Improvements and Levy of Assessments for Street Light and Landscape Maintenance Districts for FY 21-22.

This year's recommended Engineer's Report is consistent with the City Council's prior direction. An estimated fund balance of \$870,072 will be utilized to reduce impacts on the General Fund. Once the cost of administering the obligations of the SLLMD are addressed, the remaining funds will be attributed to landscaping of arterial medians and parks in that order.

Note that under enabling legislation (Landscape and Lighting Act of 1972), the City is not required to show a General Fund contribution in the Engineer's Report. However, General Fund contributions are displayed at the City Council's request which was first

articulated in FY 2000-01. The practice has continued at budget study sessions per City Council direction.

The Contra Costa County Auditor's Office submittal deadline is August 10, 2021. A discussion on how to apply or use General Fund contributions is not required to ratify the report and approve the attached resolution for the levy of assessments.

**ATTACHMENTS**

- A. Resolution
- B. SLLMD Engineer's Report

**RESOLUTION NO. 2021/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
ORDERING IMPROVEMENTS AND LEVYING ANNUAL ASSESSMENTS FOR  
STREET LIGHT AND LANDSCAPE MAINTENANCE DISTRICTS 1 – HILLCREST; 2A –  
ANTIOCH/CITY WIDE; 4 – DOWNTOWN; 5 – ALMONDRIDGE; 9 – LONE TREE WAY;  
AND 10 – EAST LONE TREE WAY FOR THE 2021/2022 FISCAL YEAR  
(P.W. 500)**

**WHEREAS**, on February 9, 2021 the City Council directed the City Engineer to prepare a consolidated report for the various street-light and landscape maintenance districts as specified in the report;

**WHEREAS**, the improvements in the consolidated report are generally described as follows: maintaining and servicing public landscaping including roadside and medians on arterial, collector and local streets, cul-de-sacs, landscaped trails and open space, and maintaining and servicing weed abatement for publicly-owned open space parcels;

**WHEREAS**, on April 13, 2021, the City Council adopted Resolution 2021/62, accepting the consolidated report prepared by the City Engineer and setting a public hearing for May 11, 2021;

**WHEREAS**, at the time and place for which notice was given, the City Council conducted a public hearing, and gave every interested person an opportunity to make oral statements or to submit written protests regarding the proceedings; and

**WHEREAS**, the City Council considered all staff reports, oral statements, engineer reports, written protests and comments that were submitted.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Antioch as follows:

1. The foregoing recitals are true and correct and hereby incorporated by reference.
2. The City Council confirms the report, diagram and assessments contained in the Engineer's Report, which is attached and incorporated as Exhibit 1 to this Resolution.
3. The City Council finds that no majority protest was made as to any zone to receive an assessment.
4. The City Council finds that the Engineer, in the report, has fairly and properly apportioned the cost of improvements of each parcel of land in the assessment districts and zones in proportion to the estimated special benefits to be received by each parcel, respectively, from the improvements, and that the proportionate special

**RESOLUTION NO. 2021/\*\***

May 11, 2021

Page 2

benefit derived by each identified parcel has been determined in relationship to the entirety of the capital or maintenance cost of the public improvements or services being provided.

5. The City Council hereby confirms and levies, as modified, each individual assessment as stated in the report.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 11<sup>th</sup> day of May, 2021 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**ELIZABETH HOUSEHOLDER  
CITY CLERK OF THE CITY OF ANTIOCH**

ATTACHMENT "B"



STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of April 13, 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Phil Hoffmeister, Administrative Analyst II

**APPROVED BY:** John Samuelson, Public Works Director/City Engineer

**SUBJECT:** Resolution Approving Consolidated Engineer's Report and Declaring Intention to Levy and Collect Assessments for the Hillcrest, Citywide, Downtown, Almondridge, Lone Tree, and East Lone Tree Landscape Maintenance Districts, and Setting Public Hearing (PW 500)

---

**RECOMMENDED ACTION**

It is recommended that the City Council adopt the attached Resolution approving the Consolidated Engineer's Report and setting May 11, 2021 as the date for the Public Hearing.

**FISCAL IMPACT**

Street Light and Landscape Maintenance District (SLLMD) assessment revenues for FY 2021-22 are estimated at approximately \$2,195,676 and maintenance costs are estimated at approximately \$6,441,139. After applying available SLLMD balances, \$3,465,158 will be needed from the General Fund to cover remaining costs, which is already incorporated into the proposed General Fund budget for FY2021-22.

**DISCUSSION**

In Fiscal Year (FY) 2001-02, a Citywide Proposition 218 ballot to create one citywide Street Light and Landscape Maintenance District (SLLMD), subdivided into four benefit zones, failed by a 70% margin. Following that failed election, Council approved the Engineer's Report for the "existing" or "base assessment" Assessment District. That report, as does this year's, assesses only properties that are subject to assessments that were previously imposed by petition of the developer of the parcel.

The 1972 Street Light and Landscape Maintenance District Act requires a Registered Civil Engineer prepare an Engineer's Report annually prior to rate setting by the City Council.

The attached Engineer's Report presents maintenance cost estimates based on FY 2021-22 budgets and approximately \$2,195,676 in collected assessments. None of the assessments exceed their respective maximum base rate. Based on previous Council



direction, assessments have been allocated first to cover costs of administration, then to local landscaping, and finally arterials and medians. Any shortfalls are shown as a contribution by the General Fund.

The action of the Council tonight is to approve the receipt of the Engineer's Report and to set a Public Hearing to consider it fully on May 11, 2021. At that time, staff will recommend that Council confirm the levy of assessments and certify them to the County.

**ATTACHMENTS**

- A. Resolution
- B. Engineer's Report
- C. Street Light and Landscape Maintenance District Boundary Map

## **ATTACHMENT "A"**

### **RESOLUTION NO. 2021/\*\***

#### **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE CONSOLIDATED ENGINEER'S REPORT AND DECLARING THE INTENTION TO LEVY AND COLLECT ASSESSMENTS FOR THE HILLCREST, CITYWIDE, DOWNTOWN, ALMONDRIDGE, LONE TREE, AND EAST LONE TREE LANDSCAPE MAINTENANCE DISTRICTS, AND SETTING PUBLIC HEARING (PW 500)**

**WHEREAS**, the City Council has ordered the formation of the Hillcrest, Citywide, Downtown, Almondridge, Lone Tree Way, and East Lone Tree Landscape Maintenance Districts; and

**WHEREAS**, Streets & Highway Code §22620 et seq and Proposition 218 provide the procedures for the levy of annual assessments and the formation of such assessment districts; and

**WHEREAS**, the engineer of work has filed a report with the City Clerk, setting out the matters required by state law; and

**WHEREAS**; the City Council hereby approves the Consolidated Engineer's Report as submitted;

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Antioch as follows:

The City Council hereby approves the Consolidated Engineer's Report as submitted and declares its intention to levy and collect assessments within the Hillcrest, Citywide, Downtown, Almondridge, Lone Tree, and East Lone Tree Landscape Maintenance Districts for the fiscal year 2021-2022.

1. The improvements in each District include maintenance of public landscaping, including but not limited to roadside and medians on collector streets, cul-de-sacs, landscaped trails and open space. No substantial changes are proposed to be made regarding the existing improvements, except the maintenance of new facilities that have been constructed since the last Engineer's Report.
2. The Hillcrest Landscape Maintenance District generally encompass the subdivisions abutting or in the area of Hillcrest Avenue. The Downtown District generally encompasses the commercial downtown area of the City. The Almondridge District generally encompasses the Almondridge subdivision. The Lone Tree District generally encompasses the subdivisions in the area south of Lone Tree Way. The East Lone Tree District generally encompasses the subdivisions in the area east of Vista Grande Drive and west of Empire Avenue. The Citywide District encompasses the remainder of the City, which is not included in one of the above-mentioned districts.

**RESOLUTION NO. 2021/\*\***

April 13, 2021

Page 2

3. Reference is made to the Consolidated Engineer's Report, on file with the City Clerk, for a full and detailed description of the improvements, the boundaries of the assessment districts, and any zones therein, and the proposed assessments upon assessable lots and parcels within those districts.
4. Notice is hereby given that the City Council will conduct a public hearing on the matter of the levy and collection of assessments as described herein on May 11, 2021 at the City Council Chambers, City Hall, Third and "H" Streets, Antioch, California. Public testimony will be allowed at this public hearing regarding the proposed levy and collection of assessments as described herein.
5. The City of Antioch is proposed to be assessed for its proportional street frontage in Downtown District 4, Zone 1.
6. Separate written protests may be filed with the City Clerk, City Hall, 200 "H" Street, P.O. Box 5007, Antioch, California, 94531-5007 at any time prior to the conclusion of the public hearing on May 11, 2021. Written protests may also be filed via email to: [cityclerk@ci.antioch.ca.us](mailto:cityclerk@ci.antioch.ca.us). Protests must state all grounds of objection. A protest filed by a property owner must contain the address of the affected property. The City Council will also receive oral testimony and objections. If you wish to provide testimony, you may do so any of the following ways: (1) by filling out an online speaker card, located at <https://www.antiochca.gov/government/city-council-meetings/live/>, (2) by emailing the City Clerk prior to or during the meeting at [cityclerk@ci.antioch.ca.us](mailto:cityclerk@ci.antioch.ca.us); or (3) by dialing (925) 776-3057 during the meeting.
7. The City Clerk is hereby directed to publish a public hearing notice in the Contra Costa Times, as required by law.
8. None of the proposed assessments are proposed to be increased over the amounts authorized by the ballot measure.

If any person challenges the decision of the City in this matter in court, he or she may be limited to raising only those issues that were raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing.

A copy of the Engineer's Report is available online at <https://www.antiochca.gov/fc/public-works/engineering/Engineering-Report.pdf>. Written statements in favor of, or in opposition to this matter, may be filed with the City Clerk, City Hall, 200 "H" Street (P.O. Box 5007), Antioch CA 94531-5007, or via email to [cityclerk@ci.antioch.ca.us](mailto:cityclerk@ci.antioch.ca.us) at any time prior to the hearing and to be heard thereon.

**RESOLUTION NO. 2021/\*\***

April 13, 2021

Page 3

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof; held on the 13<sup>th</sup> day of April, 2021 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**ELIZABETH HOUSEHOLDER**  
**CITY CLERK OF THE CITY OF ANTIOCH**

**ATTACHMENT "B"**



**CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA**

**CONSOLIDATED ENGINEER'S REPORT  
FOR THE  
CITY OF ANTIOCH  
STREET LIGHT AND LANDSCAPE MAINTENANCE  
DISTRICT NUMBERS 1, 2A, 4, 5, 9, AND 10  
AND THE  
LEVY OF THE ANNUAL ASSESSMENT  
FOR THE 2021/22 FISCAL YEAR**

City of Antioch

April 13, 2021

Prepared by  
City of Antioch

Director of Public Works/City Engineer  
John Samuelson, P.E.

Philip Hoffmeister, Administrative Analyst II

STREET LIGHT AND LANDSCAPE MAINTENANCE DISTRICT  
NUMBERS 1, 2A, 4, 5, 9, AND 10  
(Pursuant to the Landscaping and Lighting Act of 1972 and Proposition 218)

The undersigned respectfully submits the enclosed Engineer's Report as directed by the City Council.

Dated \_\_\_\_\_

By \_\_\_\_\_  
John Samuelson, P.E.  
License Expires 6/30/21

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was filed with me on the \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Elizabeth Householder, City Clerk  
City of Antioch  
Contra Costa County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was approved and confirmed by the City Council of the City of Antioch, California on the \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Elizabeth Householder, City Clerk  
City of Antioch  
Contra Costa County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was filed with the County Auditor of the County of Contra Costa, California on the \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Elizabeth Householder, City Clerk  
City of Antioch  
Contra Costa County, California

By \_\_\_\_\_

Date \_\_\_\_\_

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## I. INTRODUCTION

### A. Preamble

In March 2001, Council considered a "reorganized" Street Light and Landscape Maintenance District (SLLMD) that would have created a single citywide District, subdivided into multiple benefit zones. In accordance with Proposition 218, ballots were sent to property owners for their approval/disapproval of that reorganized district. The result of that election was a majority "No" vote defeating the proposal. At its meeting on June 26, 2001, Council voted to approve the "Existing Light and Landscape Maintenance District", and that assessments could be levied only up to the "base assessments" for each parcel as recorded in Fiscal Year (FY) 2000-2001, (Resolution 2001/63). Since June 2001, new districts and zones have been formed that established a base rate plus an inflationary adjustment equal to the San Francisco Consumer Price Index (CPI) increase for the preceding twelve-month period.

As indicated in previous Engineer's Reports, most districts and zones did not collect sufficient assessments to finance estimated maintenance costs. Shortfalls were covered by contributions by the City General Fund. In FY 2003-04 Staff presented Council options for increasing assessments to their maximum base rates to reduce those shortfalls. In June 2003, Council decided to increase assessments to their respective maximum base assessments over a 3-year period. The final increment was approved by Council for FY 2005-06; however, some shortfalls remain. Those shortfalls continue to be shown as paid by a contribution from the General Fund.

This Annual Consolidated Street Light and Landscape Maintenance Districts Engineer's Report continues with Council direction and presents maintenance costs for the existing lighting and landscaping districts and zones and assessments.

### B. Enabling Legislation

Prior to November 1996, the City of Antioch Street Light and Landscape Maintenance Districts were governed only by the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500, and following), which allows a municipality or other local public agency to establish a special assessment district to raise funds for installing, maintaining and servicing public lighting, landscaping, park and recreational facilities. The revenue to pay for these improvements came from special assessments levied on the land benefiting from the improvements. The local legislative body set the assessment each year after receiving an Engineer's Report and holding a public hearing. The assessments were collected as a separately stated item on the county tax bill.

During that period, the City Council took five basic steps to levy the assessment:

- Adopt a Resolution Directing Filing of Annual Engineer's Report
- Preliminarily Approve the Engineer's Report
- Adopt a Resolution of Intention to Order Improvements
- Conduct a Public Hearing
- Adopt a Resolution Confirming the Diagram and Assessment and Levying the Annual Assessment



A certified copy of the Engineer's Report and a computer data tape containing the assessment roll were then submitted to the Contra Costa County Auditor for collection of the approved assessments.

With the passage of Proposition 218 in November of 1996, additional actions were required to impose new, or increase existing, assessments. Proposition 218 also exempted "Any assessment imposed pursuant to a petition signed by persons owning all of the parcels subject to the assessment at the time the assessment is initially imposed." For the City of Antioch, the City Attorney has determined that the base amount of assessment that was in effect at the time a new development petitioned for annexation into the district is excluded from the provisions of Proposition 218.

### C. Consolidated Engineer's Report

This Consolidated Engineer's Report recommends an assessment for parcels within each of the six Districts in the City of Antioch that are subject to an assessment, up to the base amount. The recommended assessments are based on estimates of the benefits to be received by each assessable parcel for District landscaping and recreational improvements. The benefit estimates are used to apportion costs to each assessable parcel, up to the maximum amount each parcel may be assessed without exceeding the base amount.

The 1972 Act does not specify a method or formula for apportioning costs. The assessment may be apportioned by any formula or method that fairly distributes the costs among all assessable lots or parcels.

This report summarizes the proposed assessment methods and the resulting assessments recommended. The report includes the following:

- Assessment Diagram
- Description of Improvements
- Estimate of Operation and Maintenance Costs for FY 2021/2022
- Description of Assessment Methodology
- Summary of Recommended Assessments
- Assessment Roll

## II. ASSESSMENT DIAGRAM

### A. Assessment Districts

This Consolidated Engineer's Report covers each of the six Street Lighting and Landscape Maintenance Districts within the City of Antioch. Collectively, these six Districts encompass the entire area of the City that benefits from the improvements to be maintained. The Number and common name of each District is listed below:

**TABLE 1**  
**DISTRICT NUMBERS AND COMMON NAMES**

| <b>District Number</b> | <b>Common Name</b>   |
|------------------------|----------------------|
| 1                      | Hillcrest Avenue     |
| 2A                     | Antioch or City-wide |
| 4                      | Downtown             |
| 5                      | Almondridge          |
| 9                      | Lone Tree Way        |
| 10                     | East Lone Tree Way   |

District boundaries are depicted on the Assessment Diagram on file with the City of Antioch. The Assessment Diagram shows District boundaries, benefit zone boundaries, and City streets. For a description of lines and dimensions of each lot or parcel within the District, the reader is referred to the Assessor's parcel maps on file at the County Assessor's office. The Assessor's parcel maps are incorporated by reference into the Assessment Diagram. The Assessor's parcel number is adopted as the distinctive designation of each lot or parcel.

**B. Zone Boundaries**

The Districts are subdivided into one or more benefit zones. These benefit zones indicate areas within which parcels of similar use receive approximately equivalent benefits from District improvements. The dividing lines between benefit zones coincide with major arterial streets or other major facilities (i.e. canal, freeway). Refer to the Assessment Diagram for a description of the zone boundaries.

**III. DESCRIPTION OF IMPROVEMENTS**

This Section describes the public improvements to be installed, operated, serviced and maintained by the District.

District improvements are generally described as operating, servicing, maintaining, repairing and replacing the following: public landscaping, including improvements for standard City of Antioch cul-de-sacs; public medians, rights-of-way and park sites; weed abatement for publicly owned open space parcels.

**PARKS:** The cost of contract maintenance and/or City work for maintenance of the neighborhood and community parks listed in Table 2. Park improvements to be maintained include, but are not limited to, tot lots, picnic facilities, landscaping and lighting, and the cost of utilities serving the park.

**LOCAL LANDSCAPING:** Includes the costs of pruning, irrigation, maintenance planting, debris removal and clean up along the City's trails, cul-de-sac bulbs, and local and collector streets. It also includes both contract and City work associated with weed abatement and the maintenance of firebreaks. Localized landscaping

improvements including planters, trees in the public right-of-way, sound walls and entry signs are also maintained under this class of improvement.

**MAJOR MEDIAN AND ROADSIDE LANDSCAPING:** Includes the costs of pruning, irrigation, maintenance planting, debris removal and clean up along the City's arterial roadway system. Roadways included in this system are A Street, Buchanan Road, Contra Loma Boulevard, Dallas Ranch Road, Davison Drive, Deer Valley Road, Delta Fair Boulevard, East Eighteenth Street, Hillcrest Avenue, James Donlon Boulevard, L Street, Laurel Avenue, Lone Tree Way, Prewett Ranch Road, Somersville Road, West Fourth Street, West Tenth Street, and Wilbur Avenue.

**PROGRAM ADMINISTRATION:** Includes the costs of acquiring and maintaining equipment necessary to operate the program and conduct maintenance activities and the work of management staff that provide program oversight, scheduling, budgeting and coordination for special work groups.

**TABLE 2  
NEIGHBORHOOD AND COMMUNITY PARKS**

| <b>District Number</b> | <b>Common Name</b>       |
|------------------------|--------------------------|
| 1-1                    | Hillcrest Park           |
|                        | Nelson Ranch Park        |
| 1-2                    | Country Manor Park       |
|                        | Deerfield Park           |
|                        | Knoll Park               |
|                        | Prewett Community Park   |
| 1-4                    | Meadow Creek Park        |
| 2A-1                   | Contra Loma Estates Park |
|                        | Fairview Park            |
|                        | Prosserville Park        |
| 2A-2                   | City Park                |
| 2A-3                   | Jacobsen Park            |
|                        | Meadowbrook Park         |
| 2A-4                   | Harbour Park             |
|                        | Mountaire Park           |
| 2A-5                   | Chichibu Park            |
| 2A-6                   | Canal Park               |
|                        | Gentrytown Park          |
|                        | Mira Vista Park          |
|                        | Village East Park        |
| 2A-7                   | Marchetti Park           |
| 2A-8                   | Antioch Community Park   |
|                        | Mira Vista Hills Park    |
| 2A-9                   | Eagleridge Park          |

|       |                       |
|-------|-----------------------|
| 2A-10 | Markley Creek Park    |
| 4-1   | --                    |
| 5-1   | Almondridge Park      |
| 9-1   | Williamson Ranch Park |
|       | Chaparral Park        |
| 9-2   | Diablo West Park      |
| 9-3   | Hansen Park           |
|       | Dallas Ranch Park     |
| 9-4   | Heidorn Park          |
| 10    | --                    |

#### IV. COST ESTIMATES

Cost estimates for operating, maintaining, servicing, installing, repairing, replacing and upgrading lighting, landscaping, parks and recreational improvements are provided by the City of Antioch. Tables 3 through 22 present cost estimates for each benefit area.

| Table 3<br>COST ESTIMATE -- 2021/2022<br>District 1, Zone 1 -- Hillcrest Avenue District                                       |                           |                                  |                     |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------|---------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (254-4541)                             |                           |                                  |                     |
|                                                                                                                                |                           | Base Rate Benefit Units<br>1,681 |                     |
| MAINTENANCE AND SERVICES:<br>Parks<br>Arterial Medians and Roadside<br>Local Landscaping, Trails, Open Space<br>Administration | Total Cost                | District Need                    | Assessments Applied |
|                                                                                                                                | \$208,523                 | \$208,523                        | \$0                 |
|                                                                                                                                | \$47,429                  | \$47,429                         | \$0                 |
|                                                                                                                                | \$300,707                 | \$112,626                        | \$188,081           |
|                                                                                                                                | \$86,982                  | \$0                              | \$86,982            |
|                                                                                                                                |                           |                                  |                     |
| SUBTOTAL:                                                                                                                      | \$643,641                 | \$368,578                        | \$275,063           |
|                                                                                                                                |                           |                                  |                     |
| 535                                                                                                                            | Parcels Assessed at \$216 | per unit =                       | \$115,560           |
| 413                                                                                                                            | Parcels Assessed at \$190 | per unit =                       | \$78,470            |
| 283                                                                                                                            | Parcels Assessed at \$165 | per unit =                       | \$46,695            |
| 207                                                                                                                            | Parcels Assessed at \$94  | per unit =                       | \$19,458            |
| 131                                                                                                                            | Parcels Assessed at \$64  | per unit =                       | \$8,384             |
| 112                                                                                                                            | Parcels Assessed at \$58  | per unit =                       | \$6,496             |
| TOTAL ASSESSED:                                                                                                                |                           |                                  | \$275,063           |
|                                                                                                                                |                           |                                  |                     |
| Ending FY20/21 Fund Balance (Estimated):                                                                                       |                           |                                  | \$71,675            |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                                                      |                           |                                  | \$296,903           |

**District/Zone Benefits:**

Parks: Hillcrest, Nelson Ranch

Arterial Landscaping: Hillcrest Avenue

Roadway Landscaping: Larkspur Drive, Wild Horse Road and cul-de-sac bulbs

Miscellaneous: Open space and trails

| Table 3A<br>District 1, Zone 1<br>Base Assessment Allocation |                     |       |                  |          |                    |                       |
|--------------------------------------------------------------|---------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                    | Sub'd               | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 1-1                                                          | California Terrace  | 7222  | 123              | 165      | 165                | 165                   |
| 1-1                                                          | Hillcrest Subd Un 1 | 5653  | 221              | 190      | 190                | 190                   |
| 1-1                                                          | Hillcrest Subd Un 2 | 6067  | 83               | 190      | 190                | 190                   |
| 1-1                                                          | Hillcrest Subd Un 3 | 6068  | 61               | 190      | 190                | 190                   |
| 1-1                                                          | Nelson Ranch I      | 6893  | 102              | 216      | 216                | 216                   |
| 1-1                                                          | Nelson Ranch II     | 8850  | 128              | 216      | 216                | 216                   |
| 1-1                                                          | Nelson Ranch III    | 8851  | 138              | 216      | 216                | 216                   |
| 1-1                                                          | Northwood Downs 1   | 6429  | 81               | 58       | 58                 | 58                    |
| 1-1                                                          | Northwood Downs 2   | 6564  | 31               | 58       | 58                 | 58                    |
| 1-1                                                          | Northwood Downs 3   | 6565  | 76               | 64       | 64                 | 64                    |
| 1-1                                                          | Ridgeview Un 1      | 6262  | 48               | 190      | 190                | 190                   |
| 1-1                                                          | Ridgeview Un 2      | 6264  | 55               | 64       | 64                 | 64                    |
| 1-1                                                          | Viera Ranch 1-1     | 6855  | 172              | 94       | 94                 | 94                    |
| 1-1                                                          | Viera Ranch 1-2     | 7180  | 116              | 165      | 165                | 165                   |
| 1-1                                                          | Viera Ranch 1-3     | 7181  | 69               | 216      | 216                | 216                   |
| 1-1                                                          | Viera Ranch 2-1     | 6925  | 44               | 165      | 165                | 165                   |
| 1-1                                                          | Viera Ranch 2-2     | 7219  | 49               | 216      | 216                | 216                   |
| 1-1                                                          | Viera Ranch 2-3     | 7220  | 49               | 216      | 216                | 216                   |
| 1-1                                                          | Viera Ranch 3       | 6943  | 35               | 94       | 94                 | 94                    |
| Total:                                                       |                     |       | 1,681            |          |                    | 275,063               |

Note: Values in the "FY 21-22 Assessment" column are for the forthcoming Fiscal Year.  
Assessments for the previous year (FY 20-21) are included for comparison.

**Table 4**  
**COST ESTIMATE -- 2021/2022**  
**District 1, Zone 2 -- Hillcrest Avenue District**

The following schedule shows the allocation of costs to be spread to this District/Zone (254-4542)

|                                       | Total Cost         | Base Rate Benefit Units<br>3,237 |                        |
|---------------------------------------|--------------------|----------------------------------|------------------------|
|                                       |                    | District<br>Need                 | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>      |                    |                                  |                        |
| Parks                                 | \$295,069          | \$295,069                        | \$0                    |
| Arterial Medians and Roadside         | \$152,917          | \$152,917                        | \$0                    |
| Local Landscaping, Trails, Open Space | \$565,198          | \$261,007                        | \$304,191              |
| Administration                        | \$59,035           | \$0                              | \$59,035               |
| <b>SUBTOTAL:</b>                      | <b>\$1,072,219</b> | <b>\$708,993</b>                 | <b>\$363,226</b>       |

|      |                     |          |            |           |
|------|---------------------|----------|------------|-----------|
| 882  | Parcels Assessed at | \$216.00 | per unit = | \$190,512 |
| 88   | Parcels Assessed at | \$158.00 | per unit = | \$13,904  |
| 1290 | Parcels Assessed at | \$82.00  | per unit = | \$105,780 |
| 53   | Parcels Assessed at | \$76.00  | per unit = | \$4,028   |
| 184  | Parcels Assessed at | \$69.00  | per unit = | \$12,696  |
| 52   | Parcels Assessed at | \$56.00  | per unit = | \$2,912   |
| 64   | Parcels Assessed at | \$151.20 | per unit = | \$9,676   |
| 458  | Parcels Assessed at | \$42.00  | per unit = | \$19,236  |
| 166  | Parcels Assessed at | \$27.00  | per unit = | \$4,482   |

**TOTAL ASSESSED:** **\$363,226**

Ending FY20/21 Fund Balance (Estimated): **\$165,440**

**GENERAL FUND PORTION OF MAINTENANCE COST:** **\$543,553**

***District/Zone Benefits:***

Parks: Country Manor, Deerfield Mini, Knoll, Prewett Water Park  
 Arterial Landscaping: Hillcrest Avenue, Lone Tree Way and Deer Valley Road  
 Roadway Landscaping: Via Dora, Country Hills, Asilomar Drive and cul-de-sac bulbs  
 Miscellaneous: open space and trails

Table 4A  
District 1, Zone 2  
Base Assessment Allocation

| Dist/Zone | Sub'd                | Tract | Benefit<br>Units | Base Fee | FY20-21<br>Assmnt | FY21-22<br>Assessment |
|-----------|----------------------|-------|------------------|----------|-------------------|-----------------------|
| 1-2       | Bear Ridge Un 1      | 7145  | 93               | 216      | 216               | 216                   |
| 1-2       | Bear Ridge Un 2      | 7251  | 79               | 216      | 216               | 216                   |
| 1-2       | Country Hills        | 6800  | 243              | 82       | 82                | 82                    |
| 1-2       | Country Manor Un 1   | 5891  | 69               | 69       | 69                | 69                    |
| 1-2       | Country Manor Condos | 6657  | 233              | 82       | 82                | 82                    |
| 1-2       | Country Manor Un 2   | 6178  | 54               | 69       | 69                | 69                    |
| 1-2       | Country Manor Un 3   | 6179  | 61               | 69       | 69                | 69                    |
| 1-2       | Country Manor Un 4   | 6180  | 71               | 82       | 82                | 82                    |
| 1-2       | Country Manor Un 5   | 6181  | 18               | 82       | 82                | 82                    |
| 1-2       | Country Manor Un 6   | 6256  | 19               | 82       | 82                | 82                    |
| 1-2       | Country Manor Un 7R  | 6653  | 101              | 82       | 82                | 82                    |
| 1-2       | Deer Park Un 1       | 6899  | 204              | 42       | 42                | 42                    |
| 1-2       | Deer Park Un 4       | 7569  | 38               | 216      | 216               | 216                   |
| 1-2       | Deer Park Un 5       | 7847  | 38               | 216      | 216               | 216                   |
| 1-2       | Deer Park Un 6       | 7848  | 34               | 216      | 216               | 216                   |
| 1-2       | Deer Park Un 7       | 7281  | 35               | 216      | 216               | 216                   |
| 1-2       | Deerfield Un 1       | 6732  | 113              | 27       | 27                | 27                    |
| 1-2       | Deerfield Un 2       | 6733  | 53               | 27       | 27                | 27                    |
| 1-2       | Deerfield Un 3       | 6818  | 138              | 82       | 82                | 82                    |
| 1-2       | Deerfield Un 4       | 6817  | 150              | 82       | 82                | 82                    |
| 1-2       | Deerfield Un 5       | 6908  | 32               | 42       | 42                | 42                    |
| 1-2       | Deerfield Un 6       | 7283  | 53               | 76       | 76                | 76                    |
| 1-2       | Deerfield Un 7       | 7281  | 67               | 216      | 216               | 216                   |
| 1-2       | Deerfield Un 8       | 7286  | 60               | 216      | 216               | 216                   |
| 1-2       | Deerfield Un 9       | 7284  | 47               | 158      | 158               | 158                   |
| 1-2       | Deerfield Un 10      | 7285  | 52               | 56       | 56                | 56                    |
| 1-2       | Deerfield Un 11      | 7282  | 71               | 216      | 216               | 216                   |
| 1-2       | Hillcrest View Apts  | -     | 64               | 151.20   | 151               | 151                   |
| 1-2       | Ho Property Un 1     | 7973  | 41               | 158      | 158               | 158                   |
| 1-2       | Ho Property Un 2     | 7974  | 65               | 216      | 216               | 216                   |
| 1-2       | Ho Property Un 8     | 8230  | 79               | 216      | 216               | 216                   |
| 1-2       | Ho Property Un 9     | 8231  | 80               | 216      | 216               | 216                   |
| 1-2       | Ho Property Un 10    | 8232  | 54               | 216      | 216               | 216                   |
| 1-2       | Parkside Un 1        | 6975  | 158              | 82       | 82                | 82                    |
| 1-2       | Parkside Un 2        | 7104  | 101              | 42       | 42                | 42                    |
| 1-2       | Shelbourne Un 1      | 7019  | 121              | 42       | 42                | 42                    |
| 1-2       | Shelbourne Un 2      | 7218  | 89               | 216      | 216               | 216                   |
| 1-2       | Sterling Gate Un 1   | 6616  | 76               | 82       | 82                | 82                    |
| 1-2       | Sterling Gate Un 2   | 6928  | 83               | 82       | 82                | 82                    |
| Total:    |                      |       | 3237             |          |                   | 363,226.80            |



| Table 5<br>COST ESTIMATE -- 2021/2022<br>District 1, Zone 4 -- Hillcrest Avenue District                                       |            |                                  |                        |
|--------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------|------------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (254-4544)                             |            |                                  |                        |
|                                                                                                                                |            | Base Rate Benefit Units<br>1,607 |                        |
| MAINTENANCE AND SERVICES:<br>Parks<br>Arterial Medians and Roadside<br>Local Landscaping, Trails, Open Space<br>Administration | Total Cost | District<br>Need                 | Assessments<br>Applied |
|                                                                                                                                | \$37,902   | \$37,902                         | \$0                    |
|                                                                                                                                | \$51,781   | \$51,781                         | \$0                    |
|                                                                                                                                | \$246,339  | \$130,383                        | \$115,956              |
|                                                                                                                                | \$69,865   | \$0                              | \$69,865               |
|                                                                                                                                | \$405,887  | \$220,066                        | \$185,821              |
| SUBTOTAL:                                                                                                                      |            |                                  |                        |
| 350 Parcels Assessed at \$193.00 per unit =                                                                                    |            |                                  | \$67,550               |
| 119 Parcels Assessed at \$167.00 per unit =                                                                                    |            |                                  | \$19,873               |
| 344 Parcels Assessed at \$216.00 per unit =                                                                                    |            |                                  | \$74,304               |
| 117 Parcels Assessed at \$44.00 per unit =                                                                                     |            |                                  | \$5,148                |
| 225 Parcels Assessed at \$38.00 per unit =                                                                                     |            |                                  | \$8,550                |
| 452 Parcels Assessed at \$23.00 per unit =                                                                                     |            |                                  | \$10,396               |
| TOTAL ASSESSED:                                                                                                                |            |                                  | \$185,821              |
| Ending FY20/21 Fund Balance (Estimated):                                                                                       |            |                                  | \$21,443               |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                                                      |            |                                  | \$198,623              |

**District/Zone Benefits:**

Parks: Meadow Creek Estates

Arterial Landscaping: Hillcrest Avenue and Lone Tree Way

Roadway Landscaping: Laurel Road, Country Hills Drive and cul-de-sac bulbs

Miscellaneous: Open space and trails

| Table 5A<br>District 1, Zone 4<br>Base Assessment Allocation |                   |       |                  |          |                    |                       |
|--------------------------------------------------------------|-------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                    | Sub'd             | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 1-4                                                          | Canada Hills Un 1 | 6898  | 147              | 23       | 23                 | 23                    |
| 1-4                                                          | Canada Hills Un 2 | 7130  | 99               | 23       | 23                 | 23                    |
| 1-4                                                          | Canada Hills Un 3 | 7341  | 111              | 38       | 38                 | 38                    |
| 1-4                                                          | Canada Hills Un 4 | 7458  | 47               | 193      | 193                | 193                   |
| 1-4                                                          | Canada Hills Un 5 | 7761  | 40               | 193      | 193                | 193                   |
| 1-4                                                          | Canada Hills Un 6 | 7460  | 81               | 193      | 193                | 193                   |
| 1-4                                                          | Canada Hills Un 7 | 7459  | 122              | 193      | 193                | 193                   |
| 1-4                                                          | Hidden Glen Un1   | 6909  | 89               | 23       | 23                 | 23                    |
| 1-4                                                          | Hidden Glen Un 2  | 7505  | 81               | 216      | 216                | 216                   |
| 1-4                                                          | Hidden Glen Un 3  | 8387  | 75               | 216      | 216                | 216                   |
| 1-4                                                          | Hidden Glen Un 4  | 8388  | 126              | 216      | 216                | 216                   |
| 1-4                                                          | Meadow Crk Est. 1 | 6930  | 117              | 23       | 23                 | 23                    |
| 1-4                                                          | Meadow Crk Est. 2 | 7123  | 114              | 38       | 38                 | 38                    |
| 1-4                                                          | Meadow Crk Est. 3 | 7124  | 117              | 44       | 44                 | 44                    |
| 1-4                                                          | Meadow Crk Est. 4 | 7125  | 119              | 167      | 167                | 167                   |
| 1-4                                                          | Meadow Crk Est. 5 | 7867  | 60               | 193      | 193                | 193                   |
| 1-4                                                          | Viera Ranch 2-2   | 7219  | 18               | 216      | 216                | 216                   |
| 1-4                                                          | Viera Ranch 2-3   | 7220  | 44               | 216      | 216                | 216                   |
| Total:                                                       |                   |       | 1,607            |          |                    | 185,821               |

**Table 6**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 1 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4561)

|                                                  |                  | Base Rate Benefit Units |                        |
|--------------------------------------------------|------------------|-------------------------|------------------------|
|                                                  |                  | 0                       |                        |
|                                                  |                  | District<br>Need        | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>       |                        |
| Parks                                            | \$72,791         | \$72,791                | \$0                    |
| Arterial Medians and Roadside                    | \$51,201         | \$51,201                | \$0                    |
| Local Landscaping, Trails, Open Space            | \$0              | \$0                     | \$0                    |
| Administration                                   | \$0              | \$0                     | \$0                    |
| <b>SUBTOTAL:</b>                                 | <b>\$123,992</b> | <b>\$123,992</b>        | <b>\$0</b>             |
| <b>TOTAL ASSESSED:</b>                           |                  |                         | <b>\$0</b>             |
| <b>Ending FY20/21 Fund Balance (Estimated):</b>  |                  |                         | <b>\$0</b>             |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                         | <b>\$123,992</b>       |

***District/Zone Benefits:***

Parks: Contra Loma, Fairview, Prosserville

Arterial Somersville Road, L Street, Fourth Street, West Tenth Street

Roadway Landscaping: Sycamore Drive, G Street and cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 7<br>COST ESTIMATE -- 2021/2022<br>District 2A, Zone 2 -- Citywide District                  |                                       |                         |          |
|----------------------------------------------------------------------------------------------------|---------------------------------------|-------------------------|----------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (256-4562) |                                       |                         |          |
|                                                                                                    |                                       | Base Rate Benefit Units |          |
|                                                                                                    |                                       | 0                       |          |
| MAINTENANCE AND SERVICES:                                                                          | Total Cost                            | District Need           | Assessed |
|                                                                                                    | Parks                                 | \$38,252                | \$0      |
|                                                                                                    | Arterial Medians and Roadside         | \$10,651                | \$0      |
|                                                                                                    | Local Landscaping, Trails, Open Space | \$0                     | \$0      |
|                                                                                                    | Administration                        | \$0                     | \$0      |
| SUBTOTAL:                                                                                          | \$48,903                              | \$48,903                | \$0      |
| TOTAL ASSESSED:                                                                                    |                                       |                         | \$0      |
| Ending FY20/21 Fund Balance (Estimated):                                                           |                                       |                         | \$0      |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                          |                                       |                         | \$48,903 |

***District/Zone Benefits:***

Parks: City Park

Arterial: A Street

Roadway Landscaping: Merrill Drive, G Street and Cavallo Road roadside and cul-de-sac bulbs

Miscellaneous: open space and trails

**Table 8**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 3 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4563)

|                                                  |                  | Base Rate Benefit Units<br>230 |                        |
|--------------------------------------------------|------------------|--------------------------------|------------------------|
|                                                  |                  | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>              |                        |
| Parks                                            | \$32,095         | \$32,095                       | \$0                    |
| Arterial Medians and Roadside                    | \$27,852         | \$27,852                       | \$0                    |
| Local Landscaping, Trails, Open Space            | \$41,448         | \$38,130                       | \$3,318                |
| Administration                                   | \$11,178         | \$0                            | \$11,178               |
| <b>SUBTOTAL:</b>                                 | <b>\$112,573</b> | <b>\$98,077</b>                | <b>\$14,496</b>        |
| 188 Parcels Assessed at \$66.00 per unit =       |                  |                                | \$12,408               |
| 36 Parcels Assessed at \$22 per unit =           |                  |                                | \$792                  |
| 6 Parcels Assessed at \$216 per unit =           |                  |                                | \$1,296                |
| <b>TOTAL ASSESSED:</b>                           |                  |                                | <b>\$14,496</b>        |
| Ending FY20/21 Fund Balance (Estimated):         |                  |                                | \$1,687                |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                                | <b>\$96,390</b>        |

***District/Zone Benefits:***

Parks: Jacobsen, Meadowbrook

Arterial: East 18th Street and Wilbur Avenue

Roadway Landscaping: Cavallo Road and cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 8A<br>District 2A, Zone 3<br>Base Assessment Allocation |                 |       |                  |          |                    |                        |
|---------------------------------------------------------------|-----------------|-------|------------------|----------|--------------------|------------------------|
| Dist/Zone                                                     | Sub'd           | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY 21-22<br>Assessment |
| 2A-3                                                          | Lakeshore Apt.  | 6770  | 188              | 66       | 66                 | 66                     |
| 2A-3                                                          | Terrace Gardens | 5582  | 36               | 22       | 22                 | 22                     |
| 2A-3                                                          | Bermuda Way     | 8848  | 6                | 216      | 216                | 216                    |
| Total:                                                        |                 |       | 230              |          |                    | 14,496                 |

**Table 9**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 4 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4564)

|                                                  |                                     | Base Rate Benefit Units<br>337 |                        |
|--------------------------------------------------|-------------------------------------|--------------------------------|------------------------|
|                                                  |                                     | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                                     | <b>Total Cost</b>              |                        |
| Parks                                            | \$98,528                            | \$98,528                       | \$0                    |
| Arterial Medians and Roadside                    | \$68,002                            | \$68,002                       | \$0                    |
| Local Landscaping, Trails, Open Space            | \$46,307                            | \$36,884                       | \$9,423                |
| Administration                                   | \$3,493                             | \$0                            | \$3,493                |
| <b>SUBTOTAL:</b>                                 | <b>\$216,330</b>                    | <b>\$203,414</b>               | <b>\$12,916</b>        |
|                                                  |                                     |                                |                        |
| 171                                              | Parcels Assessed at \$60 per unit = |                                | \$10,260               |
| 166                                              | Parcels Assessed at \$16 per unit = |                                | \$2,656                |
| <b>TOTAL ASSESSED:</b>                           |                                     |                                | <b>\$12,916</b>        |
|                                                  |                                     |                                |                        |
| Ending FY20/21 Fund Balance (Estimated):         |                                     |                                | \$143                  |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                                     |                                | <b>\$203,271</b>       |

***District/Zone Benefits:***

Parks: Harbour, Mountaire

Arterial: Lone Tree Way, Davison Drive and Hillcrest Avenue

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 9A<br>District 2A, Zone 4<br>Base Assessment Allocation |                        |       |                  |          |                    |                        |
|---------------------------------------------------------------|------------------------|-------|------------------|----------|--------------------|------------------------|
| Dist/Zone                                                     | Sub'd                  | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY 21-22<br>Assessment |
| 2A-4                                                          | Hillcrest Estates      | 5494  | 54               | 60       | 60                 | 60                     |
| 2A-4                                                          | Hillcrest Estates Un 2 | 6184  | 53               | 60       | 60                 | 60                     |
| 2A-4                                                          | Brookside Estates      | 7155  | 166              | 16       | 16                 | 16                     |
| 2A-4                                                          | Shelbourne Un 3        | 7294  | 64               | 60       | 60                 | 60                     |
| Total:                                                        |                        |       | 337              |          |                    | 12,916                 |



| Table 10<br>COST ESTIMATE -- 2021/2022<br>District 2A, Zone 5 -- Citywide District                 |                         |               |                     |
|----------------------------------------------------------------------------------------------------|-------------------------|---------------|---------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (256-4565) |                         |               |                     |
|                                                                                                    | Base Rate Benefit Units |               |                     |
|                                                                                                    | 13                      |               |                     |
|                                                                                                    | Total Cost              | District Need | Assessments Applied |
| MAINTENANCE AND SERVICES:                                                                          |                         |               |                     |
| Parks                                                                                              | \$47,752                | \$47,752      | \$0                 |
| Arterial Medians and Roadside                                                                      | \$71,034                | \$71,034      | \$0                 |
| Local Landscaping, Trails, Open Space                                                              | \$72,897                | \$72,897      | \$0                 |
| Administration                                                                                     | \$16,418                | \$14,926      | \$1,492             |
| SUBTOTAL:                                                                                          | \$208,101               | \$206,609     | \$1,492             |
|                                                                                                    |                         |               |                     |
| 4 Parcels Assessed at \$139 per unit =                                                             |                         |               | \$556               |
| 9 Parcels Assessed at \$104 per unit =                                                             |                         |               | \$936               |
| TOTAL ASSESSED:                                                                                    |                         |               | \$1,492             |
|                                                                                                    |                         |               |                     |
| Ending FY20/21 Fund Balance (Estimated):                                                           |                         |               | \$4,248             |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                          |                         |               | \$202,361           |

**District/Zone Benefits:**

Parks: Chichibu

Arterial: Lone Tree Way, James Donlon Boulevard, Contra Loma Boulevard

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 10A<br>District 2A, Zone 5<br>Base Assessment Allocation |               |       |                  |          |                    |                        |
|----------------------------------------------------------------|---------------|-------|------------------|----------|--------------------|------------------------|
| Dist/Zone                                                      | Sub'd         | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY 21/22<br>Assessment |
| 2A-5                                                           | Wilhelm Sub'd | 7121  | 4                | 139      | 139                | 139                    |
| 2A-5                                                           | Wilhelm Sub'd | 7412  | 9                | 104      | 104                | 104                    |
| Total:                                                         |               |       | 13               |          |                    | 1,492                  |

**Table 11**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 6 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4566)

|                                                  |                                      | Base Rate Benefit Units<br>274 |                        |
|--------------------------------------------------|--------------------------------------|--------------------------------|------------------------|
|                                                  |                                      | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                                      | <b>Total Cost</b>              |                        |
| Parks                                            | \$230,704                            | \$230,704                      | \$0                    |
| Arterial Medians and Roadside                    | \$86,198                             | \$86,198                       | \$0                    |
| Local Landscaping, Trails, Open Space            | \$62,110                             | \$38,768                       | \$23,342               |
| Administration                                   | \$5,240                              | \$0                            | \$5,240                |
| <b>SUBTOTAL:</b>                                 | <b>\$384,252</b>                     | <b>\$355,670</b>               | <b>\$28,582</b>        |
|                                                  |                                      |                                |                        |
| 148                                              | Parcels Assessed at \$139 per unit = |                                | \$20,572               |
| 18                                               | Parcels Assessed at \$103 per unit = |                                | \$1,854                |
| 108                                              | Parcels Assessed at \$57 per unit =  |                                | \$6,156                |
| <b>TOTAL ASSESSED:</b>                           |                                      |                                | <b>\$28,582</b>        |
|                                                  |                                      |                                |                        |
| Ending FY20/21 Fund Balance (Estimated):         |                                      |                                | \$674                  |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                                      |                                | <b>\$354,996</b>       |

***District/Zone Benefits:***

Parks: Canal, Gentrytown, Mira Vista, Village East

Arterial: Somersville Road, Buchanan Road, James Donlon Boulevard, Contra Loma Boulevard

Roadway Landscaping: Putnam Street, Johnson Drive and Cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 11A<br>District 2A, Zone 6<br>Base Assessment Allocation |                   |       |                  |          |                    |                        |
|----------------------------------------------------------------|-------------------|-------|------------------|----------|--------------------|------------------------|
| Dist/Zone                                                      | Sub'd             | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY 21-22<br>Assessment |
| 2A-6                                                           | California Gables | 7105  | 148              | 139      | 139                | 139                    |
| 2A-6                                                           | Centennial Park   | 6812  | 108              | 57       | 57                 | 57                     |
| 2A-6                                                           | Mira Vista Un 11  | 7034  | 18               | 103      | 103                | 103                    |
| Total:                                                         |                   |       | 274              |          |                    | 28,582                 |

Table 12  
COST ESTIMATE -- 2021/2022  
District 2A, Zone 7 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4567)

|                                           |          | Base Rate Benefit Units |                       |
|-------------------------------------------|----------|-------------------------|-----------------------|
|                                           |          | 0                       |                       |
|                                           |          | District<br>Need        | Assesments<br>Applied |
| MAINTENANCE AND SERVICES:                 |          | Total Cost              |                       |
| Parks                                     | \$38,772 | \$38,772                | \$0                   |
| Arterial Medians and Roadside             | \$28,298 | \$28,298                | \$0                   |
| Local Landscaping, Trails, Open Space     | \$0      | \$0                     | \$0                   |
| Administration                            | \$0      | \$0                     | \$0                   |
| SUBTOTAL:                                 | \$67,070 | \$67,070                | \$0                   |
| TOTAL ASSESSED:                           |          |                         | \$0                   |
| Ending FY20/21 Fund Balance (Estimated):  |          |                         | \$0                   |
| GENERAL FUND PORTION OF MAINTENANCE COST: |          |                         | \$67,070              |

**District/Zone Benefits:**

Parks: Marchetti

Arterial: Somersville Road, Delta Fair Boulevard

Roadway Landscaping: None

Miscellaneous: open space and trails

**Table 13**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 8 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4568)

|                                                  |                  | Base Rate Benefit Units<br>426 |                        |
|--------------------------------------------------|------------------|--------------------------------|------------------------|
|                                                  |                  | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>              |                        |
| Parks                                            | \$394,303        | \$394,303                      | \$0                    |
| Arterial Medians and Roadside                    | \$51,539         | \$51,539                       | \$0                    |
| Local Landscaping, Trails, Open Space            | \$118,288        | \$69,722                       | \$48,566               |
| Administration                                   | \$26,200         | \$0                            | \$26,200               |
| <b>SUBTOTAL:</b>                                 | <b>\$590,330</b> | <b>\$515,564</b>               | <b>\$74,766</b>        |
| 261 Parcels Assessed at \$216.00 per unit =      |                  |                                | \$56,376               |
| 120 Parcels Assessed at \$129 per unit =         |                  |                                | \$15,480               |
| 5 Parcels Assessed at \$118 per unit =           |                  |                                | \$590                  |
| 40 Parcels Assessed at \$58 per unit =           |                  |                                | \$2,320                |
| <b>TOTAL ASSESSED:</b>                           |                  |                                | <b>\$74,766</b>        |
| Ending FY20/21 Fund Balance (Estimated):         |                  |                                | \$6,033                |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                                | <b>\$509,531</b>       |

**District/Zone Benefits:**

Parks: Mira Vista Hills, Antioch Community Park

Arterial: James Donlon Boulevard

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 13A<br>District 2A, Zone 8<br>Base Assessment Allocation |                         |       |                  |          |                    |                       |
|----------------------------------------------------------------|-------------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                      | Sub'd                   | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 2A-8                                                           | Mira Vista Hills        | 4420  | 5                | 118      | 118                | 118                   |
| 2A-8                                                           | Mira Vista Hills, Un 10 | 6472  | 78               | 129      | 129                | 129                   |
| 2A-8                                                           | Mira Vista Hills, Un 12 | 6744  | 40               | 58       | 58                 | 58                    |
| 2A-8                                                           | Mira Vista Hills, Un 13 | 6708  | 95               | 216      | 216                | 216                   |
| 2A-8                                                           | Mira Vista Hills, Un 14 | 6824  | 42               | 129      | 129                | 129                   |
| 2A-8                                                           | Mira Vista Hills, Un 15 | 6920  | 79               | 216      | 216                | 216                   |
| 2A-8                                                           | Mira Vista Hills, Un 16 | 6921  | 87               | 216      | 216                | 216                   |
| Total:                                                         |                         |       | 426              |          |                    | 74,766.00             |

**Table 14**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 9 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4569)

|                                       |                  | Base Rate Benefit Units<br>1,379 |                        |
|---------------------------------------|------------------|----------------------------------|------------------------|
|                                       |                  | District<br>Need                 | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>      |                  | <b>Total Cost</b>                |                        |
| Parks                                 | \$40,916         | \$40,916                         | \$0                    |
| Arterial Medians and Roadside         | \$92,813         | \$92,813                         | \$0                    |
| Local Landscaping, Trails, Open Space | \$140,372        | \$48,833                         | \$91,539               |
| Administration                        | \$24,453         | \$0                              | \$24,453               |
| <b>SUBTOTAL:</b>                      | <b>\$298,554</b> | <b>\$182,562</b>                 | <b>\$115,992</b>       |

|     |                     |       |            |          |
|-----|---------------------|-------|------------|----------|
| 68  | Parcels Assessed at | \$144 | per unit = | \$9,792  |
| 174 | Parcels Assessed at | \$135 | per unit = | \$23,490 |
| 442 | Parcels Assessed at | \$108 | per unit = | \$47,736 |
| 122 | Parcels Assessed at | \$107 | per unit = | \$13,054 |
| 34  | Parcels Assessed at | \$74  | per unit = | \$2,516  |
| 539 | Parcels Assessed at | \$36  | per unit = | \$19,404 |

**TOTAL ASSESSED:** **\$115,992**

Ending FY20/21 Fund Balance (Estimated): **\$30,457**  
**GENERAL FUND PORTION OF MAINTENANCE COST:** **\$152,105**

***District/Zone Benefits:***

Parks: Eaglesridge

Arterial: Lone Tree Way, Deer Valley Road

Roadway Landscaping: Ridgerock Drive, Asilomar, Country Hills Drive and cul-de-sac bulbs

Miscellaneous: Open space and trails



Table 14A  
District 2A, Zone 9  
Base Assessment Allocation

| Dist/Zone | Sub'd                | Tract | Benefit<br>Units | Base<br>Assmnt | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
|-----------|----------------------|-------|------------------|----------------|--------------------|-----------------------|
| 2A-9      | Eagles Ridge Un 1    | 5614  | 116              | 36             | 36                 | 36                    |
| 2A-9      | Eagles Ridge Un 2    | 6162  | 151              | 36             | 36                 | 36                    |
| 2A-9      | Eagles Ridge Un 3    | 6163  | 122              | 36             | 36                 | 36                    |
| 2A-9      | Eagles Ridge Un 4    | 6164  | 150              | 36             | 36                 | 36                    |
| 2A-9      | Deer Park Un 2       | 7290  | 68               | 144            | 144                | 144                   |
| 2A-9      | Deer Park Un 3       | 7291  | 94               | 135            | 135                | 135                   |
| 2A-9      | Lone Tree Est. Un 1  | 7079  | 122              | 107            | 107                | 107                   |
| 2A-9      | Lone Tree Est. Un 1A | 7880  | 5                | 108            | 108                | 108                   |
| 2A-9      | Lone Tree Est. Un 2  | 7691  | 80               | 135            | 135                | 135                   |
| 2A-9      | Lone Tree Est. Un 3  | 7900  | 75               | 108            | 108                | 108                   |
| 2A-9      | Lone Tree Est. Un 4  | 8020  | 46               | 108            | 108                | 108                   |
| 2A-9      | Lone Tree Est. Un 5  | 8120  | 62               | 108            | 108                | 108                   |
| 2A-9      | Lone Tree Est. Un 6  | 8366  | 99               | 108            | 108                | 108                   |
| 2A-9      | Ho Sub'd, Un 3       | 7999  | 34               | 74             | 74                 | 74                    |
| 2A-9      | Ho Sub'd, Un 4       | 8025  | 47               | 108            | 108                | 108                   |
| 2A-9      | Ho Sub'd, Un 5       | 8045  | 61               | 108            | 108                | 108                   |
| 2A-9      | Ho Sub'd, Un 6       | 8102  | 47               | 108            | 108                | 108                   |
| Total:    |                      |       | 1,379            |                |                    | 115,992               |

**Table 15**  
**COST ESTIMATE -- 2021/2022**  
**District 2A, Zone 10 -- Citywide District**

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4572)

|                                                  |                  | Base Rate Benefit Units<br>295 |                        |
|--------------------------------------------------|------------------|--------------------------------|------------------------|
|                                                  |                  | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>              |                        |
| Parks                                            | \$30,771         | \$30,771                       | \$0                    |
| Arterial Medians and Roadside                    | \$24,210         | \$24,210                       | \$0                    |
| Local Landscaping, Trails, Open Space            | \$224,903        | \$73,243                       | \$151,660              |
| Channel Maintenance                              | \$10,000         | \$0                            | \$10,000               |
| Administration                                   | \$0              | \$0                            | \$0                    |
| <b>SUBTOTAL:</b>                                 | <b>\$289,884</b> | <b>\$128,224</b>               | <b>\$161,660</b>       |
| 295 Parcels Assessed at \$548.00 per unit =      |                  |                                | \$161,660              |
| <b>TOTAL ASSESSED:</b>                           |                  |                                | <b>\$161,660</b>       |
| Ending FY20/21 Fund Balance (Estimated):         |                  |                                | \$177,296              |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                                | <b>\$0</b>             |

***District/Zone Benefits:***

Parks: Markley Creek

Arterial: James Donlan, Somersville

Roadway Landscaping: cul-de-sac bulbs

| Table 15A<br>District 2A, Zone 10<br>Base Assessment Allocation |                          |       |                  |             |                    |                      |
|-----------------------------------------------------------------|--------------------------|-------|------------------|-------------|--------------------|----------------------|
| Dist/Zone                                                       | Sub'd                    | Tract | Benefit<br>Units | Base<br>Fee | FY 20-21<br>Assmnt | FY21-22<br>Assesment |
| 2A-10                                                           | Black Diamond Ranch Un 1 | 7487  | 58               | 709.48      | 548                | 548                  |
| 2A-10                                                           | Black Diamond Ranch Un 2 | 8585  | 117              | 709.48      | 548                | 548                  |
| 2A-10                                                           | Black Diamond Ranch Un 3 | 8586  | 111              | 709.48      | 548                | 548                  |
| 2A-10                                                           | Black Diamond Ranch Un 4 | 9370  | 9                | 709.48      | -                  | 548                  |
| Total:                                                          |                          |       | 295              |             |                    | 161,660              |

**Table 16**  
**COST ESTIMATE -- 2021/2022**  
**District 4, Zone 1 -- Downtown District**

The following schedule shows the allocation of costs to be spread to this District/Zone (252-4521)

|                                                                                                                |                  | Base Rate Benefit Units |                  |
|----------------------------------------------------------------------------------------------------------------|------------------|-------------------------|------------------|
|                                                                                                                |                  | 0                       |                  |
|                                                                                                                |                  | District                | Assessments      |
|                                                                                                                |                  | Need                    | Applied          |
| <b>MAINTENANCE AND SERVICES:</b>                                                                               |                  | <b>Total Cost</b>       |                  |
| Parks                                                                                                          | \$0              | \$0                     | \$0              |
| Arterial Medians and Roadside                                                                                  | \$0              | \$0                     | \$0              |
| Local Landscaping, Trails, Open Space                                                                          | \$155,746        | \$155,746               | \$0              |
| Administration                                                                                                 | \$2,794          | \$2,794                 | \$0              |
| <b>SUBTOTAL:</b>                                                                                               | <b>\$158,540</b> | <b>\$158,540</b>        | <b>\$0</b>       |
| <b>TOTAL ASSESSED:</b>                                                                                         |                  |                         | <b>\$0</b>       |
| Ending FY20/21 Fund Balance (Estimated):                                                                       |                  |                         | <b>\$544</b>     |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b>                                                               |                  |                         | <b>\$157,996</b> |
| <b><i>District/Zone Benefits:</i></b>                                                                          |                  |                         |                  |
| Roadway Landscaping: Waldie Plaza, Rivertown Promenade, public parking lots, A Street extension, train station |                  |                         |                  |

**Table 17**  
**COST ESTIMATE -- 2021/2022**  
**District 5, Zone 1 -- Almondridge District**

The following schedule shows the allocation of costs to be spread to this District/Zone (253-4531)

|                                                  |                  | Base Rate Benefit Units<br>560 |                        |
|--------------------------------------------------|------------------|--------------------------------|------------------------|
|                                                  |                  | District<br>Need               | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>              |                        |
| Parks                                            | \$65,176         | \$65,176                       | \$0                    |
| Arterial Medians and Roadside                    | \$0              | \$0                            | \$0                    |
| Local Landscaping, Trails, Open Space            | \$107,066        | \$8,639                        | \$98,427               |
| Administration                                   | \$3,493          | \$0                            | \$3,493                |
| <b>SUBTOTAL:</b>                                 | <b>\$175,735</b> | <b>\$73,815</b>                | <b>\$101,920</b>       |
| 560 Parcels Assessed at \$182.00 per unit =      |                  |                                | \$101,920              |
| <b>TOTAL ASSESSED:</b>                           |                  |                                | <b>\$101,920</b>       |
| Ending FY20/21 Fund Balance (Estimated):         |                  |                                | \$65,450               |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                                | <b>\$8,365</b>         |

***District/Zone Benefits:***

Parks: Almondridge

Arterial: None

Roadway Landscaping: Viera Avenue, Willow Avenue and cul-de-sac bulbs

Miscellaneous: open space and trails

| Table 17A<br>District 5, Zone 1<br>Base Assessment Allocation |                   |       |                  |          |                    |                       |
|---------------------------------------------------------------|-------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                     | Sub'd             | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 5-1                                                           | Almondridge West  | 6621  | 25               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 1  | 6109  | 93               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 2  | 6454  | 35               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 3  | 6788  | 50               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 4  | 6869  | 52               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 5  | 7190  | 96               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 6  | 7411  | 48               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 9  | 7673  | 35               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 11 | 7901  | 25               | 190      | 182                | 182                   |
| 5-1                                                           | Almondridge Un 12 | 8065  | 4                | 190      | 182                | 182                   |
| 5-1                                                           | Oakley Knolls     | 8501  | 16               | 216      | 182                | 182                   |
| 5-1                                                           | Almondridge East  | 8880  | 81               | 216      | 182                | 182                   |
| Total:                                                        |                   |       | 560              |          |                    | 101,920               |

**Table 18**  
**COST ESTIMATE -- 2021/2022**  
**District 9, Zone 1 -- Lone Tree District**

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4511)

|                                                  |                  | Base Rate Benefit Units<br>1,200 |                        |
|--------------------------------------------------|------------------|----------------------------------|------------------------|
|                                                  |                  | District<br>Need                 | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>                 |                  | <b>Total Cost</b>                |                        |
| Parks                                            | \$68,240         | \$68,240                         | \$0                    |
| Arterial Medians and Roadside                    | \$56,653         | \$56,653                         | \$0                    |
| Local Landscaping, Trails, Open Space            | \$142,198        | \$13,341                         | \$128,857              |
| Administration                                   | \$19,143         | \$0                              | \$19,143               |
| <b>SUBTOTAL:</b>                                 | <b>\$286,234</b> | <b>\$138,234</b>                 | <b>\$148,000</b>       |
|                                                  |                  |                                  |                        |
| 575 Parcels Assessed at \$140 per unit =         |                  |                                  | \$80,500               |
| 625 Parcels Assessed at \$108 per unit =         |                  |                                  | \$67,500               |
|                                                  |                  |                                  |                        |
| <b>TOTAL ASSESSED:</b>                           |                  |                                  | <b>\$148,000</b>       |
|                                                  |                  |                                  |                        |
| Ending FY20/21 Fund Balance (Estimated):         |                  |                                  | \$73,557               |
| <b>GENERAL FUND PORTION OF MAINTENANCE COST:</b> |                  |                                  | <b>\$64,677</b>        |

**District/Zone Benefits:**

Parks: Chapparal, Williamson Ranch

Arterial: Hillcrest Avenue, Lone Tree Way, Deer Valley Road, Prewett Ranch

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails

Table 18A  
District 9, Zone 1  
Base Assessment Allocation

| Dist/Zone | Sub'd              | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
|-----------|--------------------|-------|------------------|----------|--------------------|-----------------------|
| 9-1       | Diablo East Un 1   | 7121  | 177              | 108      | 108                | 108                   |
| 9-1       | Diablo East Un 2   | 7400  | 44               | 108      | 108                | 108                   |
| 9-1       | Diablo East Un 3   | 7401  | 21               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 4   | 8038  | 39               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 5   | 8052  | 39               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 6   | 8079  | 34               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 7   | 8122  | 52               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 8   | 8164  | 77               | 140      | 140                | 140                   |
| 9-1       | Diablo East Un 9   | 8191  | 71               | 140      | 140                | 140                   |
| 9-1       | Williamson Ranch 1 | 7114  | 20               | 108      | 108                | 108                   |
| 9-1       | Williamson Ranch 2 | 7258  | 166              | 108      | 108                | 108                   |
| 9-1       | Williamson Ranch 3 | 7587  | 86               | 108      | 108                | 108                   |
| 9-1       | Williamson Ranch 4 | 7606  | 93               | 108      | 108                | 108                   |
| 9-1       | Williamson Ranch 5 | 7618  | 39               | 108      | 108                | 108                   |
| 9-1       | Williamson Ranch 6 | 7619  | 75               | 140      | 140                | 140                   |
| 9-1       | Williamson Ranch 7 | 7620  | 82               | 140      | 140                | 140                   |
| 9-1       | Williamson Ranch 8 | 7826  | 85               | 140      | 140                | 140                   |
| Total:    |                    |       | 1,200            |          |                    | 148,000               |



**Table 19**  
**COST ESTIMATE -- 2021/2022**  
**District 9, Zone 2 -- Lone Tree Way District**

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4512)

|                                       | Base Rate Benefit Units<br>2,024 |                  |                        |
|---------------------------------------|----------------------------------|------------------|------------------------|
|                                       | Total Cost                       | District<br>Need | Assessments<br>Applied |
| <b>MAINTENANCE AND SERVICES:</b>      |                                  |                  |                        |
| Parks                                 | \$31,529                         | \$31,529         | \$0                    |
| Medians and Roadside                  | \$67,912                         | \$67,912         | \$0                    |
| Local Landscaping, Trails, Open Space | \$281,630                        | \$159,713        | \$121,917              |
| Administration                        | \$75,245                         | \$0              | \$75,245               |
| <b>SUBTOTAL:</b>                      | <b>\$456,316</b>                 | <b>\$259,154</b> | <b>\$197,162</b>       |

|      |                     |          |            |           |
|------|---------------------|----------|------------|-----------|
| 229  | Parcels Assessed at | \$216.00 | per unit = | \$49,464  |
| 1149 | Parcels Assessed at | \$93.00  | per unit = | \$106,857 |
| 29   | Parcels Assessed at | \$88.00  | per unit = | \$2,552   |
| 45   | Parcels Assessed at | \$83.00  | per unit = | \$3,735   |
| 38   | Parcels Assessed at | \$216.00 | per unit = | \$8,208   |
| 460  | Parcels Assessed at | \$51.00  | per unit = | \$23,460  |
| 74   | Parcels Assessed at | \$39.00  | per unit = | \$2,886   |

**TOTAL ASSESSED:** **\$197,162**

Ending FY20/21 Fund Balance (Estimated): \$18,905  
**GENERAL FUND PORTION OF MAINTENANCE COST:** **\$240,249**

***District/Zone Benefits:***

Parks: Diablo West

Arterial: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails

| Table 19A<br>District 9, Zone 2<br>Base Assessment Allocation |                      |       |                  |          |                    |                       |
|---------------------------------------------------------------|----------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                     | Sub'd                | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 9-2                                                           | Black Dia. Knolls 1  | 7201  | 29               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 2  | 7498  | 45               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 3  | 7554  | 28               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 4  | 7592  | 36               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 5  | 7499  | 64               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 6  | 7593  | 24               | 51       | 51                 | 51                    |
| 9-2                                                           | Black Dia. Knolls 7  | 7594  | 31               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 8  | 7825  | 26               | 83       | 83                 | 83                    |
| 9-2                                                           | Black Dia. Knolls 9  | 8008  | 19               | 83       | 83                 | 83                    |
| 9-2                                                           | Black Dia. Knolls 10 | 7824  | 29               | 88       | 88                 | 88                    |
| 9-2                                                           | Black Dia. Knolls 11 | 7500  | 48               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 12 | 7823  | 26               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 13 | 7822  | 32               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 14 | 8110  | 43               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 15 | 8181  | 53               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 16 | 8182  | 42               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 17 | 8183  | 45               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 18 | 8324  | 56               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 19 | 8325  | 89               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 20 | 8326  | 64               | 93       | 93                 | 93                    |
| 9-2                                                           | Black Dia. Knolls 21 | 8466  | 49               | 216      | 216                | 216                   |
| 9-2                                                           | Black Dia. Knolls 22 | 8467  | 64               | 216      | 216                | 216                   |
| 9-2                                                           | Black Dia. Knolls 23 | 8525  | 27               | 216      | 216                | 216                   |
| 9-2                                                           | Black Dia. Knolls 24 | 8526  | 89               | 216      | 216                | 216                   |
| 9-2                                                           | Black Dia. Knolls 25 | 8528  | 38               | 216      | 216                | 216                   |
| 9-2                                                           | Diablo West Un 1     | 7128  | 74               | 39       | 39                 | 39                    |
| 9-2                                                           | Diablo West Un 2     | 7469  | 119              | 51       | 51                 | 51                    |
| 9-2                                                           | Diablo West Un 3     | 7616  | 115              | 51       | 51                 | 51                    |
| 9-2                                                           | Diablo West Un 4     | 8243  | 71               | 93       | 93                 | 93                    |
| 9-2                                                           | Diablo West Un 5     | 8244  | 56               | 93       | 93                 | 93                    |
| 9-2                                                           | Diablo West Un 6     | 8245  | 81               | 93       | 93                 | 93                    |
| 9-2                                                           | Diablo West Un 7     | 8312  | 99               | 93       | 93                 | 93                    |
| 9-2                                                           | Diablo West Un 8     | 8313  | 46               | 93       | 93                 | 93                    |
| 9-2                                                           | Diablo West Un 9     | 8314  | 106              | 93       | 93                 | 93                    |
| 9-2                                                           | Lone Tree Glen       | 7275  | 161              | 93       | 93                 | 93                    |
| Total:                                                        |                      |       | 2,024            |          |                    | 197,162               |

| Table 20<br>COST ESTIMATE -- 2021/2022<br>District 9, Zone 3 -- Lone Tree Way District                                         |                     |                                  |                        |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------------------------|------------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (251-4513)                             |                     |                                  |                        |
|                                                                                                                                |                     | Base Rate Benefit Units<br>1,953 |                        |
| MAINTENANCE AND SERVICES:<br>Parks<br>Arterial Medians and Roadside<br>Local Landscaping, Trails, Open Space<br>Administration | Total Cost          | District<br>Need                 | Assessments<br>Applied |
|                                                                                                                                | \$75,785            | \$75,785                         | \$0                    |
|                                                                                                                                | \$37,239            | \$37,239                         | \$0                    |
|                                                                                                                                | \$254,078           | \$105,759                        | \$148,319              |
|                                                                                                                                | \$67,350            | \$0                              | \$67,350               |
|                                                                                                                                |                     |                                  |                        |
| SUBTOTAL:                                                                                                                      | \$434,452           | \$218,783                        | \$215,669              |
|                                                                                                                                |                     |                                  |                        |
| 129                                                                                                                            | Parcels Assessed at | \$216.00 per unit =              | \$27,864               |
| 860                                                                                                                            | Parcels Assessed at | \$139.00 per unit =              | \$119,540              |
| 519                                                                                                                            | Parcels Assessed at | \$95.00 per unit =               | \$49,305               |
| 120                                                                                                                            | Parcels Assessed at | \$93.00 per unit =               | \$11,160               |
| 25                                                                                                                             | Parcels Assessed at | \$216.00 per unit =              | \$5,400                |
| 300                                                                                                                            | Parcels Assessed at | \$8.00 per unit =                | \$2,400                |
| TOTAL ASSESSED:                                                                                                                |                     |                                  | \$215,669              |
| Ending FY20/21 Fund Balance (Estimated)                                                                                        |                     |                                  | \$22,610               |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                                                      |                     |                                  | \$196,173              |

**District/Zone Benefits:**

Parks: Hansen and Dallas Ranch Park

Arterial: Lone Tree Way, Dallas Ranch Road

Roadway Landscaping: Prewett Ranch Road, Golf Course Road, Frederickson Lane and cul-de-sac bulbs

Miscellaneous: Open space and trails

| Table 20A<br>District 9, Zone 3<br>Base Assessment Allocation |                       |       |                  |          |                    |                       |
|---------------------------------------------------------------|-----------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                     | Sub'd                 | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 9-3                                                           | Black Dia. Est. Un 1  | 7515  | 31               | 95       | 95                 | 95                    |
| 9-3                                                           | Black Dia. Est. Un 2  | 7644  | 41               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 3  | 8064  | 54               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 4  | 8194  | 64               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 5  | 8076  | 55               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 6  | 8317  | 56               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 7  | 8318  | 73               | 139      | 139                | 139                   |
| 9-3                                                           | Black Dia. Est. Un 8  | 8319  | 47               | 216      | 216                | 216                   |
| 9-3                                                           | Black Dia. Est. Un 9  | 8320  | 49               | 216      | 216                | 216                   |
| 9-3                                                           | Black Dia. Est. Un 10 | 8472  | 33               | 216      | 216                | 216                   |
| 9-3                                                           | Black Dia. Est. Un 11 | 8567  | 25               | 216      | 216                | 216                   |
| 9-3                                                           | Dallas Ranch Un 1     | 7380  | 58               | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 2     | 7859  | 50               | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 3     | 7860  | 34               | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 4     | 7198  | 138              | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 5     | 7376  | 122              | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 6     | 7966  | 45               | 95       | 95                 | 95                    |
| 9-3                                                           | Dallas Ranch Un 7     | 7377  | 187              | 139      | 139                | 139                   |
| 9-3                                                           | Dallas Ranch Un 8     | 7378  | 54               | 139      | 139                | 139                   |
| 9-3                                                           | Dallas Ranch Un 9     | 8107  | 34               | 139      | 139                | 139                   |
| 9-3                                                           | Dallas Ranch Un 10    | 8108  | 63               | 139      | 139                | 139                   |
| 9-3                                                           | Dallas Ranch Un 11    | 8109  | 120              | 93       | 93                 | 93                    |
| 9-3                                                           | Diamond Ridge Un 1    | 7317  | 179              | 8        | 8                  | 8                     |
| 9-3                                                           | Diamond Ridge Un 2    | 7536  | 86               | 8        | 8                  | 8                     |
| 9-3                                                           | Diamond Ridge Un 3    | 7537  | 41               | 95       | 95                 | 95                    |
| 9-3                                                           | Diamond Ridge Un 4    | 7627  | 35               | 8        | 8                  | 8                     |
| 9-3                                                           | Sandhill I            | 8247  | 75               | 139      | 139                | 139                   |
| 9-3                                                           | Sandhill II           | 8410  | 104              | 139      | 139                | 139                   |
| Total:                                                        |                       |       | 1,953            |          |                    | 215,669               |

| Table 21<br>COST ESTIMATE -- 2021/2022<br>District 9, Zone 4 -- Lone Tree Way District             |                                |                  |                        |
|----------------------------------------------------------------------------------------------------|--------------------------------|------------------|------------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (251-4514) |                                |                  |                        |
|                                                                                                    | Base Rate Benefit Units<br>435 |                  |                        |
|                                                                                                    | Total Cost                     | District<br>Need | Assessments<br>Applied |
| MAINTENANCE AND SERVICES:                                                                          |                                |                  |                        |
| Parks                                                                                              | \$22,743                       | \$22,743         | \$0                    |
| Arterial Medians and Roadside                                                                      | \$21,221                       | \$21,221         | \$0                    |
| Local Landscaping, Trails, Open Space                                                              | \$76,789                       | \$4,157          | \$72,632               |
| Administration                                                                                     | \$3,493                        | \$0              | \$3,493                |
| SUBTOTAL:                                                                                          | \$124,246                      | \$48,121         | \$76,125               |
| 435 Parcels Assessed at \$175.00 per unit =                                                        |                                |                  | \$76,125               |
| TOTAL ASSESSED:                                                                                    |                                |                  | \$76,125               |
| Ending FY20/21 Fund Balance (Estimated):                                                           |                                |                  | \$51,168               |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                          |                                |                  | \$0                    |

**District/Zone Benefits:**

Park: Heidorn

Arterial: Lone Tree Way, Hillcrest Avenue

Roadway Landscaping: Vista Grande Drive and cul-de-sac bulbs

Miscellaneous: Open space and trails

| Table 21A<br>District 9, Zone 4<br>Base Assessment Allocation |                       |       |                  |          |                    |                       |
|---------------------------------------------------------------|-----------------------|-------|------------------|----------|--------------------|-----------------------|
| Dist/Zone                                                     | Sub'd                 | Tract | Benefit<br>Units | Base Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 9-4                                                           | Meadow Crk. Village 1 | 7862  | 55               | 216      | 175                | 175                   |
| 9-4                                                           | Meadow Crk. Village 2 | 7947  | 77               | 216      | 175                | 175                   |
| 9-4                                                           | Meadow Crk. Village 3 | 7967  | 108              | 216      | 175                | 175                   |
| 9-4                                                           | Meadow Crk. Village 4 | 7971  | 98               | 216      | 175                | 175                   |
| 9-5                                                           | Meadow Crk. Village 5 | 7897  | 97               | 216      | 175                | 175                   |
| Total:                                                        |                       |       | 435              |          |                    | 76,125                |

| Table 22<br>COST ESTIMATE -- 2021/2022<br>District 10, Zone 1 -- East Lone Tree Way District                                                          |            |                                  |                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------|------------------------|
| The following schedule shows the allocation of costs to be spread to this District/Zone (259-4591)                                                    |            |                                  |                        |
|                                                                                                                                                       |            | Base Rate Benefit Units<br>874.5 |                        |
| MAINTENANCE AND SERVICES:<br>Parks<br>Arterial Medians and Roadside<br>Local Landscaping, Trails, Open Space<br>Channel Maintenance<br>Administration | Total Cost | District<br>Need                 | Assessments<br>Applied |
|                                                                                                                                                       | \$0        | \$0                              | \$0                    |
|                                                                                                                                                       | \$18,198   | \$18,198                         | \$0                    |
|                                                                                                                                                       | \$265,682  | \$102,896                        | \$162,786              |
|                                                                                                                                                       | \$60,000   | \$0                              | \$60,000               |
|                                                                                                                                                       | \$0        | \$0                              | \$0                    |
|                                                                                                                                                       | \$343,880  | \$121,094                        | \$222,786              |
| SUBTOTAL:                                                                                                                                             |            |                                  |                        |
| 676 Parcels Assessed at \$278.00 per unit =                                                                                                           |            | \$187,928                        |                        |
| 152 Multi Family Res \$190.00 per unit =                                                                                                              |            | \$28,880                         |                        |
| 12.6 Comm. Parcel \$157.00 per unit =                                                                                                                 |            | \$1,978                          |                        |
| 33.9 Bus. Park parcel \$118.00 per unit =                                                                                                             |            | \$4,000                          |                        |
| TOTAL ASSESSED:                                                                                                                                       |            | \$222,786                        |                        |
| Ending FY20/21 Fund Balance (Estimated):                                                                                                              |            | \$158,742                        |                        |
| GENERAL FUND PORTION OF MAINTENANCE COST:                                                                                                             |            | \$0                              |                        |

**District/Zone Benefits:**

Park: None

Arterial: Lone Tree Way

Roadway Landscaping: Country Hills Drive, Canada Valley Road, Vista Grande, and cul de sacs

Miscellaneous: Open space and trails

| Table 22A<br>District 10<br>Base Assessment Allocation |                    |       |                  |             |                    |                       |
|--------------------------------------------------------|--------------------|-------|------------------|-------------|--------------------|-----------------------|
| Dist/Zone                                              | Sub'd              | Tract | Benefit<br>Units | Base<br>Fee | FY 20-21<br>Assmnt | FY21-22<br>Assessment |
| 10-1                                                   | Sand Creek Ranch 1 | 8114  | 57               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 2 | 8958  | 27               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 4 | 8640  | 97               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 5 | 8885  | 42               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 6 | 8886  | 31               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 7 | 8948  | 52               | 569.15      | 278                | 278                   |
| 10-1                                                   | Sand Creek Ranch 8 | 8951  | 156              | 569.15      | 278                | 278                   |
| 10-1                                                   | Park Ridge 1       | 8846  | 90               | 569.15      | -                  | 278                   |
| 10-1                                                   | Park Ridge 2       | 9485  | 58               | 569.15      | -                  | 278                   |
| 10-1                                                   | Park Ridge 3       | 9517  | 66               | 569.15      | -                  | 278                   |
| 10-1                                                   | Multi-Family Apts  | -     | 152              | 397.53      | 190                | 190                   |
| 10-1                                                   | Commercial parcel  | -     | 12.6             | 330.05      | 157                | 157                   |
| 10-1                                                   | Business Park      | -     | 33.9             | 256.71      | 118                | 118                   |
| Total:                                                 |                    |       | 874.5            |             |                    | 222,786               |



**Table 23**

**Summary of Costs, Benefits and Assessments by Zone -- Fiscal Year 2021/2022**

| District/<br>Zone | Benefit<br>Units | Ending Bal<br>FY20/21 | Est. Cost<br>of Maintenance | Estimated<br>Assessments | Zone<br>Deficit | Assessment<br>per BU |
|-------------------|------------------|-----------------------|-----------------------------|--------------------------|-----------------|----------------------|
| 1-1               | 1,681            | \$71,675              | \$643,641                   | \$275,063                | (\$296,903)     | \$58 to \$216        |
| 1-2               | 3,237            | \$165,440             | \$1,072,219                 | \$363,226                | (\$543,553)     | \$27 to \$216        |
| 1-4               | 1,607            | \$21,443              | \$405,887                   | \$185,821                | (\$198,623)     | \$23 to \$216        |
| 2A-1              | 0                | \$0                   | \$123,992                   | \$0                      | (\$123,992)     | \$0                  |
| 2A-2              | 0                | \$0                   | \$48,903                    | \$0                      | (\$48,903)      | \$0                  |
| 2A-3              | 230              | \$1,687               | \$112,573                   | \$14,496                 | (\$96,390)      | \$22 to \$216        |
| 2A-4              | 337              | \$143                 | \$216,330                   | \$12,916                 | (\$203,271)     | \$16 to \$60         |
| 2A-5              | 13               | \$4,248               | \$208,101                   | \$1,492                  | (\$202,361)     | \$104 to \$139       |
| 2A-6              | 274              | \$674                 | \$384,252                   | \$28,582                 | (\$354,996)     | \$57 to \$139        |
| 2A-7              | 0                | \$0                   | \$67,070                    | \$0                      | (\$67,070)      | \$0                  |
| 2A-8              | 426              | \$6,033               | \$590,330                   | \$74,766                 | (\$509,531)     | \$58 to \$216        |
| 2A-9              | 1,379            | \$30,457              | \$298,554                   | \$115,992                | (\$152,105)     | \$36 to \$144        |
| 2A-10             | 295              | \$177,296             | \$289,884                   | \$161,660                | \$0             | \$548                |
| 4-1               | 0                | \$544                 | \$158,540                   | \$0                      | (\$157,996)     | \$0                  |
| 5-1               | 560              | \$65,450              | \$175,735                   | \$101,920                | (\$8,365)       | \$182                |
| 9-1               | 1,200            | \$73,557              | \$286,234                   | \$148,000                | (\$64,677)      | \$108 to \$140       |
| 9-2               | 2,024            | \$18,905              | \$456,316                   | \$197,162                | (\$240,249)     | \$39 to \$216        |
| 9-3               | 1,953            | \$22,610              | \$434,452                   | \$215,669                | (\$196,173)     | \$8 to \$216         |
| 9-4               | 435              | \$51,168              | \$124,246                   | \$76,125                 | \$0             | \$175                |
| 10-1              | 874.5            | \$158,742             | \$343,880                   | \$222,786                | \$0             | \$118 to \$278       |
| Totals            |                  | \$870,072             | \$6,441,139                 | \$2,195,676              | (\$3,465,158)   |                      |

## V. ASSESSMENT METHODS

Proposition 218 provides that assessments imposed by petition signed by persons owning all of the parcels subject to assessment are exempt from the requirements of Prop. 218 insofar as the amount of such assessments are not increased over the amount in effect at the time of the petition. These assessments are known as the "base amount" or "base assessments".

A large number of parcels fall within this situation and have base assessments in place. Those parcels are the subjects of this Engineer's Report. The base assessment amounts vary, depending upon when the petition was filed with the City and the scope of improvements in place at the time that were being maintained by assessment. In preparing this Report, the Engineer determined the maximum base assessment that is assessable against each parcel, the improvements that are being maintained within the benefit zone, the cost of maintaining the improvements, and the total amount generated by the relevant base assessments. In instances where the cost of maintaining the improvements is less than the maximum assessable amount, the base assessments were proportionally reduced.

The assessment method suggested was to increase assessments to the maximum base rates over a 3-year period beginning in Fiscal Year 2003-04. The final increment was reached in FY 2005-06. Allocation of assessments has been applied first to administration costs; followed by local landscaping, trails, and open space; and finally arterials medians and roadside landscaping. Park costs continue to be shown; however, they also are shown as being paid by those districts and zones that can afford it. Remaining costs are shown as a contribution from the General Fund.

## VI. SUMMARY OF ASSESSMENTS

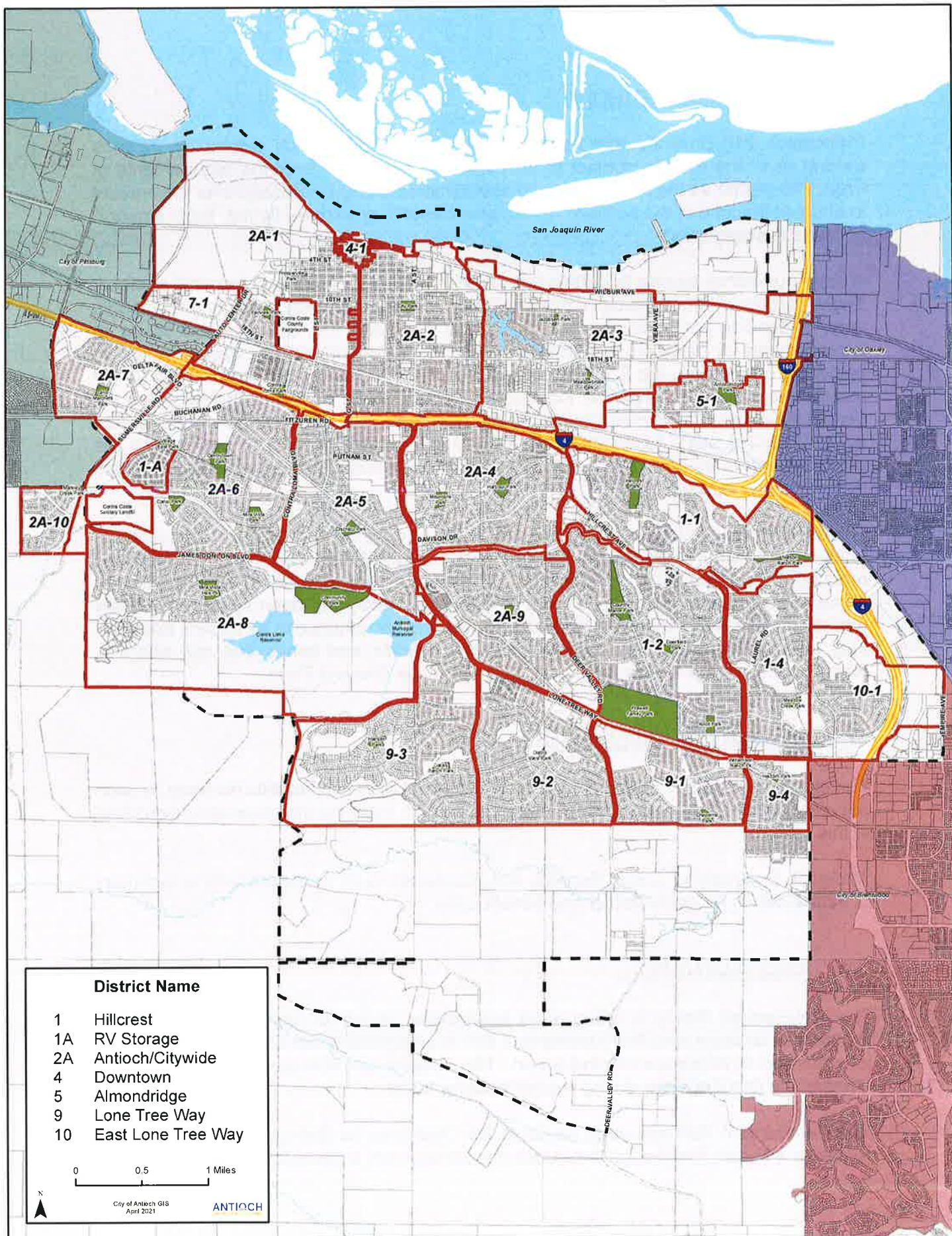
The methods described in Section V are applied to estimate the benefits received by each assessable parcel, in every District and benefit zone, from the improvements described in this report.

Table 23, Summary of Costs, Benefits and Assessments by Zone, presents a summary of assessments for each District and benefit zone.

## VII. ASSESSMENT ROLL

The Assessment Roll is a listing of all assessable parcels of land within the District. Because of its large size, the Assessment Roll is presented under separate cover and is incorporated by reference into this report. The Assessment Roll can be inspected at the office of the City Engineer during regular working hours.

The Assessment Roll lists each parcel in the District by its distinctive designation, the Assessor's Parcel Number, and includes the Assessment amount for each parcel.






CITY OF  
**ANTIOCH**  
CALIFORNIA

**STAFF REPORT TO THE CITY COUNCIL**

**DATE:** Regular Meeting of May 11, 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Ron Bernal, City Manager 

**SUBJECT:** Resolution Receiving the East Contra Costa County Dynamic Personal Micro Transit Feasibility Study and Preliminary Support of the Project

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**RECOMMENDED ACTION**

It is recommended that the City Council adopt the resolution:

1. Receiving the findings of the East Contra Costa County Glydways Dynamic Personal Micro Transit Feasibility Study and affirming support of the regional vision adopted by the study's findings;
2. Authorizing the City Manager to enter into discussions with certain public and private agencies to support the project; and
3. Committing to work collaboratively with private and public agencies to assist in developing a highly integrated regional transportation system that provides convenient, seamless, and affordable transit.

**FISCAL IMPACT**

Each of the partner agencies contributed \$10,000 toward the feasibility study. This action does not have any fiscal impact at this time.

**DISCUSSION**

The Cities of Antioch, Brentwood, Oakley and Pittsburg; Contra Costa County, Contra Costa Transportation Authority, and a consortium of private entities, led by Glydways LLC, recently completed the East Contra Costa County Dynamic Personal Micro Transit (DPMT) Feasibility Study to evaluate potential deployment in the East Contra Costa County region. The East Contra Costa County Glydways Dynamic Personal Micro Transit solution (Glydways) is an on-demand autonomous electric vehicle network alternative transit system. The goals of the Glydways project are to provide transit accessibility by building a new transportation network with minimal local funds required; provide transit accessibility to enhance economic development opportunities; conduct a feasibility study and attract potential public funding and private financing in a Design-Build-Finance-Operate-Maintain (DBFOM) environment.

The Feasibility Study, developed by Advanced Mobility Group, looked at the Glydways system, how it operates, the potential benefits, potential ridership demand,

implementation challenges, risk mitigation strategies, and potential business models to ultimately inform the decision-making entities whether the Glydways system could be successfully integrated over time to complement transit and support the region's greater transportation strategies. The Glydways technology and conceptual routes developed in coordination with stakeholder jurisdictions were evaluated using various criteria with respect to technology readiness, scalability, costs, and return on investment.

This Feasibility Study concluded that the Glydways Dynamic Personal Micro Transit is feasible to deploy in the East County with the following potential benefits:

- Economic development and job creation opportunities
- Congestion relief by way of converting vehicle trips to transit trips
- Increased transit access for underserved communities
- Cost effective and scalable solution
- Environmentally sustainable solution
- Speedy deployment delivered through public/private partnership

New sustainable mobility options and transportation technologies will help Antioch complement and enhance the existing transit system, increase accessibility and first-last mile connectivity, and better serve the community. With Council approval, staff would continue to participate in the planning, funding and programming of a comprehensive DPMT network and to support the goals and objectives of the project.

Glydways is completing construction of an outdoor full-scale Proof of Concept at the GoMentum Station in Concord that is scheduled to be completed this summer. The Glydways prototype system at GoMentum Station is a half-mile long segment with all the components: trunk, elevated and grade sections, garage, two boarding zones, and form factor accurate vehicles. A tour will be scheduled for City Council members to see the site once operable.

#### **ATTACHMENTS**

- A. Resolution
- B. Glydways Feasibility Study
- C. Glydways PowerPoint Presentation

**RESOLUTION NO. 2021/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH RECEIVING THE EAST CONTRA COSTA COUNTY GLYDWAYS DYNAMIC PERSONAL MICRO TRANSIT FEASIBILITY STUDY, AFFIRMING SUPPORT OF THE REGIONAL VISION ADOPTED BY THE STUDY'S FINDINGS, COMMITTING TO WORKING COLLABORATIVELY WITH PARTNER AGENCIES TO ASSIST IN DEVELOPING A HIGHLY INTEGRATED REGIONAL TRANSPORTATION SYSTEM AND AUTHORIZING THE CITY MANAGER TO ENTER INTO DISCUSSIONS WITH PARTNER AGENCIES TO ADVANCE THE GLYDWAYS DYNAMIC PERSONAL MICRO TRANSIT PROJECT**

**WHEREAS**, the goals of the East Contra Costa County Glydways Dynamic Personal Micro Transit (Glydways) are to: provide transit accessibility through a micro transit network; provide transit accessibility to enhance economic development opportunities; attract potential State and Federal funding and private financing for a design-build-finance-operate-maintain regional project;

**WHEREAS**, the Cities of Antioch, Brentwood, Oakley, and Pittsburg; Contra Costa County, the Contra Costa Transportation Authority, and a consortium of private entities, led by Glydways LLC, have conducted a feasibility study (Study) for potential deployment of the Glydways system in the region;

**WHEREAS**, the Study, developed by Advanced Mobility Group, found that constructing and operating the Glydways system in East County region is feasible and would provide direct benefits to the area; including economic development, congestion relief, reduced carbon emissions, and increased transit accessibility for underserved communities;

**WHEREAS**, transportation, mobility connections, and technology continue to evolve, and a fresh look is needed at all options to foster connectivity and mobility between the communities of East Contra Costa; \

**WHEREAS**, the City of Antioch (City) has reviewed the Study's findings and supports the project in concept, as financing is pursued for implementation in East Contra Costa County region;

**WHEREAS**, the City plans to assist the Glydways Dynamic Personal Micro Transit project team in obtaining right-of-way maps and to review for approval planning and design documents required to advance the project; and

**WHEREAS**, while recognizing the need for public input before any final decisions are made, the City continues to support a continuation of the planning and programming of a comprehensive Glydways network in East Contra Costa County that will complement Eastern Contra Costa Transit Authority's fixed route transit services and

**RESOLUTION NO. 2021/\*\***

May 11, 2021

Page 2

BART, including private sector investment in the development and implementation of the Glydways system.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Antioch:

1. Receives the East Contra Costa County Glydways Dynamic Personal Micro Transit Feasibility Study and affirms its support of the regional vision adopted by the Study's findings.
2. Authorizes the City Manager to enter into discussions with the Cities of Brentwood, Oakley, and Pittsburg; Contra Costa County, the Contra Costa Transportation Authority, the Eastern Contra Costa Transit Authority, and a consortium of private entities, led by Glydways LLC, to support the Glydways Dynamic Personal Micro Transit project.
3. Commits to working collaboratively with private and public agencies to assist in developing a highly integrated regional transportation system that provides convenient, seamless, and affordable transit.

\* \* \* \* \*

**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 *11<sup>th</sup>* day of May, 2021 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**ELIZABETH HOUSEHOLDER**  
**CITY CLERK OF THE CITY OF ANTIOCH**

# East Contra Costa County Dynamic Personal Micro Transit Feasibility Study Report FINAL

Prepared by:



April 12, 2021



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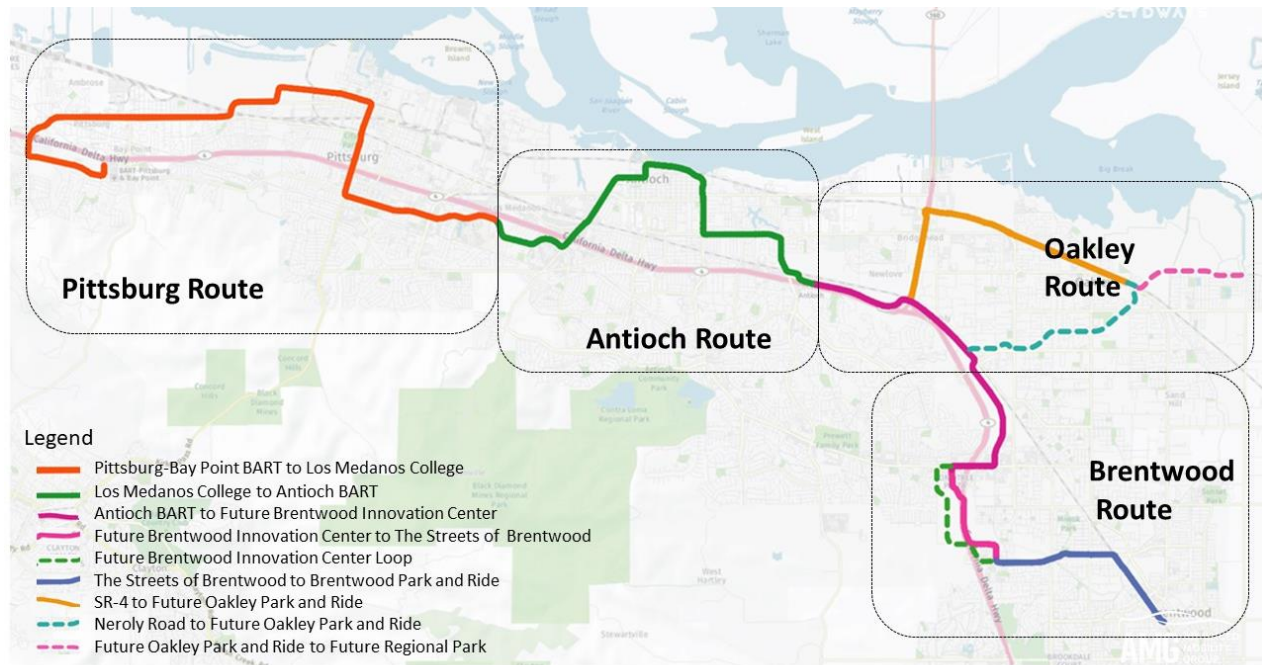


## Executive Summary

The cities of Pittsburg, Brentwood, Oakley, and Antioch, along with East Contra Costa Transit Authority (ECCTA), Contra Costa Transportation Authority (CCTA), and Contra Costa County, have collaborated to conduct a feasibility study for potential deployment of a Dynamic Personal Micro Transit (DPMT) network in Eastern Contra Costa County (East County). The purpose of this Feasibility Study (Study) is to analyze whether constructing and operating a DPMT system in the East County region is feasible and beneficial. The Study investigates the DPMT's core system, including how it operates, the potential benefits, potential ridership demand, costs of implementation, and identification of risk mitigation strategies, potential business models, and funding strategies. The main purpose of the Study is to inform decision-making entities whether the DPMT proposed by Glydways could be successfully integrated over time, to complement traditional bus and rail transit, and support the region's greater transportation strategies.

DPMT system, to be built by Glydways, consists of a fleet of driverless electric vehicles operating on-demand in elevated or at-grade paved pathways. The operating space can be created from repurposed roads, abandoned railroad, capped canals, or newly built elevated pathways. Glydways vehicle is a lightweight bidirectional electric vehicle with full functionality steering, sensing and control in each direction. Users can request a ride through an app on their phone or using kiosks at boarding zones for a non-stop ride from their origin to destination. The system is expected to have the capacity to serve up to 10,000 persons/hour in each direction.

A conceptual route alignment (Figure ES1) was developed with feedback received from key stakeholder in East County. The proposed alignment connects existing and planned residential, medical, institutional, business, and industrial developments/centers with multimodal transit stations in East County as a continuous route. The alignment shown as a dashed line represents routes for future consideration. The proposed route has not been finalized and is subject to change as the availability of rights of way and the connections needs further study.



**Figure ES1: DPMT Proposed Route Alignment**

Table ES1 lists the characteristics, estimated costs, and estimated 2030 (projected opening year) annual ridership. Capital costs include infrastructure (guideway, garage/central control, and vehicle costs) and development costs. Annual Operations and Maintenance (O&M) costs include operating expenses and replacement costs of vehicles and infrastructure. O&M costs also include labor costs and service licensing fees.

**Table ES1: DPMT Characteristics, Estimated Costs and Ridership**

| DPMT Segment         | Segment Length    | Total Capital Cost (in millions) | Total Annual O&M Cost (in millions) | Estimated 2030 Annual Ridership (in millions) |
|----------------------|-------------------|----------------------------------|-------------------------------------|-----------------------------------------------|
| Pittsburg            | 9.6 miles         | \$196                            | \$12                                | 2.9                                           |
| Antioch              | 6.3 miles         | \$121                            | \$7                                 | 2.1                                           |
| Oakley and Brentwood | 12.8 miles        | \$134                            | \$10                                | 2.0                                           |
| <b>Total</b>         | <b>28.7 miles</b> | <b>\$451</b>                     | <b>\$29</b>                         | <b>7.0</b>                                    |

For the purpose of this Study, Glydways technology was evaluated using various criteria with respect to technology readiness, scalability, costs, and return on investment. Financing and delivery of the project is an additional evaluation criterion that is discussed separately in “Feasibility of DPMT Deployment Business Case” section. The summary of the evaluation in comparison to other transit modes is shown in Table ES2.

**Table ES2: Evaluation Criteria Matrix - Summary**

| Attribute                           | Bus Transit | Rail Transit | Private Car | Glydways DPMT |
|-------------------------------------|-------------|--------------|-------------|---------------|
| Technology Level                    | ★           | ★            | ★           | 1             |
| On-demand 24/7                      | ×           | ×            | ★           | ★             |
| Total Trip Time                     | ×           | ×            | ?           | ★             |
| Non-Stop Travel                     | ×           | ×            | ★           | ★             |
| Scalability                         | +           | ×            | —           | ★             |
| Safety                              | +           | +            | ×           | ★             |
| ADA Compliant                       | +           | +            | —           | +             |
| Infrastructure Capital Costs        | +           | ×            | ×           | ★             |
| Environmental Sustainability        | +           | +            | ×           | ★             |
| Ridership Demand                    | +           | ★            | —           | ★             |
| Operating Costs                     | ×           | +            | ×           | +             |
| Potential Savings in Accident Costs | +           | +            | ×           | ★             |
| Barriers in Implementation          | 2           | 2 3          | —           | 2 3 4         |
| Risk Management                     | +           | +            | —           | +             |

|            |           |                 |                                                             |       |
|------------|-----------|-----------------|-------------------------------------------------------------|-------|
| ★ Yes/Good | × No/Bad  | + Acceptable    | ? Varies                                                    | — N/A |
| 1 Emerging | 2 Funding | 3 Environmental | 4 Additional Technical, institutional and Societal Barriers |       |

Potential Public Private Partnership (P3) models with Design-Build-Finance-Operate-Maintain (DBFOM) options to deliver the DPMT system were explored and are recommended for deployment in East County as discussed in “Feasibility of DPMT Deployment Business Case” section. The DBFOM financial model can accelerate deployment of the DPMT, while limiting risk, and ensuring financial sustainability.



This feasibility study concludes that deployment of the DPMT is feasible in East County with the potential following benefits:

- ▶ Supports economic development and creates jobs
- ▶ Congestion relief by converting vehicle trips to transit trips
- ▶ Increased transportation access for underserved communities
- ▶ Cost effective and scalable solution
- ▶ Environmentally sustainable solution
- ▶ Speedy deployment delivered through public/private partnership

Procurement and deployment of a DPMT in East County requires consensus of project stakeholders and decision makers while the success is driven by the adoption by the users. The project requires detailed engineering, environmental clearance, approvals, secured funding, right of way acquisition, construction management, and commitment for safe and secured operations and maintenance. As next steps, execution of a Pre-Development Agreement (PDA) is recommended to initiate a negotiating period during which project stakeholders can discuss and finalize the implementation agreements that are necessary for the comprehensive implementation of the Glydways system; provided by the private sector in a DBFOM environment.

## PROJECT BENEFITS

- ▶ Support economic development and create jobs
- ▶ Congestion relief through mode shift
- ▶ Reductions in Greenhouse Gas emissions
- ▶ Increased transit accessibility
- ▶ Increased transportation access for the Underserved
- ▶ Increased connectivity
- ▶ Cost effective and scalable
- ▶ Environmentally sustainable
- ▶ Accelerated deployment through P3



# Introduction

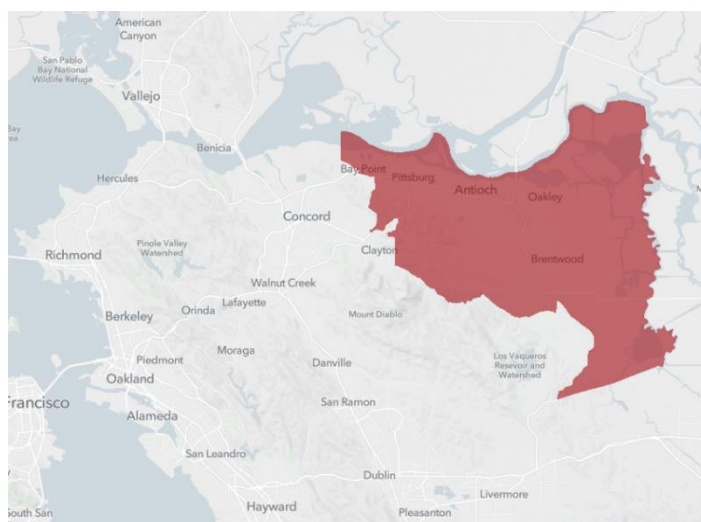
This section includes the purpose of the study and an overview of the current demographic, regulatory, and policy context surrounding the existing transportation system in East County.

## PURPOSE OF THE STUDY

East County (Figure 1), an area that includes Antioch, Brentwood, Discovery Bay, Oakley, Pittsburg, unincorporated areas of Bay Point and unincorporated areas of Contra Costa County, is an expanding area of economic growth. 79% of area residents drive to work on SR-4 which is a vital regional and interregional commute and trade corridor; and one of the most congested in the Bay Area. Economic expansion is essential for this region and alternative mobility options that supports a transportation mode shift away from single occupant vehicles are needed to keep and promote this area's vitality and to connect it to the rest of the County and the Bay Area. The cities of Pittsburg, Brentwood, Oakley, Antioch, along with Contra Costa County, have collaborated to conduct a feasibility study for potential deployment of DPMT to enhance transit accessibility and connectivity in East County.

The purpose of this Study is to analyze whether constructing and operating the DPMT system in the East County region is feasible and beneficial. The Study investigates the core system of the DPMT, including how it operates, the potential benefits, potential ridership demand, costs of implementation, and identification of risk mitigation strategies, potential business models, and funding strategies. The main purpose of the Study is to inform decision-making entities whether the DPMT system could be successfully integrated over time, to complement traditional bus and rail transit, support the region's greater transportation strategies, and encourage economic growth and vitality.

The East County Integrated Transit Study (ECITS) initiated by CCA is evaluating the need for transit services in East County. The findings of this feasibility study will inform the ECITS study regarding DPMT as a viable mobility option that could provide necessary transportation service in East County.



**Figure 1: East County Map**

## GOALS + OBJECTIVES

The goals and objectives for this study were drafted in collaboration with the project stakeholders.

### TRANSPORTATION CONTEXT

East County is an expanding area with extensive economic growth. The three East County communities that have seen growth rates higher than average in Contra Costa County are Brentwood, Antioch, and Pittsburg. Among these three cities, Brentwood is the fastest-growing community transitioning from a primarily agriculture-based community to a more commercialized and thriving suburb within the greater San Francisco Bay Area. The lower cost of housing compared to other Bay Area communities and continued expansion of jobs along the Interstate 580 and 680 corridors, including in the Livermore Tri-Valley and Concord/Walnut Creek areas are contributing factors to growth.

Transportation through and within East County consists of a network of facilities across multiple travel modes (roadways, rail transit, and bus transit), functions, and capacities. Many agencies oversee the planning, development, operation, and funding of these facilities.

The California Department of Transportation (Caltrans) manages the state transportation network. Contra Costa Transportation Authority (CCTA) administers the county's transportation sales tax program and is the designated Congestion Management Agency (CMA) for Contra Costa County. At the local level, the Contra Costa County Departments of Public Works and Conservation and Development are responsible for overseeing the planning, design, construction, and maintenance of transportation facilities, including roadway, bicycle, pedestrian, and transit facilities, in unincorporated areas.

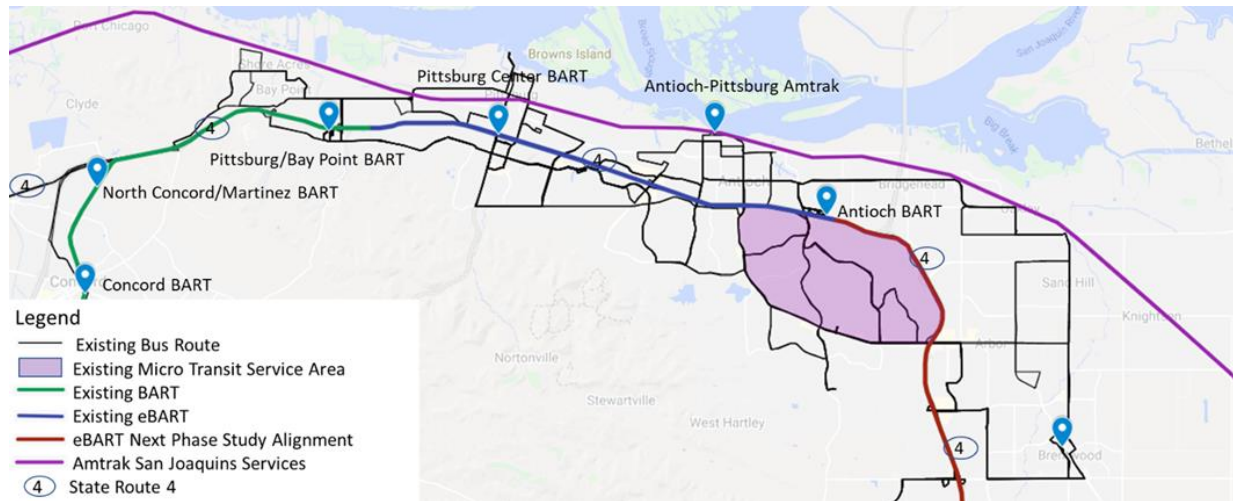
Incorporated cities of Antioch, Oakley, Pittsburg, and Brentwood in East County are responsible for overseeing the planning, design, construction, and maintenance of transportation facilities, including roadway, bicycle, pedestrian, and transit facilities, in their respective jurisdictions. ECCTA, a Joint Powers Agency (JPA) consisting of cities of Antioch, Brentwood, Oakley, Pittsburg, and the Contra Costa County, operates fixed-route transit and paratransit service under the name "Tri Delta Transit" and micro transit service under the name "Tri My Ride". The light rail branch line of the Bay Area Rapid Transit (BART) system eBART - East Contra Costa County BART extension - starts at the Pittsburg/Bay Point station and extends to the Antioch station. San Joaquins is a passenger train service operated by AMTRAK in the San Joaquin Valley. The San Joaquins route passes through East County and connects Stockton, in the Central Valley, with Oakland in the San Francisco Bay Area. AMTRAK stations in East County include Antioch station and proposed Oakley station.

## GOALS + OBJECTIVES

- ▶ Provide Transit Accessibility at no cost to cities
- ▶ Provide Transit Accessibility to ensure Economic Development and attract employers
- ▶ Complement the Feasibility Study with a PDA to attract Public Funding and Private Financing to implement through DBFOM environment



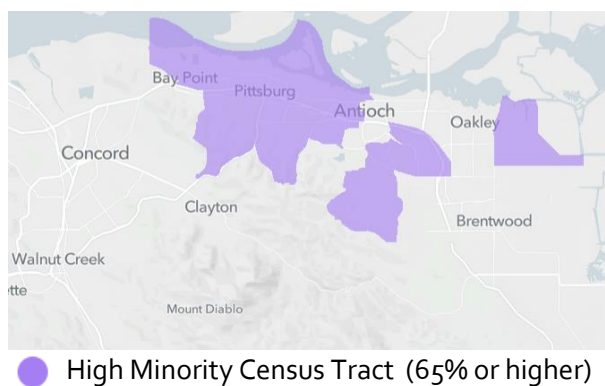
Regional highway access to East County is primarily provided by State Route 4 (SR 4), which extends east-west through the county. The SR 4 corridor connects East County to other East Bay cities to the west and Discovery Bay and Stockton and the central valley cities to the east. Regional public transit is provided by BART's Antioch to San Francisco Line that serves East County with Pittsburg/Bay Point, Pittsburg Center and Antioch stations. "The eBART Next Segment Study" includes alternatives to extend the rail system within the median of SR 4 to a new terminus station in Brentwood. Tri Delta Transit provides fixed-route and on-demand service from East County to the BART system and regional job centers to accommodate the commuter workforce population. Figure 2 illustrates transportation services available and planned in East County.



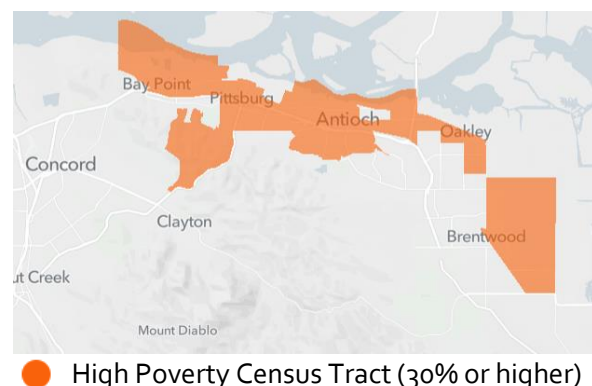
**Figure 2: Transportation Services in East County**

Based on 2019 census data, 'Driving Alone' is the dominant commute mode used by 71% of residents of East County. Carpooling is used by 16% of residents and approximately 6% use public transit to get to work. A small percentage of residents, approximately 2%, use bicycling, walking, or other means to commute. Approximately 5% of the people reported that they work from home. Figure 3 and Figure 4 show high minority (more than 65%) and high poverty (30% or higher) census tracts in East County, respectively.

**Figure 3: High Minority Census Tract – East County**



**Figure 4: High Poverty Census Tract – East County**



## TECHNOLOGY FEASIBILITY

The transportation system in East County has been significantly impacted by the COVID-19 pandemic. Day-to-day social and travel behavior has drastically changed within the region, as has been the case throughout the San Francisco Bay Area and the state. Transit ridership has dropped significantly, and commute times are currently more comparable to pre-COVID-19 levels on SR 4 due to increased use of single occupant vehicles. Even before COVID-19, fixed-route bus transit ridership had been declining as travel time reliability and overall long commute times remained the biggest challenges for transit. As cities and transit providers plan for re-opening post COVID-19, they need to factor in budget constraints, congestion, adoption of new regulations such as California's plan to eliminate gasoline powered vehicles in 15 years, and also prepare for new technology and growth.

New transportation technologies and services are emerging and evolving. On-demand services such as Lyft, Uber, and other transportation network companies operate in East County to meet customers' demand. Technology growth in recent years has brought automation capabilities to all aspects of our transportation system. While the automation of vehicles and services is relatively mature in the rail transit industry, bus transit and personal vehicles still lag in automation. Connected and Automated Vehicle (CAV) technology is slowly progressing through pilot programs, partnerships, private sector involvement, and research activities in bus transit automation.

Technologies like DPMT come with innovative strategies that can bring much needed on-demand transit service to East County where important factors like ride time, wait time and ride quality can be greatly improved. With much of the community in high minority and high poverty areas in East County, the passenger's willingness to board the system, or not to board the system, will greatly depend on the fare structure of the system as well. Various factors along with the issues and risks are assessed in this feasibility study to determine the viability of DPMT in East County.



# Technology

Hybrid transportation systems similar to the DPMT have been proven in the past as Personal Rapid Transit (PRT), Group Rapid Transit (GRT), and Automated Transit Network (ATN) systems, first introduced in 1975 in Morgantown, West Virginia. The concepts have had varying success gaining acceptance despite clear advantages in capital/operating costs, flexible operating capability, personalized safety, convenience, and scalability. However, recent transportation technology advances, dynamic block control, Artificial Intelligence (AI) and cloud computing, which is implemented in DPMT, makes it a viable micro transit option in the era of redefining mobility. This section reviews the DPMT technology, how it operates, technical requirements, and its potential benefits.

## CONCEPT

Glydways is a phased, ATN based transportation solution that can bring micro transit connectivity to East County. The features of the proposed Glydways system fits within the characteristics of ATN that is sometimes referred to as PRT. ATN characteristics are:

- ▶ Direct origin-to-destination service with no need to transfer or stop at intermediate stations.
- ▶ Small vehicles available for the exclusive use of an individual or small group traveling together by choice.
- ▶ Service available on demand by the user rather than on fixed schedules.
- ▶ Fully automated vehicles which can be available 24 hours a day, 7 days a week.
- ▶ Vehicles operating on a guideway that is reserved for their exclusive use.
- ▶ Small (narrow and light) guideways that are elevated, at ground level or underground as required to meet the needs of rights of way and cross traffic while delivering non-stop seamless travel.
- ▶ Vehicles able to use all guideways and stations on a fully connected network without any restrictions.

## GLYDWAYS SYSTEM

Glydways system consists of a fleet of electric vehicles operating on-demand in a dedicated paved pathway. The operating space is created from repurposed roads or built anew in a dedicated structure. The vehicles are autonomous and independent yet

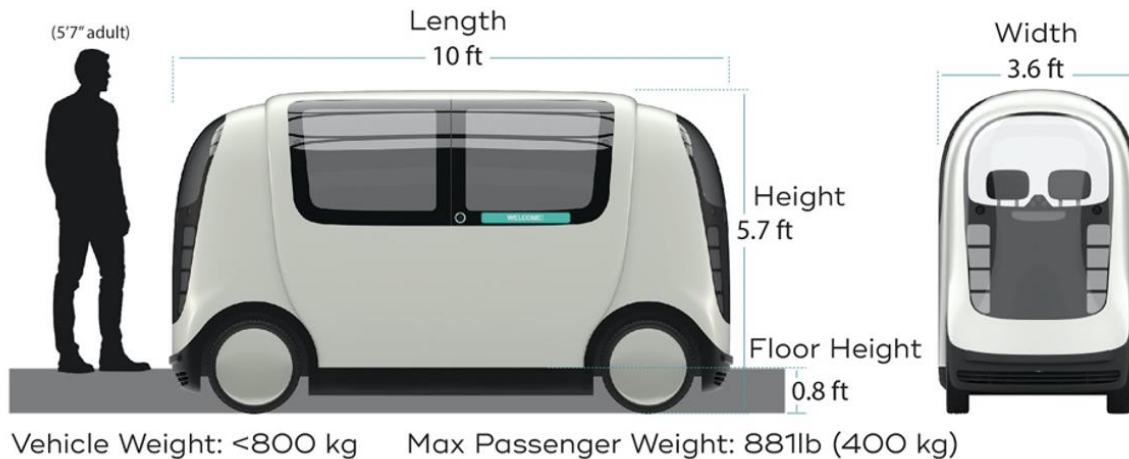
## AUTOMATED TRANSIT NETWORK CONCEPT

- ▶ Direct origin-to-destination service
- ▶ Personal vehicles
- ▶ On-demand service
- ▶ Fully automated vehicles
- ▶ 24/7 availability
- ▶ Low cost
- ▶ Narrow and light connected exclusive guideways
- ▶ Requires less right-of-way than traditional transit



orchestrated by local and central control as a “system of systems” to provide potential capacities of up to 10,000 persons/hour in each direction. The Glydways system consists of three elements; the vehicles, infrastructure, and Continuous Flow System Control.

**Figure 5: Glydways Vehicle**



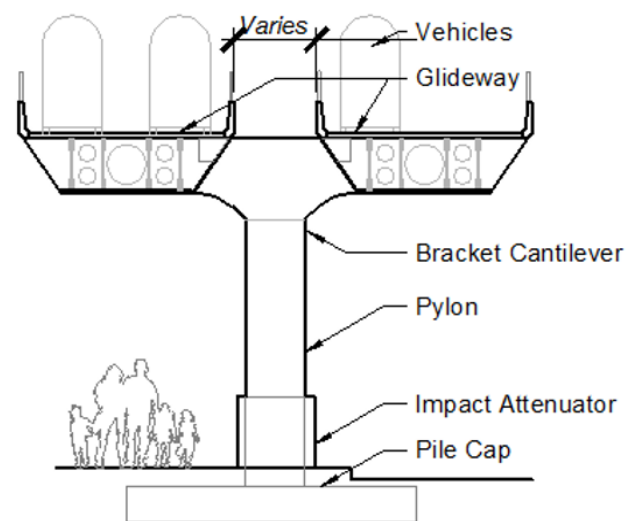
## Vehicles

Glydways vehicles, shown in [Figure 5](#), use standard parts and technology currently available and built in the U.S. The Glydways vehicle is a lightweight electric vehicle designed for reliable, efficient, and comfortable urban mobility. The Glydways vehicles are bidirectional electric vehicles equipped with full functionality steering, sensing, and control in each direction. The deployed system in East County will typically operate at an average speed of 31 miles per hour (mph) for safety and battery efficiency even though Glydways vehicles can travel at speeds up to 62 mph. Glydways vehicles can accommodate up to four (4) people, a wheelchair and a companion, or a bicycle and (3) passengers.

## Infrastructure

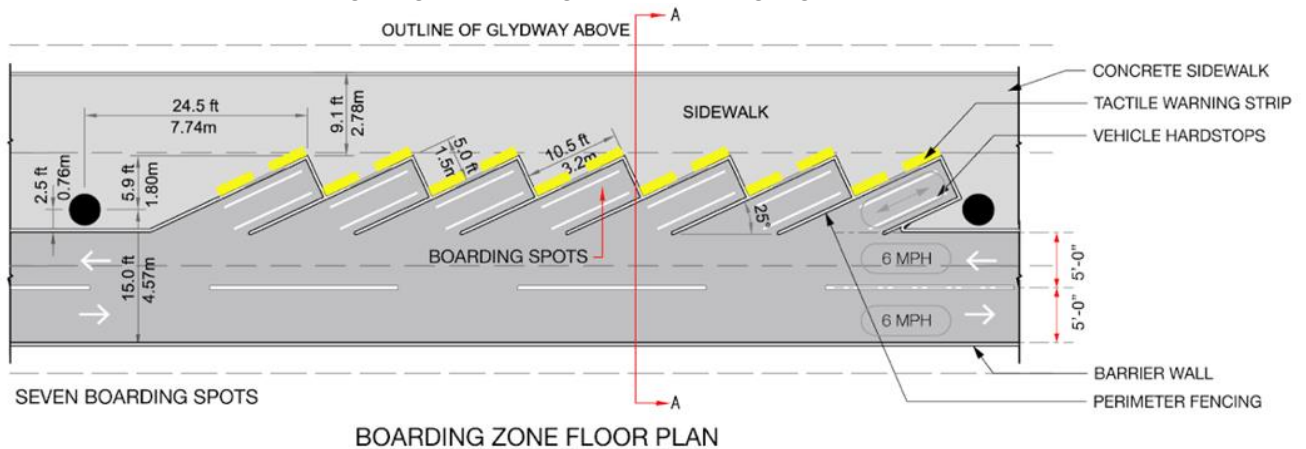
The proposed Glydways system consists of elevated, at-grade or underground guideways for main vehicle fleet throughput, with all boarding zones at ground level.

**Guideways:** The guideway, as shown in [Figure 6](#), can be a one-way or a two-way track that can be implemented above, at, or below grade and is exclusively grade/barrier separated. Where the guideways are at-grade, fencing, walls, or other appropriate barriers will maintain right of way integrity. The size, spans, and methods of construction are like pedestrian and bicycle bridges with similar design and approval requirements. Because Glydways vehicles can reverse directions along the line at every boarding zone, there are no turnarounds required in this system which reduces system footprint.



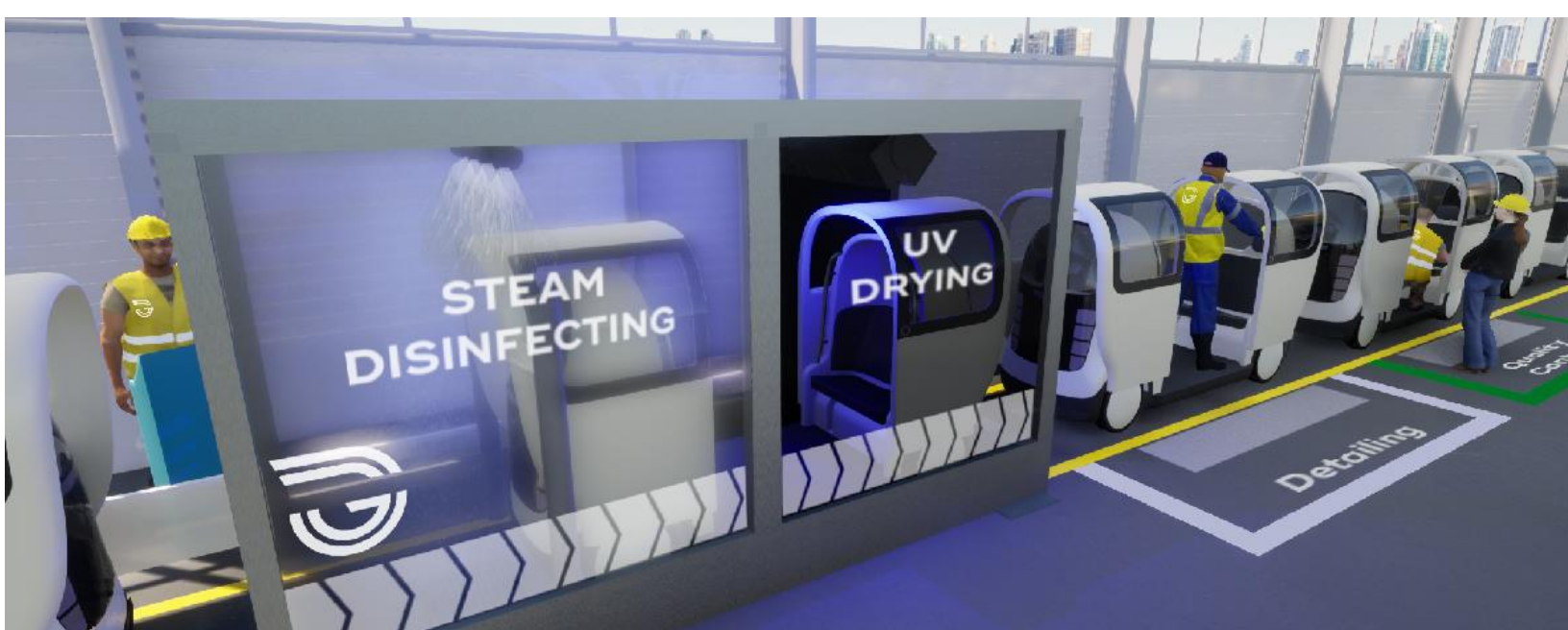
**Figure 6: Glydways Overhead Guideway**

**Boarding Zones:** Glydways passengers can access the system via boarding zones. Each boarding zone, as shown in Figure 7, consists of a simple concrete platform, the array of boarding spots, and canopy structures that serve as cover for the boarding zone space. The canopy structure also provides opportunities to incorporate lighting, wayfinding, and system signage.



**Figure 7: Glydways Boarding Zone**

**Garages:** The Glydways Maintenance and Storage Facilities (MSFs) are very small and can be accommodated inside existing buildings, parking structures or built new. Inside the MSF, the vehicles are stored on simple lightweight steel deck structures. The MSFs will be spread over multiple locations across the system to both minimize footprint as well as reduce rider wait time. As the Glydways system is expanded, additional garages will be built to accommodate the increase in fleet requirements. Charging and vehicle maintenance will occur in these facilities.



## Continuous Flow System Control

Glydways' system relies on a Fleet Management System (FMS), Track Management System (TMS), and Boarding Zone Management System (BMS) to maintain the continuous flow of vehicles. Figure 8 shows how the three systems work together.

**FMS:** The volume of vehicles in a Glydways system is modulated by the FMS by way of garages, which dispatch vehicles into or out of the system throughout the day, matching vehicle supply to both live and historically predicted passenger demand. The FMS's roles include: (i) Coordinate reservations; (ii) fleet supply to demand balancing; (iii) system-wide recommendations to account for emergency requirements; and (iv) act as a central observation point for the control team to react to events. The FMS intentionally does not provide direct control override for individual vehicles. The master control shutoff is located in the system Control Center and can quickly slow each vehicle to a stop in any emergency.

**TMS:** The TMS maintains a continuous flow of vehicles on a section of track called a trunkline. Under normal operating conditions, the velocity of a vehicle on a trunkline is 31 mph but even at maximum system capacity never falls below a minimum speed (e.g., 15.5.mph).

**BMS:** Vehicles enter and exit a trunkline to pick up passengers at boarding zones in a process called coordinated embarkation. This process is managed by the BMS.

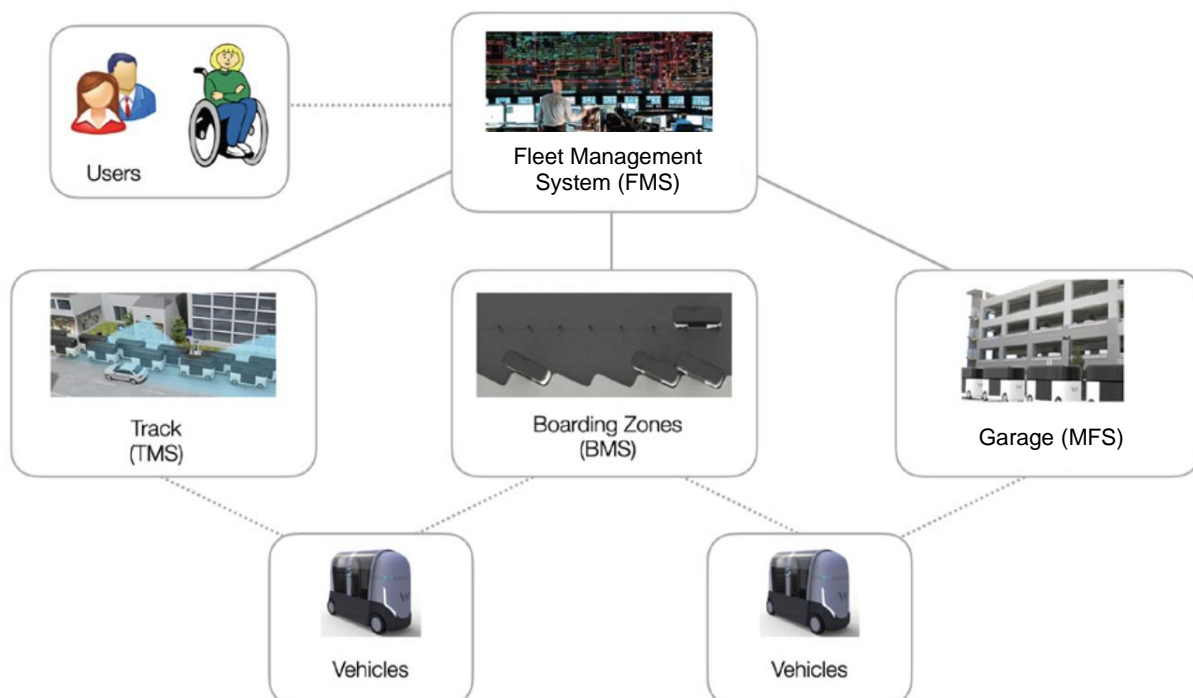


Figure 8: Continuous Flow System

## CONCEPT OF OPERATION

This section explains how the Glydways System will be operated in various typical operational scenarios.

### Operational Scenario 1: On-demand point-to-point service

Glydways' basic operating model is on-demand, point-to-point service. Passengers can request a ride through a smartphone app or a kiosk at the boarding zone. The request will be processed, and the passenger will be directed to a boarding bay, where identity-based boarding can take place.

Unlike traditional transit modes, Glydways passengers are treated to a personal vehicle with enough room to accommodate travel companions and luggage. The vehicle begins the journey at the indication of the passenger by the way of the "Go" button. Once the journey begins, the vehicle maneuvers from the boarding spot toward the service ramp leading to a continuous flow trunk lane on the main guideway. At the end of the journey, the vehicle maneuvers into a destination boarding with a flush, stable transition from vehicle floor to the boarding platform, which will allow the passenger to disembark easily when the doors open. Glydways' average wait time and boarding process is illustrated in Figure 9.

### SCENARIO 1

#### POINT TO POINT SERVICE

- ▶ On-demand, fully accessible, point-to-point service.
- ▶ User requests service through smart phone app or kiosk at boarding zone.
- ▶ Personal vehicles with enough room to accommodate companions, wheelchair, bicycles, stroller, or luggage.
- ▶ Service via continuous flow trunk lane.
- ▶ Service ends at destination boarding zone.

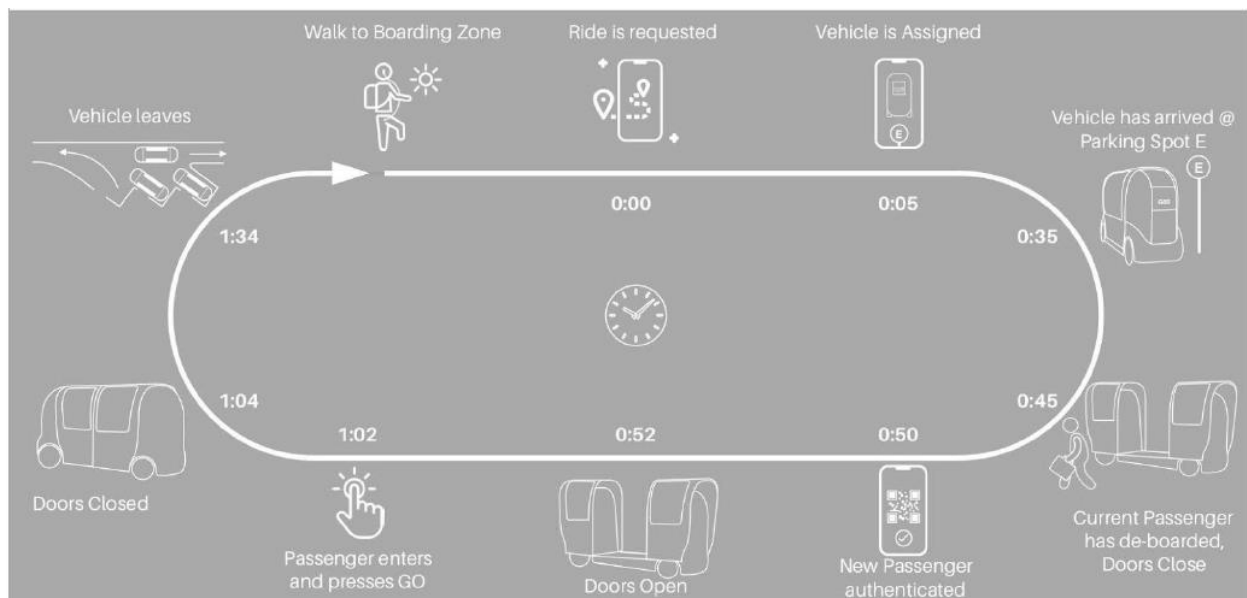


Figure 9: Glydways Boarding Process

## Operational Scenario 2: Changing Destination Mid-Route

To maintain system efficiency, Glydways vehicles do not offer changes to the journey mid route if a ride is booked on a kiosk. If the user needs to change destinations, then they can request a stop by pressing the “Stop” button (system chooses the closest possible stop), exit the vehicle, and request a new ride from that station. If the user is using a phone app, the user can change the destination mid-route. If there is no direction change is involved, the vehicle continues to the changed destination. If a direction change is involved, the vehicle will be routed to the nearest boarding zone to accommodate the direction change.

## Operational Scenario 3: Technical Problem in the Vehicle

Glydways vehicles are fully autonomous within the Glydways infrastructure and do not need any other system to safely arrive at their destination. Vehicles are equipped with proactive automatic (and continuous) self-checks and assessments to identify problems before they occur and manage them if they occur. Vehicles with any issues pull over into an auxiliary lane, and travel at reduced speed, either to a garage, or if with a passenger, to the nearest boarding zone. Vehicles that cannot travel further pull over into an auxiliary lane and stop, ultimately retrieved by a utility vehicle that can tow the vehicle at low speed to a garage or boarding zone. All vehicles are equipped with communications ability for two-way audio and one-way video. This service gives Glydways central control a way to help direct the outcome of any event. This is of utmost importance as the ideal course of action to an event may not be to exit the vehicle. If a vehicle escape is necessary, the door can be defeated through a top mounted release latch. The door can then be easily pushed back. If the vehicle is turned on its side, then the window gasketing can be removed and the window pushed out similar to a conventional bus window.

## SYSTEM REQUIREMENTS

### Infrastructure Requirements

- ▶ The elevated, side-by-side configuration can range from 24' wide to 36' wide (the width of two to three car lanes) where

### SCENARIO 2 MID-ROUTE DESTINATION CHANGE

- ▶ User requests a stop, exits the vehicle, and requests a new ride.

### SCENARIO 3 HANDLING TECHNICAL PROBLEMS IN VEHICLE

- assessments to identify problems before they occur.
- ▶ Problem vehicles reduce speed to pull over to auxiliary lane, garage, or boarding zone.
- ▶ Vehicles equipped with two-way audio and one-way video communication.
- ▶ Glydways central control determines ideal course of action to resolve event.



two ramps descend to the boarding zones or rise up to access a T-Junction.

- ▶ The elevated, vertically stacked configuration requires a min. of 17' wide profile which can range from 13' – 17'.

## Vehicle Performance Requirements

- ▶ **Acceleration** | 3.43 m/s/s
- ▶ **Boarding Zone Arrival/Load Time** | 50 seconds average
- ▶ **Speed** | 31 mph (Average Speed)

## System Maintenance Requirements

- ▶ **Guideways** | **Industry standard** Periodic structural inspections and track monitoring system and repair. Resurface the running surface every 15 years.
- ▶ **Vehicles** | Calibration, inspection, cleaning every time a vehicle enters the garage. Rigorous maintenance of battery and doors. Battery replaced after 250,000 miles. Tires replaced every 60,000 miles.
- ▶ **Garages** | Building maintenance like a regular office. Vehicle charging is facilitated through commercially available direct DC charging.
- ▶ **Central Control** | Periodic replacement of equipment like an IT server center.
- ▶ **Software** | Upgrades, maintenance, and protection by skilled technicians.

## CONCEPTUAL LAYOUT

Conceptual route alignment was developed with the feedback received from stakeholder jurisdictions in East County. The feedback was collected through a series of meetings with individual cities and through a series of stakeholder workshops.

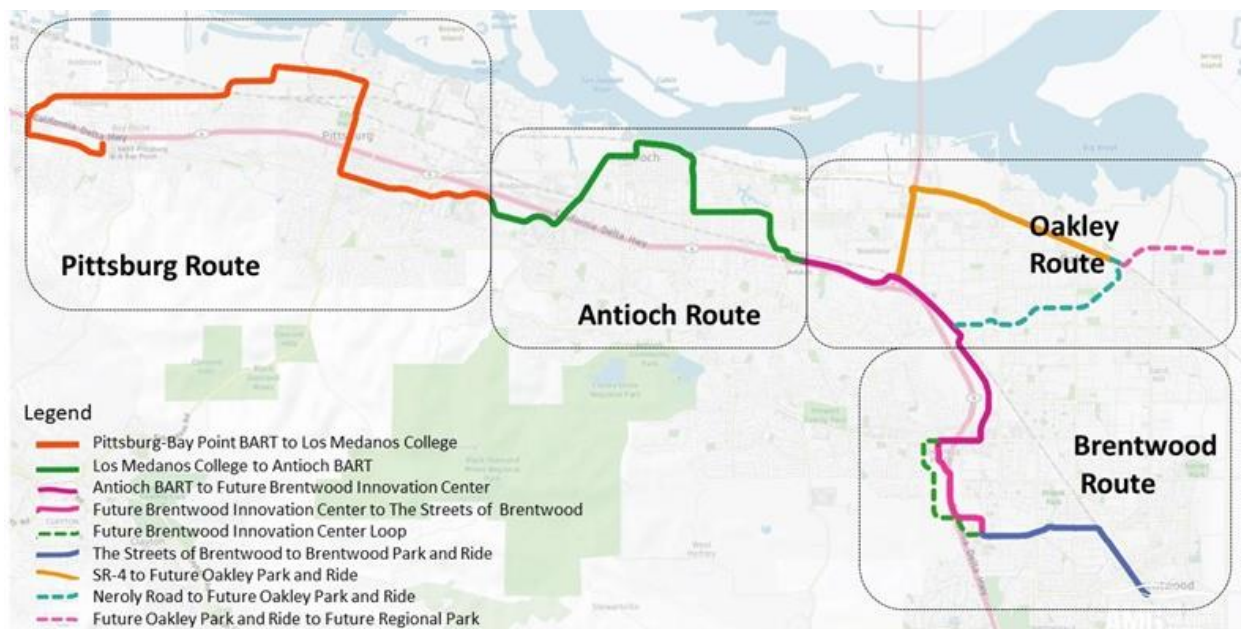


Figure 10: DPMT Proposed Alignment

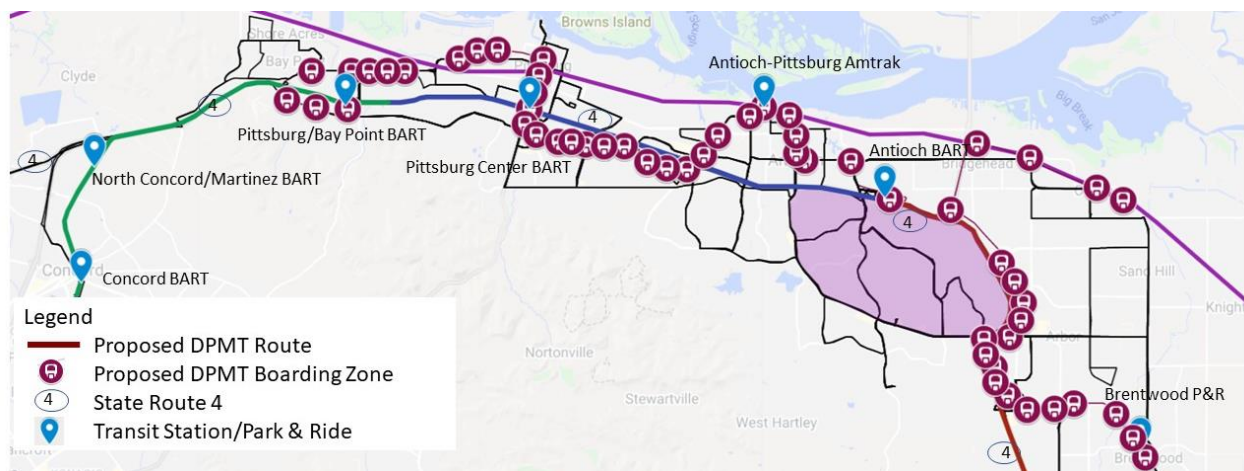
Figure 10 shows the proposed route alignment through the cities of Pittsburg, Antioch, Oakley, and Brentwood. The alignment shown in dashed line in the figure represents routes for future considerations.

Figure 11 shows the transportation services in East County with an overlay of the proposed DPMT alignment which connects all the mass transit stations in the service area and complements the existing transit options. Table 1 lists the characteristics of the conceptual layout. Quantities in the Table 1 do not include information for the future route considerations.

The proposed alignment connects existing and planned residential, medical, institutional, business, and industrial developments/centers with multimodal transit stations in East County as a continuous route. The proposed route uses existing public right of way of roadway network, unused railway tracks, exiting water facility right of way, and through planned development areas. Note that the routing and station locations shown are not intended to be final and is subject to change as the engagement with individual jurisdictions, transit agencies, and other project stakeholders continues throughout the development of the project. DPMT has the capability to be scaled up or down to meet demand and locations. It would be possible to start with a simple demonstration system and to scale up from there in phases. It is also possible to add more connections to new neighborhoods and activity centers as they are developed. As new routes and boarding zones are added, the new boarding zones will be accessible from the existing system with no transfers necessary.

**Table 1: DPMT Conceptual Layout Characteristics**

| Feature                                 | Quantity   |
|-----------------------------------------|------------|
| At-grade Segment (miles)                | 11.4 miles |
| Elevated Segment (miles)                | 17.3 miles |
| Total Length (miles)                    | 28.7 miles |
| Boarding Zones                          | 56         |
| Average Speed of Glydways Vehicle (mph) | 31 mph     |



**Figure 11: Transportation Services in East County with DPMT Route Overlay**

## POTENTIAL BENEFITS

**Economic Development** | Real estate and land values in areas served by boarding zones connecting the DPMT network are expected to rise. Easier access and connections to regional transit services are expected to attract businesses to East County which in turn will increase the need for additional housing development. With the potential of many trips to and from the DPMT boarding zones, ease of transit access is expected to shift users from cars to transit. This would potentially reduce the need for increased parking supply and expand local road capacity reducing road gridlock, travel times and environmental impacts.

In addition, DPMT fits within the vision and goals of the Northern Waterfront Economic Development Initiative (NWEDI), an effort by the County and East County cities to revitalize the north waterfront area of Contra Costa, create jobs, and invest in the local communities and human capital. DPMT would provide alternate commute mode with enhanced connectivity to northern waterfront area which would further enhance NWEDI's competitiveness of regional economy. Support investment in transportation projects is identified as one of the objectives in NWEDI to achieve the goal to enhance regional competitiveness.

**Passenger Experience** | For commuters in East County who desire reliable public transportation with direct connections to their destination, DPMT can provide on-demand transit options with shorter connection times. Users of the DPMT system can avoid delays associated with traffic signals, crowded transit vehicles, and long dwell times at intermediate stops. The ability of the DPMT system to provide service with approximately one minute wait times is not achievable with any other transit service or ridesharing services that are currently available for East County users. Additionally, with DPMT, youth, the elderly and disabled who are unable to drive, and those who do not own a vehicle, will have more transit options. Users will have the potential to save considerable time traveling within East County and the ability to connect with other regional transit services for travel to other parts of the Bay Area and beyond.

**Environmental Benefits** | As federal, state, and local agencies are moving towards cutting greenhouse gas emissions and moving towards a carbon-free economy, ATN can significantly contribute to reducing fuel consumption. Use of energy-efficient electric vehicles reduces emissions that contribute to climate change and impact air quality, improves public health, and reduces ecological damage. The modal shift from private cars to DPMT contribute to additional air quality and congestion relief benefits.

The use of DPMT technology provides users the ability to plan efficient routes to transport people from point to point and make trips only when there is passenger demand. By reducing the trips without any passengers DPMT has the potential to reduce the total Vehicle Miles Traveled (VMT) and make each mile traveled more efficient.

**Roadway Congestion** | East County residents experience significant congestion on local roads and the SR 4 freeway, especially during AM and PM peak weekday hours. Introduction of ATN like DPMT brings the potential to carry a significant number of people during peak hours thereby increasing the overall transportation capacity. Increased capacity reduces the burden of excess demand on congested road networks.

**Safety Benefits |** The system operates on a dedicated guideway and does not mix with other roadway users (vehicles, trucks, bicycles, and pedestrians) on city streets, decreasing the chances for vehicular or pedestrian conflicts.

**Cost Benefits |** The cost benefit potential of DPMT is multi-fold. Cost savings can be realized in construction with narrower and smaller infrastructure needs when compared to transit modes of similar capacity, lower operating costs resulting from automation, fuel cost reductions, and cost savings associated with increased safety.

# Technology Evaluation

DPMT can be defined as a truly disruptive innovation, with the ability to change how East County residents' commute. The system involves permanent infrastructure that would become part of East County's transportation network. This section identifies various criteria to determine the feasibility of DPMT by assessing technology and implementation. Project delivery methods and financing options are discussed in the next section.

## TECHNOLOGY READINESS

Transportation options such as BART, buses and automobiles are mature industries. Technology Readiness Levels (TRL) is a federal measurement system used to assess the maturity of a particular technology. Each technology is evaluated against the parameters for each technology level and is then assigned a TRL rating based on the project's progress. For the transportation industry there are nine technology readiness levels. TRL 1 is the lowest and TRL 9 is the highest. Currently, all aspects of the Glydways system have achieved TRL 3 while significant portions of both the hardware (vehicle, autonomy stack) and the software (vehicle and zone agents) have achieved TRL 4. TRL of specific components are included in Table 2. TRL 4 represents that the components are valid in a laboratory environment. The technology readiness of Glydways is considered emerging as the prototype needs to be demonstrated and proven in an operational environment to reach TRL 9. Technology with TRL 7 will provide a minimum viable product.

Glydways is in the process of building an outdoor full-scale Proof of Concept (PoC) at the GoMentum station. The DPMT prototype system is a half-mile long segment with all the components of a Glydways system: trunk, elevated and grade sections, garage, two boarding zones, form factor accurate vehicles and associated TMS, BMS, and FMS. Phase 1 will be completed by summer 2021.

## EVALUATION CRITERIA

- ▶ Technology readiness
- ▶ Passenger convenience
- ▶ Scalability
- ▶ ADA compliant
- ▶ Environmental sustainability
- ▶ Ridership
- ▶ Costs
- ▶ Risks



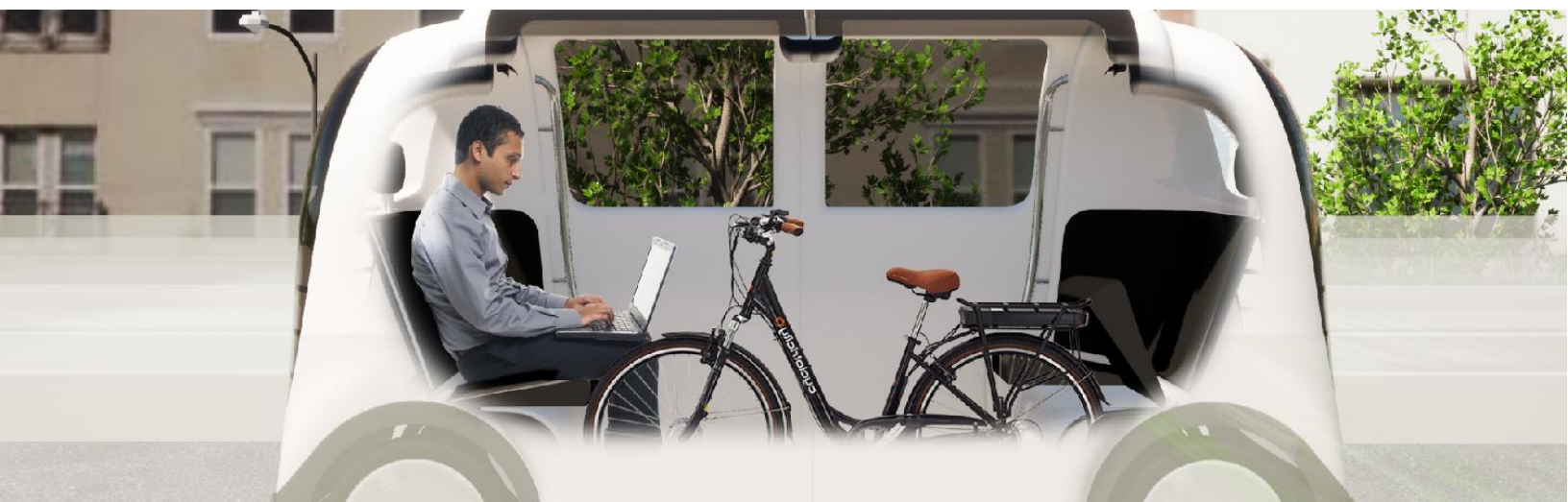
**Table 2: Glydways Technology Readiness**

| System         | Sub System            | TRL | Demonstrated Capability                                                              |
|----------------|-----------------------|-----|--------------------------------------------------------------------------------------|
| Infrastructure | All                   | 3   | Structural components have been designed using industry accepted practices.          |
| Vehicle        | Powertrain            | 3   | Concept based on off-the-shelf hardware with known performance.                      |
|                | Top Hat               | 4   | Concept form factor validated with full-scale prototype model.                       |
|                | Autonomy              | 4   | Both software and hardware stack concept validated using 1/5 scaled vehicles.        |
| Software       | Vehicle               | 4   | Both tracking and autonomy modules have been demonstrated using 1/5 scaled vehicles. |
|                | Track & Boarding Zone | 4   | Track and Boarding Zone modules have been demonstrated using 1/10 scale systems.     |
|                | System-Level          | 3   | Overall system functionality modeled, and performance validated using simulation.    |

## PASSENGER CONVENIENCE

Most public transit service in East County operates on a fixed route and fixed schedule. Tri Delta Transit operates Tri MyRide, an on-demand micro transit service, with limited weekday hours. Wait time for transit depends on the transit schedule, stop delays, and delays associated with traffic and unforeseen conditions. These delays add to the total trip time. Rail transit has fewer stops than bus transit but there is rarely a non-stop trip when using any of these transit options. Traveling in a personal vehicle usually quicker than transit as transit riders typically experience unnecessary delays associated with wait time and stop frequency. However, traffic congestion, while experienced by both cars and transit, is especially stressful on vehicle drivers as the time spent in traffic requires mental focus that can be used for relaxing or other purposes while commuting on public transit or traveling via another shared mode of transportation.

DPMT can provide a 24/7 on-demand service depending on the ridership demand and economics of the solution. Vehicles are expected to be available in less than a minute from when a user requests it. The minimum time from when a vehicle arrives at a boarding zone to when it leaves is roughly 30 seconds,



with the average time expected to be around 50 seconds, comfortably enabling a boarding zone throughput of 70 events per hour per spot. Glydways operates on a dedicated right of way and can control vehicles and the infrastructure environment. This aids in an increased level of service reliability. Passengers will have the ability to use a phone app or a boarding zone kiosk to request a ride. Transit fare cards like Clipper card are redeemable at the boarding zone kiosk or through the Glydways phone app. These on demand vehicles and seamless ticketing services will provide a convenient and personalized routing experience for the users.

## SCALABILITY

Glydways control envelope is disaggregated into vehicle, localized control, and overall fleet balancing. Each control component has been designed to be a discrete element without relying on the larger system to function safely. Because of this, a Glydways system can be built incrementally, boarding zone by boarding zone and commissioned by guideway extension individually, if needed, with unprecedented levels of customization. Similar to other network services, as the network expands, infrastructure is built to support it. These are separated into three aspects: Garage, Boarding Zones and Central Control. Flexibility and incremental expansion is a hallmark of a Glydways system. Ultimately, future expandability is constrained by existing peak trunkline capacity, ~10,000 ppl/hr. for a single lane. Trunkline capacity can always be increased by adding parallel/stacked lanes.

## SAFETY

Bus transit and automobiles deal with crossing traffic that can increase the potential for accidents. The dedicated DPMT offers right of way with no crossing traffic, reducing potential conflicts.

Regulatory compliance, codes, and safety certifications are well defined for transit systems and cars. As no system such as Glydways has been certified in California, new standards will be established for the operation and construction of the system by the California Public Utilities Commission (CPUC). For vehicles, Glydways uses design and operations standards set forth in ANSI/ASCE/T&DI 21-13 as a guideline, which establishes the minimum requirements necessary to achieve an acceptable level of safety and performance for an automated people mover (APM) system.

Glydways will certify the system under the CPUC through the process of submission of a Safety Certification Plan (SCP) for the system deployed. The purpose of the SCP is to document the procedures, responsibilities, and processes for the certification and safe ongoing operation of the Glydways system. It provides a context for verifying that the appropriate safety and security-related activities are documented and performed in support of each Certificate of Conformance (CoC) issued. The SCP will document the design, manufacture, and commissioning of the Glydways system and ensure compliance with the SCP. The certification process will consist of five steps:

1. Create a list of certifiable factors
2. Define the conformance checklists and items to be tracked
3. Verify compliance with the requirements
4. Audit the compliance with requirements
5. Document the review and approval process

## AMERICAN WITH DISABILITIES (ADA) REQUIREMENTS

Transit systems must comply with ADA requirements. BART stations require ADA ramps, fixed-route buses require lifts and service must be augmented with ADA paratransit accessible buses. The Glydways system has been designed and reviewed for conformance to ADA standards for public vehicles and facilities (boarding zones) listed below. In summary, Glydways system provides all the ADA features expected in public transit systems.

- ▶ **Overview of Requirements**
  - Rider information
  - Barrier-free movement
  - Seamless boarding transition
  - Service animals
- ▶ **Architectural Requirements:** As a fixed-route transportation system operating along a prescribed route, Glydways will provide:
  - Announcements at stops
  - Vehicle destination information
  - Lifts and ramps
  - Lighting and Tactile Surfaces
  - Turning room, hand-rails, and pull cords
- ▶ **Unique Glydways Accessibility Features**
  - Level, stable roll-in boarding
  - Fencing and tactile floor strips

## ENVIRONMENTAL SUSTAINABILITY

Transit is generally considered more environment friendly than cars. However, the efficiency per passenger goes down if transit is running with few or no passengers. Glydways is designed to meet the environmental sustainability challenge of the next century. The low-profile nature of the infrastructure allows for faster and cheaper deployment without sacrificing capacity and system resiliency. There are ample opportunities within the Glydways clean-technology system to incorporate additional sustainability measures to save on costs, energy, and space. The disaggregated model translates to direct implications on the impact and carbon footprint of the system.

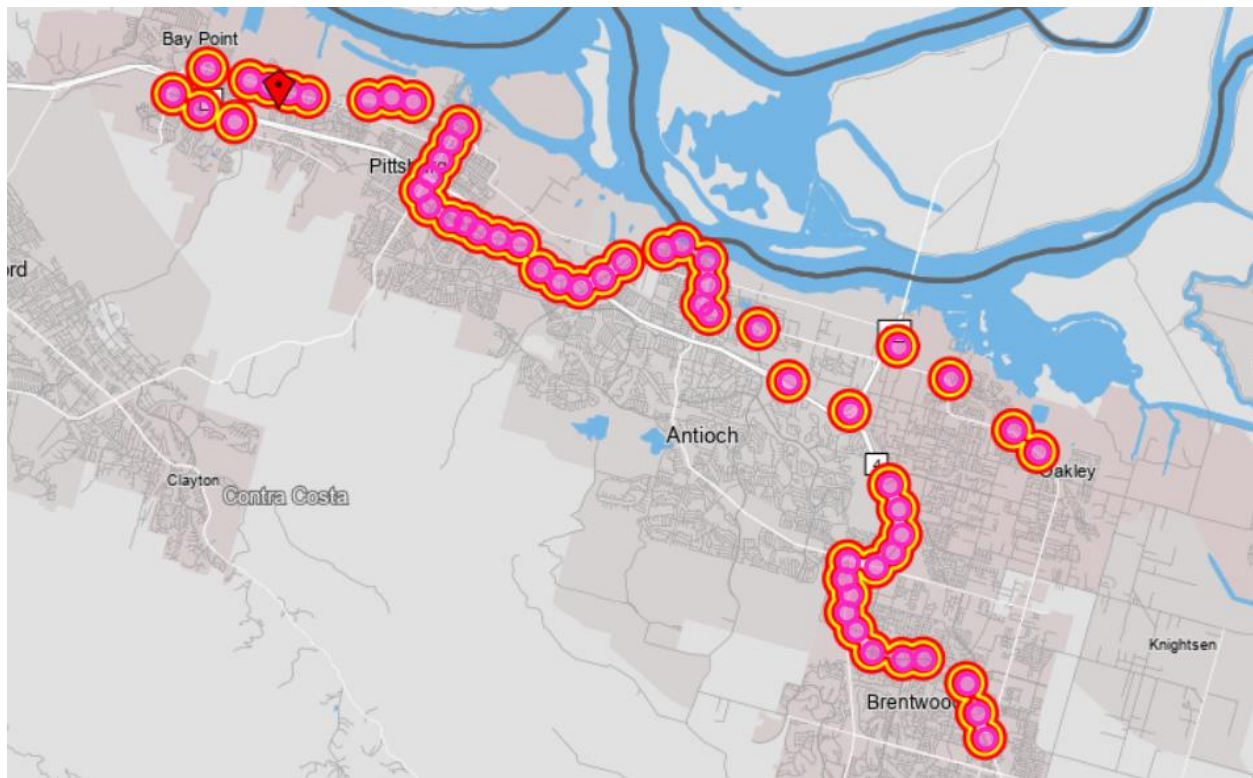
- ▶ **Streamlined Infrastructure** | Glydways can maintain a low visual and audible cross section through its low speed, and four-foot-wide vehicles. The width of the guideway at 24' to 30' feet for a two-way segment is narrower than a trackway of a typical light rail transit. This leaves more room for community essentials such as natural habitat and public space.
- ▶ **Limiting Emissions** | Carbon impact is in direct proportion to the energy required to move a single person. Carbon mitigations can be manifested through reduced VMT by automobile.
- ▶ **Carbon Efficiency** | Based on Glydways calculations, Glydways generates less carbon per mile than Urban rail, Bus Rapid Transit, and electric/gas/hybrid cars.
- ▶ **Technological Flexibility** | A Glydways system can leverage renewable resources through its use of electric vehicles, off-peak charging, and integrated solar options.



## RIDERSHIP DEMAND

Before COVID-19, the average annual ridership of Tri Delta Transit was approximately 2.7 million and the average annual ridership of BART in East County was 2.2 million which represents the transit mode share in East County. In comparison, the annual traffic on SR 4 alone was 52 million vehicles/year, which represents the bulk of car mode share in East County. As part of the feasibility study, AMG conducted analysis to estimate potential ridership demand of DPMT.

The route alignment and boarding zones of proposed DPMT was overlaid on a census map (Figure 12) to determine population within 0.25-mile walking distance of boarding zones. Populations further than 0.25 miles from a boarding zone were not considered in the ridership demand forecasting as they may require another mode of transportation to reach the boarding zone. The census data included mode share split of workers' commuting trips. The Longitudinal Employer-Household Dynamics (LEHD) for the year 2018 within the census data was looked at to determine the number of workers who work in the selected area and live outside, the number of workers who live in the selected area and work outside, and the number of workers who work and live in the selected area. This data was used as a base to determine the number of potential work trips and home-based work trips that DPMT can capture.

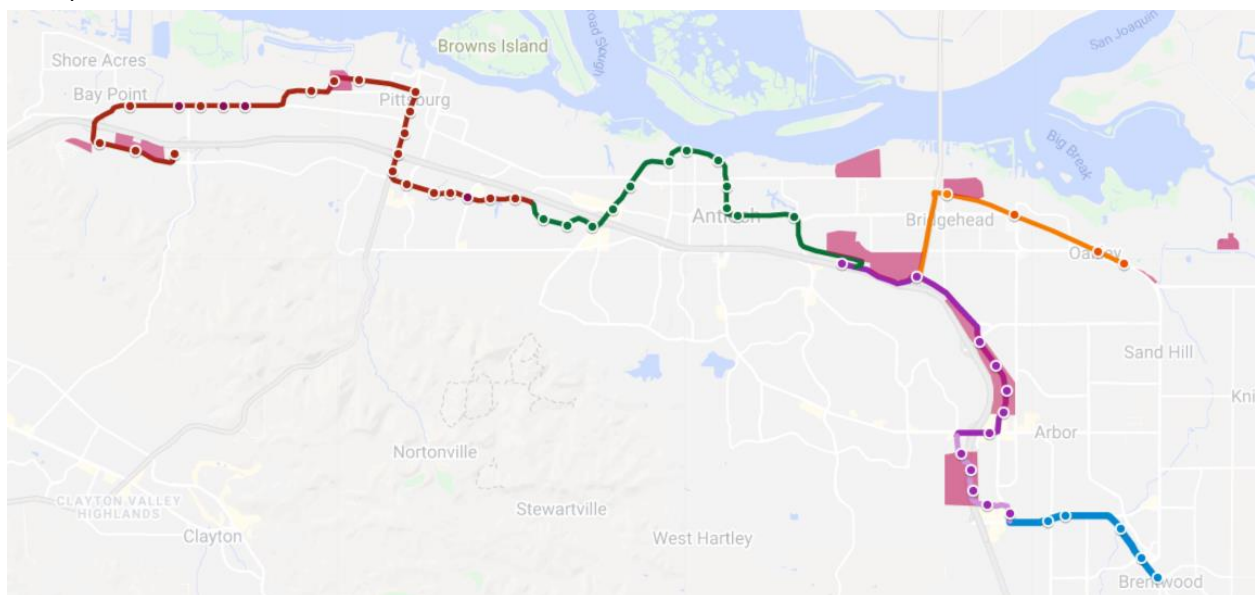


**Figure 12: Proposed Glydways Boarding Zones within 0.25-mile buffer**

The transit passenger profile based on MTC's 2019 Tri Delta Transit On-Board Survey indicates that nearly 60% of Tri Delta Transit trips are home/work related and 40% include social, recreational, shopping, school/college based, medical and other trips. The 2019 average daily ridership of Tri Delta Transit fixed routes indicate that weekend ridership is approximately 30% of weekday ridership. The census data and the current transit passenger profile were used to estimate the total number of annual

person trips for the analysis year 2021. Annual growth in number of workers, mode splits, and ridership patterns were considered to be fixed from 2018 to 2021. Although there were changes in commuting patterns due to COVID-19, these changes were considered temporary and the base conditions for the analysis were pre COVID-19 conditions.

It is assumed that the DPMT system will be in operation for 30 years starting in the year 2030. Ridership growth projections are based on 0.5% annual growth from 2021 to 2060 plus trip growth from planned projects (developments expected in the study area, which was determined based on the discussions with project stakeholders) from 2030 to 2060 with full development by the year 2060. Figure 13 shows the future planned development locations considered in the growth projections. Linear growth was assumed between 2021 to the end of 2060 to determine the opening year 2030 estimated annual person trips. The potential additional growth in the area resulting from the introduction of innovative transportation solutions like DPMT was not considered.



**Figure 14: Future Planned Developments in East County – with DPMT overlay**

The current mode choices available for commuters in East County are public transit, car (drive alone and carpool), bike, walk and ride-hailing options. Introduction of the proposed system will add DPMT to the available mode choices for commuting in the area. The shift from current modes to the DPMT mode was estimated using the logit model (Rongfang Liu, 1997) to determine mode share shift based on the travel costs and travel time. These factors are comprised of the in-vehicle travel time, out-of-vehicle walking, waiting times, and the anticipated travel costs.

1. **Mode Shift from Public Transit |** The proposed alignment of the DPMT system is designed to connect the existing multimodal stations and high activity centers that could use additional public transit services and future developments. Though in practice, DPMT will serve some of the trips included in current public transit mode share, these trips are considered complementary to the existing public transit and were not included in the estimated ridership for DPMT.
2. **Mode Shift from Walk and Bike |** Commuters walk or bike to workplaces, schools, and other activities when it is practical based on trip distance, weather, and route safety. Some

commuters choose these modes of transportation for health and environmental benefits. It is assumed that this will continue after the addition of DPMT as another choice for commute and these trips were not included in the estimated ridership for DPMT.

3. **Mode Shift from Ride-hailing Options** | In practice, there might be a shift from ride-hailing options to DPMT with increased convenience and safety when factored with a comparable or better fare structure. However, the percent of commuters currently using this mode as their primary commute choice is low and is not included in the DPMT estimated ridership.
4. **Mode Shift from Car** | Mode shift from car to DPMT was calculated using logit model using travel costs, waiting time, and travel time. The actual in-vehicle travel time and zero wait time was considered for car trips that drive alone. Waiting time was added to the carpool trips to account for the time waiting for the ride to arrive. Travel speeds of 31 mph, one minute wait time and five-minute walk time were used for the DPMT system consistent with the simulations performed by Glydways and other ATN studies. Usually, the perceived monetary costs are less than the actual costs for automobile trips as costs of ownership, insurance and automobile maintenance are often not considered by riders. There might be parking, and toll costs involved at the destination for trips using cars. There will be a fare structure to use the DPMT system and some of these trips might include parking fees at the origin. With all of these perceived monetary costs considered and with the fare structure of the DPMT system unknown, the monetary costs to use both modes is considered to be the same.

Based on the methodology and assumption mentioned above, the estimated 2030 annual DPMT trips capturing commuters within 0.25-mile distance of the boarding zones are around 13 million. Using conservative numbers for non-work trips (20% of work trips) and better travel speeds for cars because of reductions in car traffic due to DPMT ridership, the estimated 2030 annual Glydways DPMT estimated trips are around 8.8 million. The estimated trips were further reduced by 20% to estimate the low end of the ridership capture potential. Table 3 includes the low-end ridership demand estimates for the year 2030.

**Table 3: Estimated DPMT Ridership -2030**

| DPMT Segment         | Total Segment Length | Estimated Annual Ridership | Estimated Average Daily Ridership - Weekday | Estimated Average Daily Ridership - Weekend |
|----------------------|----------------------|----------------------------|---------------------------------------------|---------------------------------------------|
| Pittsburg            | 9.6 miles            | 2,956,352                  | 10,796                                      | 1,848                                       |
| Antioch              | 6.3 miles            | 2,069,235                  | 7,609                                       | 1,173                                       |
| Oakley and Brentwood | 12.8 miles           | 2,051,713                  | 7,577                                       | 1,088                                       |
| <b>Total</b>         | <b>28.7 miles</b>    | <b>7,077,300</b>           | <b>33,559</b>                               | <b>5,196</b>                                |

The ridership estimates for the DPMT are projected trips shifting from current car share to transit share with the addition of DPMT to the transit modes. This kind of shift from private car use is feasible with the provision of convenient, efficient, affordable, and appealing alternatives like DPMT that commuters will choose to take especially on East County roads where congestion is continuously increasing. In

addition to the multi-modal network connectivity that DPMT is geared to achieve, introducing rewards and incentives, public relations campaigns, and smart ticketing will make DPMT more attractive. Promoting and implementing transit-oriented development along the DPMT alignment will achieve a longer-term and larger-scale modal shift.

## COSTS

### Capital Costs

Capital costs of the proposed DPMT alignment were based on the planning level unit costs provided by Glydways for at-grade and elevated segments for a two-way track. Projected planning level costs for the DPMT are shown in [Table 4](#). Right of way costs are not included in the capital costs.

**Table 4: Planning Level DPMT Capital Costs**

| DPMT Segment         | At-Grade Segment Length | Elevated Segment Length | Guideway Cost (in millions) | Garage /Central Control Cost (in millions) | Vehicle/ Batteries Cost (in millions) | Development Costs (in millions) | Total Capital Cost (in millions) |
|----------------------|-------------------------|-------------------------|-----------------------------|--------------------------------------------|---------------------------------------|---------------------------------|----------------------------------|
| Pittsburg            | 2.01 miles              | 7.6 miles               | \$163.4                     | \$6.4                                      | \$8.3                                 | \$17.6                          | \$195.7                          |
| Antioch              | 1.7 miles               | 4.6 miles               | \$101.6                     | \$3.3                                      | \$4.3                                 | \$12.0                          | \$121.2                          |
| Oakley and Brentwood | 7.7 miles               | 5.1 miles               | \$109.3                     | \$5.3                                      | \$7.4                                 | \$12.0                          | \$134.0                          |
| <b>Total</b>         | <b>11.41 miles</b>      | <b>17.3 miles</b>       | <b>\$374.3</b>              | <b>\$15.0</b>                              | <b>\$20.0</b>                         | <b>\$41.6</b>                   | <b>\$450.9</b>                   |

**eBART** | The eBART extension in East County between Pittsburg/Bay Point Station and Antioch is 10 miles long and uses a different type of train called a Diesel Multiple Unit (DMU). The project cost was \$525 million and is considered 60% less expensive than conventional BART. The project was possible with approximately \$1 billion invested in the eBart corridor to widen SR 4. The 2014 eBART Next Segment Study included costs for a possible extension from the Antioch Station to a new station at six alternate locations along SR 4. The estimated construction cost of a 6.9-mile extension of eBART from Antioch Station to Balfour Road in Brentwood in 2012 dollars was \$355 million. With a 4% escalation rate it is approximately \$482.8 million in 2021 dollars. These capital costs include the cost of the trackwork and train control systems, the cost of the stations and parking, the cost of supporting facilities for train storage and maintenance and the cost of the additional vehicles to operate the extended service.

A similar Glydways alignment from Antioch BART Station to Brentwood is estimated to cost around \$89.5 million in 2021 dollars. Order of magnitude costs is presented in [Table 5](#) for comparison.

**Table 5: Order of Magnitude Costs (\$Millions-2021) eBART vs DPMT**

| Commute Mode / Cost Item | Highway Modifications (millions) | Trackwork/Guideway (millions) | Station Facilities and | Maintenance/ Control Facilities (millions) | Vehicles (millions) | Total (millions) |
|--------------------------|----------------------------------|-------------------------------|------------------------|--------------------------------------------|---------------------|------------------|
|--------------------------|----------------------------------|-------------------------------|------------------------|--------------------------------------------|---------------------|------------------|

|               | Parking<br>(millions) |                        |       |        |       |               |
|---------------|-----------------------|------------------------|-------|--------|-------|---------------|
| <b>eBART*</b> | \$143                 | \$118                  | \$87  | \$26   | \$109 | <b>\$483</b>  |
| <b>DPMT</b>   | \$0                   | \$67.5 (@ \$9.93/mile) | \$2.3 | \$12.5 | \$7.2 | <b>\$89.5</b> |

Source: eBART Next Segment Study, BART, 2014. Glydways 2021

**Tri Delta Transit** | On other hand, the annual capital budget of Tri Delta Transit in the Fiscal year 2014-2015 is \$13.6 million. The proposed DPMT system will require an annual budget of around \$19.3 million after fare box revenues.

In comparison, the estimated O&M costs of DPMT are considerably less than eBART and higher than Tri Delta Transit.

## Operations and Maintenance Costs

Typical assumptions used in the O&M cost estimates of the DPMT are:

### ► Vehicles:

- Vehicle lifecycle replacement: 500,000 miles
- Battery lifecycle replacement: 250,000 miles
- Maintenance Labor/parts: \$0.024/passenger mile
- Cleaning/Inspection Labor: \$0.13/passenger mile
- Standard Clean: 1.0 min / vehicle x 3 times a day
- Deep Clean: 5 min / vehicle every 30 rides
- Tire replacement: \$0.003/passenger mile - 60,000 miles
- Energy: \$0.19 kwh wholesale

### ► Infrastructure:

- Structural Maintenance Labor (\$8/ft/year)
- TMS system Labor/parts (\$58.32/ft)
- Emergency Services Labor (24-hour redundant service, 3 shifts 8 hours each): (\$25.6/ft)
- Energy (\$4/ft \$0.19kwh wholesale)
- Landscape Maintenance

### ► Control Center:

- Maintenance: IT replacement - 5% of IT system per year
- Personnel Labor
- Energy: \$1.56/sqft. - \$0.19kwh wholesale
- Administrative Costs
- Other Direct Costs

The estimated planning level O&M costs based on these assumptions are presented in [Table 6](#).

**Table 6: Planning Level DPMT O&M Costs**

| DPMT Segment         | Total Segment Length | Total Annual O&M Cost<br>(in millions) |
|----------------------|----------------------|----------------------------------------|
| Pittsburg            | 9.6 miles            | \$12.0                                 |
| Antioch              | 6.3 miles            | \$7.0                                  |
| Oakley and Brentwood | 12.8 miles           | \$10.0                                 |
| <b>Total</b>         | <b>28.7 miles</b>    | <b>\$29.0</b>                          |

**eBART** | The cost of operating and maintaining the eBART system includes costs of administration, service delivery, and maintenance of vehicles and facilities. The operating and maintenance costs of the eBART extension from Antioch Station to Balfour is estimated as \$8.1 million in 2013 dollars<sup>1</sup>. With 4% escalation cost it is \$10.7 in 2021 dollars. Similar DPMT alignment from Antioch BART Station to Brentwood is estimated to cost around \$3.5 million in 2021 dollars.

**Tri Delta Transit** | The actual operating expenses of Tri Delta Transit are provided for relative comparison of O&M costs. In the year 2019, operating cost/passenger is \$9.80; operating cost/revenue hour is \$117.91, and operating cost/revenue mile is \$9.24 for fixed route transit. Tri Delta Transit total maintenance costs are approximately 20% of the operating costs. In comparison, the estimated operations and maintenance cost of DPMT is around \$3.80 per passenger using the estimated planning level O&M costs and 2030 ridership demand.

In summary, the estimated O&M costs of DPMT is less than eBART and Tri Delta Transit.

## **COST BENEFIT + RETURN ON INVESTMENT**

### **Fare Policies**

The transit provider in East County, Tri Delta Transit, offers a fare structure for single rides on both local and express buses, transfer from BART, day passes, monthly passes, regional trips, and discounted fares for seniors and persons with disabilities. The fare for single local route with no transfer is \$2.00. Tri Delta Transit is a partner in the Clipper card fare payment system and accepts fare payment by cash and Clipper card.

As part of Plan Bay Area, the Metropolitan Transportation Commission (MTC) projected that an integrated fare structure consisting of “a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips” would be revenue-neutral over the long term due to “incentivized growth in transit trips.” MTC began efforts in early 2020 on a comprehensive study to identify steps to integrate fare structure and policies of the Bay Area’s transit agencies. The study, which is scheduled to be completed in summer 2021, will help design fare policies that make transit across the Bay Area easier to use and incentivize ridership.

<sup>1</sup> eBART Next Segment Study, BART, 2014

[https://www.bart.gov/sites/default/files/docs/eBART%20Next%20Segment%20Final\\_013015\\_2.pdf](https://www.bart.gov/sites/default/files/docs/eBART%20Next%20Segment%20Final_013015_2.pdf)



If DPMT system is led by an existing transit operator, such as the ECCTA Joint Powers Authority (JPA), or a new JPA agreement formed by an existing transit operator and Glydways, the fare policies and fare media must fit within the regional integrated fare structure.

DPMT offers two services: single ride, or a shared ride in Glydways vehicle. Average price of \$2.20 per single ride is used for calculating return on investment for DPMT.

## Fare Box Revenue

With the assumption that the Glydways opening year is 2030 and the system is in operation for 30 years the farebox revenue is calculated with average annual ridership numbers for the year 2045. Using the average price of \$2.20 per single ride, Table 7 shows net costs over 30 years. As indicated by the table, farebox revenue is lower than total costs when the average price per single ride is \$2.20. The estimated average price per single ride needs to be more than \$5.80 to realize return on investment. Using the numbers shown the farebox recovery ratio of DPMT is estimated to be around 58%. This means that the potential portion of DPMT's operating expenses paid by passenger fares alone is around 58%.

**Table 7: DPMT Estimated Farebox Revenue**

| DPMT Segment         | Capital Costs (in millions) | O&M costs in 30 years (in millions) | Farebox Revenue in 30 years (in millions) | Net Cost over 30 years (in millions) | Subsidy per ride (in dollars) |
|----------------------|-----------------------------|-------------------------------------|-------------------------------------------|--------------------------------------|-------------------------------|
| Pittsburg            | \$195.7                     | \$360.0                             | \$209.1                                   | \$346.6                              | \$3.65                        |
| Antioch              | \$121.2                     | \$210.0                             | \$146.4                                   | \$184.8                              | \$2.78                        |
| Oakley and Brentwood | \$134.0                     | \$300.0                             | \$145.1                                   | \$288.9                              | \$4.38                        |
| <b>Total/Average</b> | <b>\$450.9</b>              | <b>\$870.0</b>                      | <b>\$500.6</b>                            | <b>\$820.3</b>                       | <b>\$3.60</b>                 |

**BART** | Pre-pandemic, BART's farebox recovery ratio was 60% indicating a significant portion of the operating expenses are paid by fares. BART fare for rides between East County stations is similar to Tri Delta Transit's bus fare, and fare used to estimate farebox revenues for DPMT. The estimated farebox recovery ratio for DPMT is slightly lower than the farebox recovery ratio of BART.

**Tri Delta Transit** | The farebox recovery ratio of Tri Delta Transit was 25% (pre-COVID). The estimated farebox recovery ratio for DPMT is considerably higher than Tri Delta Transit.

In comparison, farebox recovery ratio of DPMT is projected to be better than fixed route bus transit and slightly less than BART in East County. It is also projected that the Tri Delta Transit's farebox recovery ratio will improve considerably after implementation of DPMT.

## BARRIERS/ISSUES FOR IMPLEMENTATION

Barriers for bus transit and rail transit implementation often include insufficient funding and environmental constraints for construction. On the other hand, there are potential additional barriers/issues that could turn into obstacles that prevent or challenge the implementation of DPMT in East County. These are grouped into two categories for further investigation:

1. Technical Issues
2. Institutional and Societal Issues

### Technical Issues

- ▶ **Technology** | As is the case with any new technology, DPMT technology might be perceived to be less mature and risky compared with traditional mass transit modes.
- ▶ **Complexity of Large Network** | The larger the network is, the more complex the trip scheduling and empty vehicle management will be. The complexity increases with the number of stations. The trunk line capacity must be planned and designed with ultimate system configuration and future growth in perspective even though in practice the system might be built in segments and further expanded in future. DPMT is extremely scalable and flexible in incremental implementation.

### Institutional and Societal Issues

- ▶ **Aesthetics** | The aesthetic and environmental concerns related to guideway and stations can often be controversial. The planning process should involve public input and trained professionals to incorporate appropriate design elements, amenities, art, and landscaping to mitigate the concerns. Elevated structures of DPMT are much smaller than typical heavy rail transit like BART system.
- ▶ **Revenues** | With the DPMT system designed and built to link and complement existing transit, business models are not well defined for financial planning and revenue sharing. Micro transit systems like DPMT need to be included in the transit options mix when regional entities like MTC are planning a vision for integrated fares for all the Bay Area transit agencies.
- ▶ **Public Perception and Acceptance** | DPMT could be perceived as costly and trip planning not easily understandable. With effective public outreach and a competitive fare structure with similar discounts as the other transit modes for qualified users based on income, age, and disabilities, public acceptance of DPMT can be increased. Provision of wi-fi on Glydways cars can help users with limited or no data connection with their transit route planning.
- ▶ **Funding** | Constrained funding can prevent transportation and transit agencies from investing in DPMT, even if the system has potential for significant operating, economic, environmental, and safety benefits. Federal and State support and public-private partnerships have to be planned to secure funding needed for DPMT implementation.
- ▶ **Vehicle Procurement** | Buy America requires certain a percentage of transit vehicle components be sourced from American manufacturers. FTA policies will need to be assessed for potential regulatory barriers, including those regarding funding eligibility and technology procurement requirements. Glydways vehicles uses standard parts and technology currently available and built in the U.S.



- ▶ **Right of Way for Garages** | For the implementation of a demand-based ATN system, DPMT will require places to stage vehicles throughout the service area when compared to the current fixed-route service. The vehicles need to be on stand-by near high demand areas when they are not in use, requiring multiple garages throughout the service area. Local governments and communities need to be engaged to identify and plan locations for DPMT garages.
- ▶ **Workforce** | FTA requires transit agencies to protect certain worker rights in exchange for receiving federal funding. These regulations need to be assessed and monitored for funding eligibility as DPMT will operate with minimal workforce. A much larger labor workforce will be required during the guideway construction.

## RISK MANAGEMENT

In general, the issues for DPMT implementation that are presented in the previous section, are foreseeable and manageable. However, there are many unpredictable risks that cannot be foreseen. These risks are present in any mode of transportation and the risk mitigation strategies in well-established bus and rail transit are also applicable. Specific risks related to DPMT and proposed strategies to mitigate those risks are included in Table 8. The risk mitigation strategies in place for DPMT are acceptable.

**Table 8: Risk Management Summary**

| ID | Risk Category | Identified Risks                               | Glydways Mitigation Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----|---------------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Software      | Coordination between vehicles                  | <ul style="list-style-type: none"> <li>- Issues are addressed at software design level.</li> <li>- Software testing at the 1/10 scale is proof of concept in a variety of loading and testing scenarios.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                               |
| 2  | Vehicle       | Drivetrain failure                             | <ul style="list-style-type: none"> <li>- Run diagnostics of Glydways vehicle agents on the various critical components and develop appropriate responses as needed. <ul style="list-style-type: none"> <li>o Finish a trip if the issue is minor.</li> <li>o Emergency stop in lane for more serious issues.</li> </ul> </li> <li>- Disaggregated nature of the Glydways system allows it to be conservative in the diagnostics. Doing so minimizes the number of severe responses that impact the overall system.</li> <li>- In severe situations Glydways has a redundant lane for trunk operations.</li> </ul> |
| 3  |               | Tire wear/Wheel lifespan                       | <ul style="list-style-type: none"> <li>- Daily inspections and pre-failure replacement reduce tire failure during operations. Glydways is exploring solid tires and air suspension to mitigate flat tire situations. Redundant lane to minimize operation disruptions in these situations.</li> </ul>                                                                                                                                                                                                                                                                                                             |
| 4  | Weather       | Service interruption due to weather conditions | <ul style="list-style-type: none"> <li>- Glydways infrastructure is flexible to accommodate design modifications for severe weather conditions. <ul style="list-style-type: none"> <li>o Replace open railings with solid barriers for high wind events.</li> <li>o Replace open railings with solar or regular roof for rain and snow.</li> </ul> </li> </ul>                                                                                                                                                                                                                                                    |

## EVALUATION CRITERIA MATRIX

The evaluation of Glydways technology in comparison with other transportation modes discussed in the previous sections is summarized in Table 9 and was also presented in the Executive Summary (Table ES2). As seen from the table, DPMT is better than other transportation modes or comparable in all the factors used for evaluation.

**Table 9: Evaluation Criteria Matrix – Summary**

| Attribute                           | Bus Transit | Rail Transit | Private Car | Glydways DPMT |
|-------------------------------------|-------------|--------------|-------------|---------------|
| Technology Level                    | ★           | ★            | ★           | 1             |
| On-Demand 24/7                      | ×           | ×            | ★           | ★             |
| Total Trip Time                     | ×           | ×            | ?           | ★             |
| Non-Stop Travel                     | ×           | ×            | ★           | ★             |
| Scalability                         | +           | ×            | —           | ★             |
| Safety                              | +           | +            | ×           | ★             |
| ADA Compliant                       | +           | +            | —           | +             |
| Infrastructure Capital Costs        | +           | ×            | ×           | ★             |
| Environmental Sustainability        | +           | +            | ×           | ★             |
| Ridership Demand                    | +           | ★            | —           | ★             |
| Operating Costs                     | ×           | +            | ×           | +             |
| Potential Savings in Accident Costs | +           | +            | ×           | ★             |
| Barriers in Implementation          | 2           | 3 2          | —           | 2 3 4         |
| Risk Management                     | +           | +            | —           | +             |


★ Yes/Good
× No/Bad
⊕ Acceptable
⊙ Varies
— N/A

1 Emerging
2 Funding
3 Environmental
4 Additional Technical, institutional and Societal Barriers

# Feasibility of DPMT Deployment Business Case

East County future economy and communities rely on an extensive infrastructure network of highways, commuter rail, transit, waterways, public buildings, energy, and wastewater systems. According to the Bay Area Economic Institute, on the current spending trajectory, California's infrastructure funding gap will reach \$1 trillion by 2050. All indication is that there is a business-as-usual approach to infrastructure delivery, which will fall short of addressing and strengthening the transportation needs in East County. Innovative projects and creative financing strategies are needed to support a vibrant economy, the growing population, and increased demand and congestion on SR 4 - the main commute and freight corridor in the area.

## MODEL DEPLOYMENT



| Delivery Options                              | Feasible ? | Explanation                                                                                                                                                                                                                                   | Potential implications                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traditional Design- Bid-Build (DBB)           | ✗          | <ul style="list-style-type: none"> <li>No private financing component involved</li> <li>Does not meet criteria to pay for performance</li> </ul>                                                                                              | <ul style="list-style-type: none"> <li>Cities are required to raise/or apply for financing on their own and to fund construction costs as and when they occur.</li> <li>Lack of innovation or efficiency in the design and construction aspects.</li> </ul>                                                            |
| Design-Build (DB)                             | ✗          | <ul style="list-style-type: none"> <li>No private financing component involved</li> <li>Does not meet criteria to pay for performance</li> </ul>                                                                                              | <ul style="list-style-type: none"> <li>Cities are required to raise/or apply for financing on their own and pay as costs are incurred.</li> </ul>                                                                                                                                                                      |
| Design-Build-Operate-Maintain (DBOM)          | ✗          | <ul style="list-style-type: none"> <li>Same as above.</li> </ul>                                                                                                                                                                              | <ul style="list-style-type: none"> <li>Same as above.</li> </ul>                                                                                                                                                                                                                                                       |
| Design-Build-Finance (DB(F))                  | ✓          | <ul style="list-style-type: none"> <li>Would allow Cities/ public sector to maintain ownership and retain its operations.</li> <li>Cities pay private sector at substantial completion based on inspection against specifications.</li> </ul> | <ul style="list-style-type: none"> <li>Private sector will be responsible for raising construction financing.</li> <li>Cities will need to obtain funding at substantial completion.</li> <li>City will retain its operation and maintenance services.</li> </ul>                                                      |
| Design-Build-Finance-Operate-Maintain (DBFOM) | ✓          | <ul style="list-style-type: none"> <li>Similar to DB(f), with the exception that the Cities will pay private sector over time.</li> </ul>                                                                                                     | <ul style="list-style-type: none"> <li>Similar to DB(f), with the exception that the Cities will transfer the operation and maintenance aspects of the facility to the private sector.</li> <li>City will need to obtain funding at substantial completion (if substantial completion payment is required).</li> </ul> |
| Design-Build-Own-Operate (DBOO)               | ✗          | <ul style="list-style-type: none"> <li>Similar to DB(f), with the exception that the Cities will pay private sector over time.</li> </ul>                                                                                                     | <ul style="list-style-type: none"> <li>Private sector would assume ownership of the facility.</li> </ul>                                                                                                                                                                                                               |

**Figure 15: Design-Build-Finance vs Design-Build-Finance-Operate-Maintain**

Figure 15 above illustrates a comparison of the various delivery models with the cities'/county deployment needs applied to each. The project team recommends a DBFOM structured P3 strategy to address the proposed East Contra Costa County DPMT system infrastructure and model deployment needs. Although definitions of P3 vary widely, they most commonly refer to long-term performance-based contracts with public-sector entities in which the private sector shares the responsibility and risk

for the DBFOM elements of a public infrastructure project. While we are monitoring all potential public funding sources with a near-term time horizon, there is substantial potential for P3 private financing to deliver value through transit infrastructure investments and DBFOM demonstrates faster implementation, improved cost, and operational performance without major investment by all four East County cities.

**Design-Build-Finance-Operate-Maintain (DBFOM) Option |** Under this option, the final design, construction, and long-term maintenance responsibilities are all integrated with the private sector partner. However, the private sector partner is not fully paid for construction of the asset following completion of construction but is paid in installments over the length of the operating term (typically 15-30 years). Alternatively, the private-sector partner may be partially paid for construction during construction and/or at substantial completion, through milestone payments, with the remaining unpaid portion being repaid in installments over the term of the agreement. After the asset is constructed, the private sector's scope of work includes operation and maintenance. As noted above, the private sector partner will receive at least a portion of its payment via monthly Availability Payments (AP) throughout the length of the operation and maintenance term. The APs include:

- ▶ **A fixed capital repayment component**, which effectively repays the private sector's long-term debt and equity investors for their financing of the construction works; and
- ▶ **An O&M component to compensate the private sector partner for its ongoing operation and maintenance work, and lifecycle replacement costs.** The payment is typically performance-based and is subject to deductions for failing to meet contractually specified performance standards. If deductions are quite severe, they may reduce the capital repayment component as well.

Throughout the term of the project the private sector assumes long-term debt and equity capital risk, which results in enhanced oversight and due diligence from third party private capital investors, both during construction as well as operation. Upon construction completion, the private partner will be responsible for major and minor maintenance (which is secured by the fixed capital payment component), resulting in a more robust and quality asset. Although not a requirement, under this project delivery option, the public sector can maintain ownership of the asset.

## **BENEFITS OF P3 ENVIRONMENT**

**Risk transfer |** Risks can be allocated to the party that is best able to manage them. Private financing helps secure risk transfer to the private sector as the payments from the cities/county will be deferred until substantial construction completion and then made over the life of the asset and linked with operational performance. APs from the cities/county will become at risk to the private partner if the construction and/or operational performance does not meet pre-agreed specifications.

**Time and budget certainty |** P3s provide greater certainty for the cities/county to budget its fiscal plan. The fixed price provided by the private partner to the cities/county means the private partner assumes all price uncertainties over the life of the contract. The private partner has a strong incentive to complete the project within committed timelines because they will not start getting any AP payments

until substantial construction completion. During operation, their AP payments will incur deductions if they do not perform as agreed. The cities'/county's budget is limited to the full AP.

**Innovation** | The cities'/county's requirements will be defined in output terms as part of the project development providing opportunity for innovation. For example, shifting long-term operation and maintenance responsibilities to the private sector creates incentive to ensure construction and operations quality and incorporate innovation to minimize long term costs as the private partner is responsible for those costs many years down the road.

**Bring construction forward** | P3 will enable the cities/county to build the project sooner, saving on cost escalation and to defer the cost of upfront infrastructure investment by spreading the cost over the lifetime of the asset, creating more budgetary room for the cities/county simultaneous capital projects.

**Accountability** | P3 will provide the cities/county with single point of accountability for the asset and its performance over the full construction, operation, and maintenance period, as well as the asset condition at the end of the term. Performance standards will be clearly defined, and cities'/county's payments are linked to the private partner's ability to deliver against these standards.

**Un-deferred maintenance** | P3s facilitate long-term maintenance of infrastructure by transferring maintenance requirements to the private partner, including the full life cycle of the project, reducing the possibility of maintenance deferrals if the cities/county were responsible for such long-term periodic costs.

**Revenue sharing** | The P3 can be incentivized to innovatively increase ridership through revenue sharing resulting in a lower net AP from the cities.

## **PUBLIC FUNDING OPPORTUNITIES**

Identification of potential public funding streams is underway by the project team which include but are not limited to, regional, state, and federal discretionary grant programs to complement potential private financing options.

## **PRIVATE FINANCING**

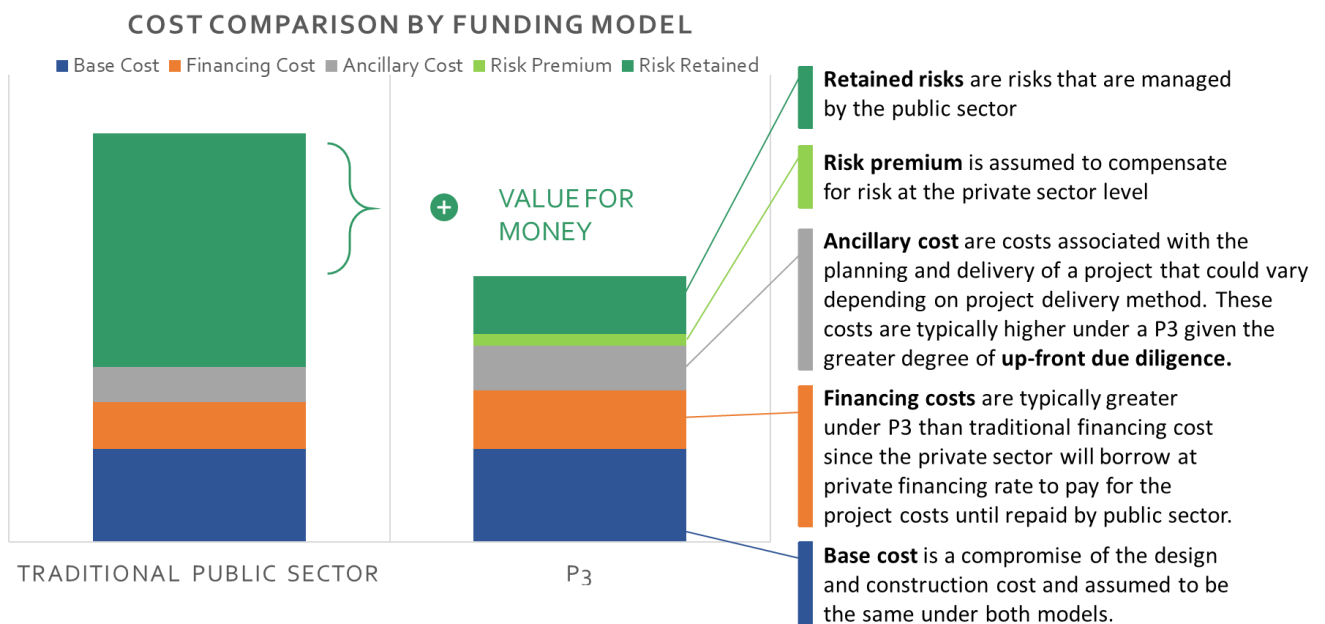
The private sector investment market has nearly unlimited investment capacity for projects that yield attractive risk adjusted returns. Properly developed and structured transportation P3s with APs meet these tests and because the risks are relatively low, the private sector financing costs are commensurately low.

Although private financing often comes with financing rates that are not as low as tax exempt bonds, the benefits of private-sector transportation development, design, construction, operation, and financing often outweigh the lower financing costs available to the public sector.

Private financing of transportation systems:

- ▶ **Provides additional sources of financing**
- ▶ **Reduces upfront costs** of the municipality for development, design, and engineering
- ▶ **Increases speed of project development**, resulting in lower cost and delivering benefits sooner

- ▶ Provides risk transfer to the private sector, maximizing each parties' expertise
- ▶ Leverages third-party revenue and development opportunities
- ▶ Focuses on outcomes and accountability through long-term contracting and partnerships
- ▶ Provides contractual incentives and disincentives to help ensure on time and on budget construction and a high level of operating service and performance
- ▶ Reduces costs and accelerates project delivery by consolidating responsibility for multiple project elements in one private entity
- ▶ Incentives to incorporate innovations upfront to reduce whole life costs (O&M and lifecycle costs) as well as implement improvements during the operating life



There is a long list of successful privately developed and financed transportation projects across the U.S., including light rail, bridges, roads, and others.

Glydways taps into both the approach and experience of successfully developed and financed transportation projects and the power of private investment and incentives to deliver a transportation system for East County that is cost attractive and operationally superior to other alternatives. Importantly, that means the private financing approach implemented by Glydways will be able to develop and deliver the East County transportation network much faster than any publicly funded approach, thus saving costs and delivering the service benefits much sooner.

## REVENUE MODEL

The revenue model for DPMT will be developed in the next phases of the project.

## POTENTIAL RECOMMENDED BUSINESS MODEL

A rapid deployment of a Glydways system represents opportunity for significant positive public impact for East County. Given the future challenges for the region, VMT mitigation, greenhouse gas reduction and equitable and safe connectivity, it is beneficial to focus on reducing the total deployment schedule and eliminating public funding hurdles.

Executing on a project of this magnitude requires overcoming a variety of challenges:

- ▶ **Funding** - Availability, timing, procedures, competition
- ▶ **Rapid deployment** - Ensuring cost and schedule
- ▶ **Technology innovation** - Benefits
- ▶ **Risks** - Procurement, development, financing, design, construction and operational

To address these challenges, P3 mechanisms are suggested to speed project delivery, bring innovation, and reduce risks:

- ▶ **Private financing**
- ▶ **Experienced and incentivized** project management
- ▶ **PDA** for efficient design
- ▶ **DBFOM AP structure** for deployment and ongoing operations

To facilitate execution of the aforementioned P3 mechanisms, Glydways may partner with experienced DBFOM developer and investors who have solid financial backing and have been involved in development of projects with similar complexity:

- ▶ **Plenary Americas** - A recognized infrastructure project development and investment firm is a candidate for the development and funding of the DPMT system.

The DBFOM structure proposed by Glydways for other Bay Area projects is applicable and works well for East County. In this structure, a bespoke entity for project execution would be created:

- ▶ **Special Purpose Vehicle (SPV) or Project Company** - Responsible for the design and construction, operations, and maintenance, as well as financing of the project for a negotiable period, usually a 30-to-50-year term

The process to implement this DBFOM structure would begin by entering into a PDA which sets out respective roles and responsibilities of the cities/county and the private partner in the project development period. The project is developed, led by the private partner but with full involvement of the cities/county through to financial close when project funding is achieved, and construction can begin. The PDA will include phases as the project is developed and where the cities/county will have different levels of involvement at each phase. The cities and SPV would develop a statement of project goals, priorities, challenges, and constraints, as well as a preliminary project development timetable and budget. Together, and along with the project engineers and designers, a reference concept design is advanced to a level that gives contractors an accurate sense of scope and scale, without prescribing final design solutions – in order to maximize potential for innovation. Risks are shared through a balance of private investment in the design and a project design purchase fee structure should the cities

choose to discontinue the effort with the SPV. The amount of the fee would increase the further advanced the project design and development.

Execution of the PDA is necessary for the comprehensive implementation of the proposed project. The key components are the negotiation of a design-build contract with fixed-price, date-certain design and construction solution, a services agreement (that sets forth the required performance of the system, the AP levels and penalties for performance shortfalls), and financing documents. The private development partner, such as Plenary Americas, will run an open book funding competition for the debt financing in order to achieve an efficient capital structure. With the execution of these project agreements, financial close is reached: financing flows, and final design and construction can begin. Adequate testing is conducted toward the end of the construction phase, followed by a soft launch before the operations period fully begins.

Glydways and Plenary Americas are partnering on other DPMT system deployment projects around the Bay Area currently which are in the project development and technology validation phases; including South San Francisco CalTrain – Oyster Pt. commuter and San Jose Airport-Diridon-Stevens Creek Transit Connection.

To facilitate the efficient deployment of Glydways technology the DBFOM project development approach structure leverages both conventional development mechanisms, funding efforts in parallel with technology development at the Glydways Demonstration Facility in Concord, CA. The roles and responsibilities of project stakeholders in the development and deployment of the project are included in [Table 10](#).

**Table 10: Roles and Responsibilities**

| Agency         | Pre -Development                                                                                                                                                                                           | Project Development                                                                                                                         | Project Implementation                                                                                                                                     | Post Implementation                                                                                        |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Glydways Team  | <ul style="list-style-type: none"> <li>- System design</li> <li>- Co-develop business model</li> <li>- SPV formation</li> </ul>                                                                            | <ul style="list-style-type: none"> <li>- Design</li> <li>- System Certification</li> <li>- Assist agencies with securing funding</li> </ul> | <ul style="list-style-type: none"> <li>- Construction</li> <li>- Fleet Acquisition</li> <li>- System Certification</li> <li>- Private financing</li> </ul> | <ul style="list-style-type: none"> <li>- Operations and Maintenance</li> <li>- Own the facility</li> </ul> |
| Cities/ County | <ul style="list-style-type: none"> <li>- Facilitate Glydways as public transit option for residents and stakeholders</li> <li>- Assist with business model development</li> <li>- Implement PDA</li> </ul> | <ul style="list-style-type: none"> <li>- Support public and private funding opportunities</li> <li>- Right of way acquisition</li> </ul>    | <ul style="list-style-type: none"> <li>- Supervise Construction</li> </ul>                                                                                 | <ul style="list-style-type: none"> <li>- Own the facility</li> </ul>                                       |
| CCTA           | <ul style="list-style-type: none"> <li>- Facilitate Glydways as public transit option</li> </ul>                                                                                                           | <ul style="list-style-type: none"> <li>- Pursue and facilitate funding opportunities</li> </ul>                                             | <ul style="list-style-type: none"> <li>- Program Sponsor</li> </ul>                                                                                        | <ul style="list-style-type: none"> <li>- Monitor Operations with KPIs</li> </ul>                           |



# Conclusion

The assessment of various criteria in this feasibility study determines that the DPMT is feasible in East County. A phased, ATN-based DPMT solution will bring micro transit connectivity to East County to provide a faster, smoother, and higher quality mobility experience for its residents. Conceived as a “system of systems,” Glydways delivers high-capacity micro transit, up to 10,000 persons per hour per direction, through a given corridor in a private, safe, and on-demand experience, and in a way that is environmentally sustainable.

Glydways is designed using elevated or at-grade paved pathways and flexible implementation in mind to minimize many of the costs, potential environmental impacts, and scheduling pitfalls of large mass transportation systems. The Glydways system delivers a scalable transit solution by leveraging existing, off-the-shelf technologies and established construction techniques. Additionally, Glydways has proactively identified a path towards a regulatory certification framework. As a mass micro transit solution, Glydways will not only allow East County to meet the transit demand of today, but also prepare a sustainable pathway for future growth along the proposed corridor.

The low unit economics of the system’s construction and operations allows for incrementally scalable implementation, with a shared vehicle mode, as well as the option for a private journey experience that will entice riders to opt out of driving alone or reliance on Transit Network Companies such as Uber and Lyft. This will enable reduction of vehicles on roads and reduce congestion. Furthermore, the low-cost nature of Glydways system allows a sustainable business model from an operational perspective, which unlocks many layers of benefits to East County.

In DPMT implementation, there are additional barriers/issues beyond traditional transit system to overcome but these are foreseeable and manageable. DPMT implementation requires close cooperation from many kinds of local officials and may be best implemented through a carefully negotiated PDA and P3 approach.

To the extent of this feasibility study’s evaluation and analysis, DPMT implementation is feasible in East County and is recommended to decision makers to move forward to include DPMT as a sustainable urban transportation option in East County.

## NEXT STEPS

This feasibility study concludes that the Glydways system is a viable public transit option for East County providing connectivity between the cities and access to regional transit services. To implement the proposed DBFOM structure for deployment of an exclusive right of way DPMT system in East County, the next steps would begin with a PDA which sets out respective roles and responsibilities of the project stakeholders in the project development period. Project stakeholders in East County will have flexibility to choose their level of involvement at each stage.

Execution of the PDA instigates a negotiating period during which project stakeholders are to negotiate and finalize the implementation agreements that are necessary for the comprehensive implementation of the Glydways System. The key components are the negotiation of (a) a design build contract with

fixed-price, date- certain design and construction solution, (b) a services agreement, and (c) project financing documents. With the execution of these implementation agreements, financial close is reached: financing flows, and final design and construction can begin. Adequate testing can be conducted toward the end of the construction phase, followed by a soft launch before the operations period fully begins.

# EAST CONTRA COSTA COUNTY(ECCC) DYNAMIC PERSONAL MICRO TRANSIT (DPMT)

Prepared for the **Antioch City Council** | May 11, 2021



Presented by  
**Habib Shamskhov**, President  
Advanced Mobility Group













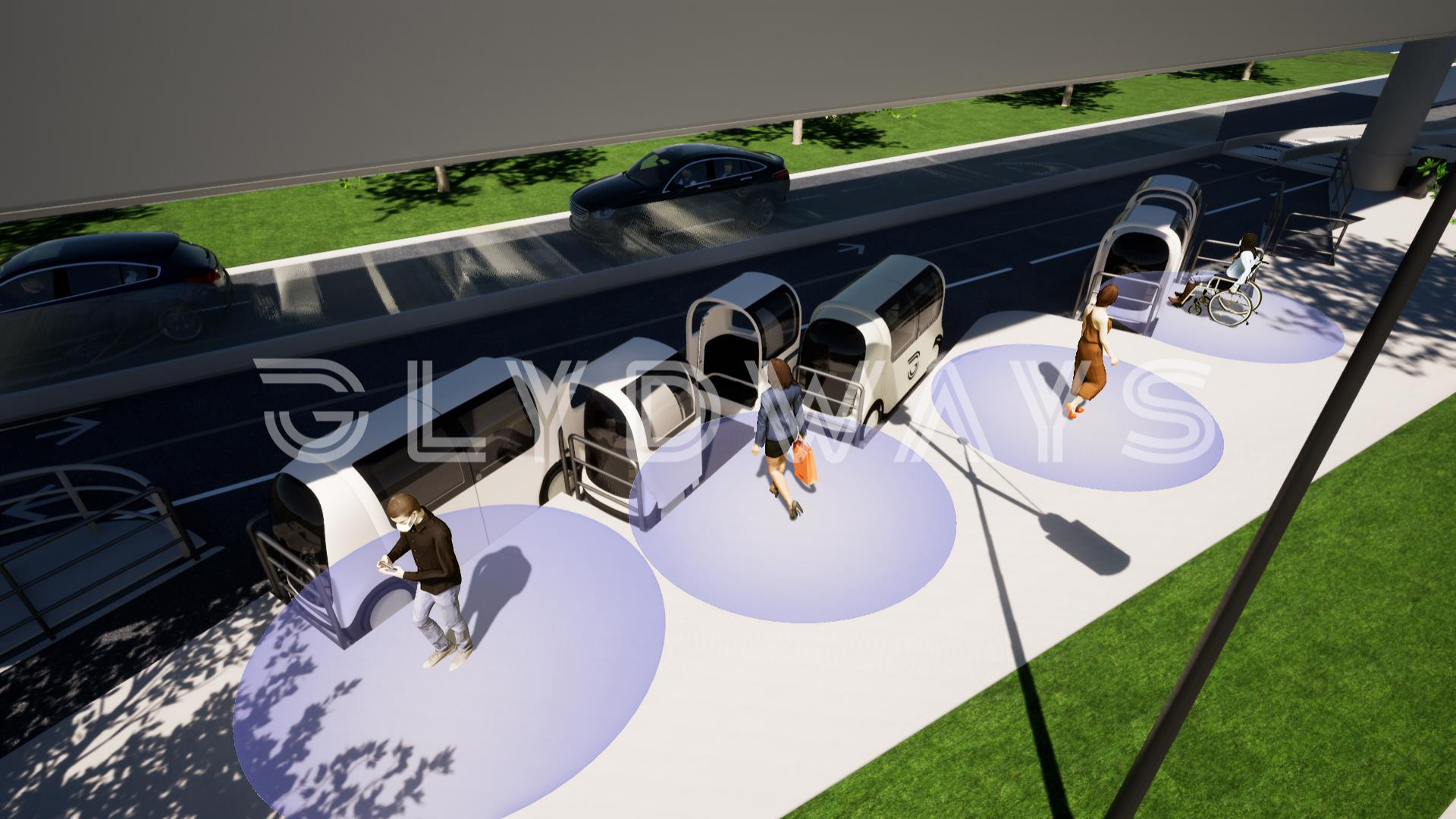














Efficient cleaning & Sanitization

# SAFETY

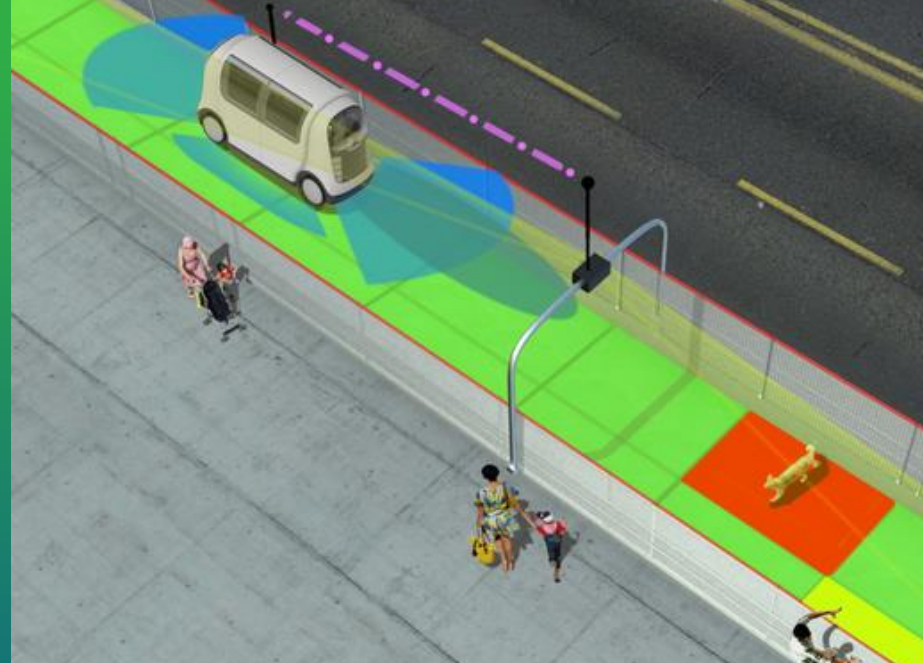
- ✓ **Personalized Travel:**
  - ✓ Your ride
  - ✓ your personal space
  - ✓ on demand and safe
- ✓ **Safe Right of Way:** Closed corridor means we never mix people and vehicles.



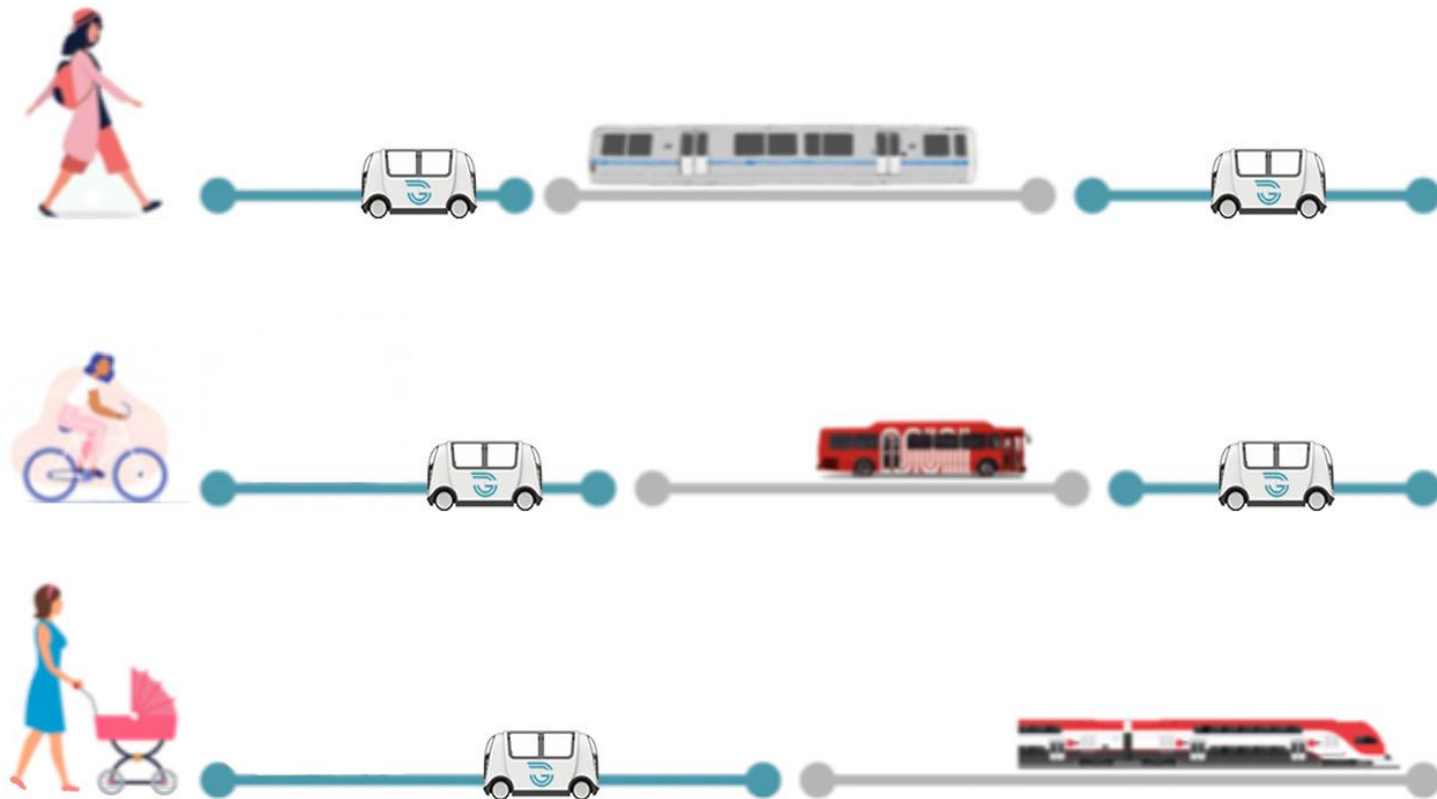


# SAFETY AND SECURITY

- ✓ **Multi-layered Protection and Security:**
  - ✓ Security Barriers
  - ✓ Sensors
  - ✓ SOS buttons
  - ✓ Cameras
  - ✓ Instant emergency response
  - ✓ Vehicles that stop/react in concert
- ✓ Real-time Monitoring inside and outside of the network and intrusion alarm system.

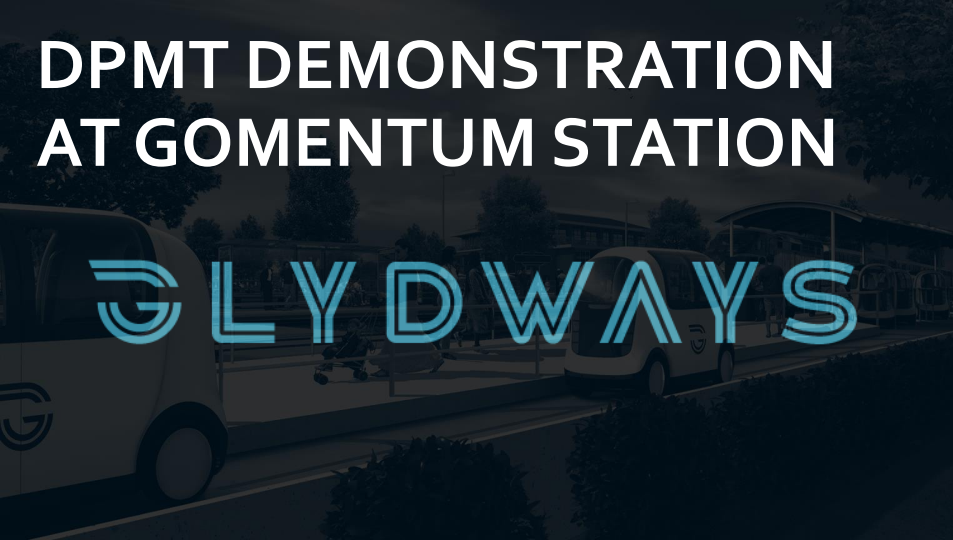


# CONNECTION PROTECTION - A COMPLETE JOURNEY



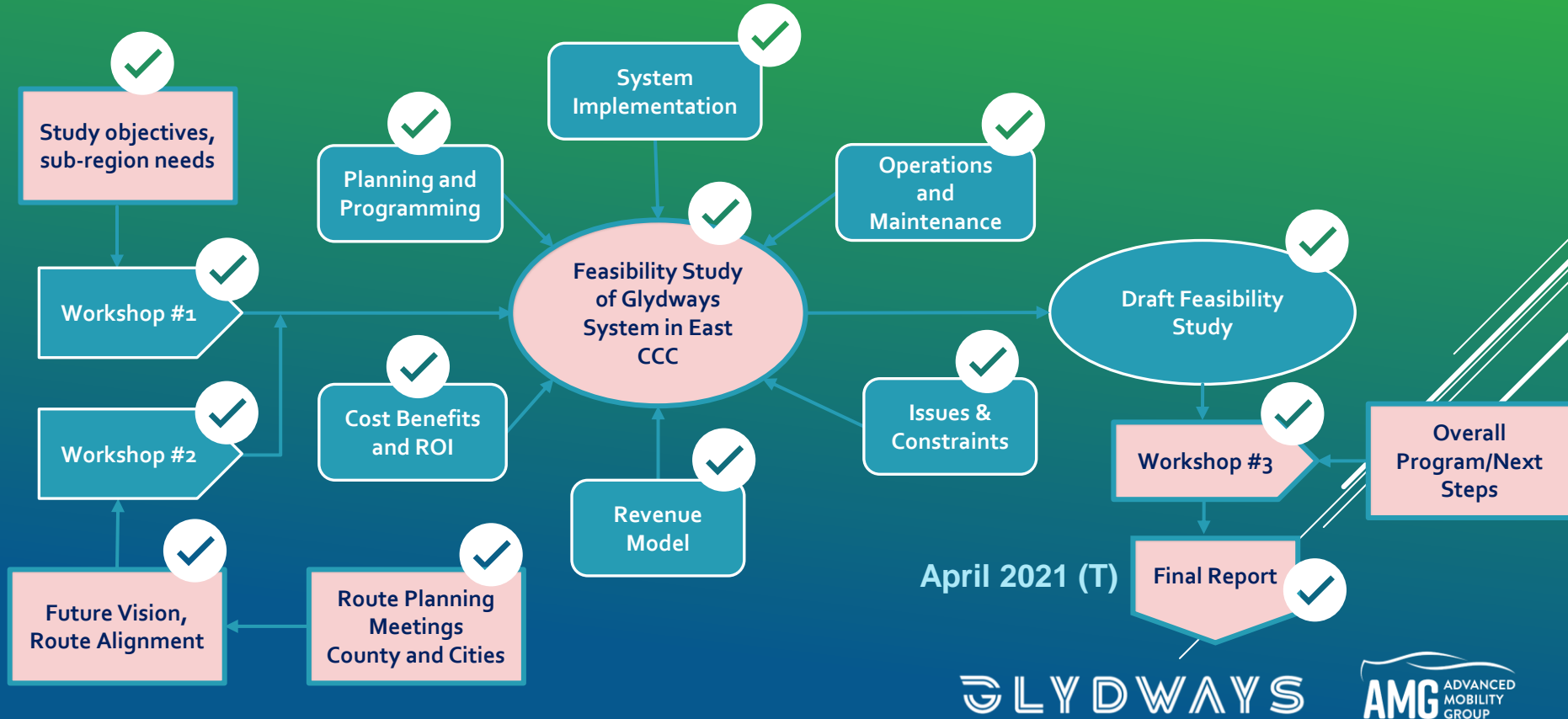
# DPMT DEMONSTRATION AT GOMENTUM STATION

GLYDWAYS





# FEASIBILITY STUDY WORKFLOW



# GOALS AND OBJECTIVES

The background image is a photograph of a transit station, possibly a light rail or tram station, with a green tint. In the foreground, a white bus with a blue 'G' logo is partially visible on the left. In the middle ground, a person is pushing a stroller, and another person is walking. In the background, there are trees, a building, and a few birds flying in the sky. The entire image is overlaid with a blue gradient and several white diagonal lines on the right side.



# GOALS AND OBJECTIVES – EAST COUNTY

- ✓ Provide Transit Accessibility by building a network of Dynamic Personal Micro Transit (DPMT) system at no cost to the Cities.
- ✓ Provide Transit Accessibility to assure “Economic Development” and attract employers.
- ✓ Conduct a Feasibility Study in DBFOM environment to attract potential Public Funding and Private Financing.

# PROPOSED ROUTING PLAN

The background is a stylized illustration of a transit station. It features a platform with a railing, a person pushing a stroller, and another person walking. There are two white transit vehicles, one in the foreground on the left and one further back on the right. The scene is set against a backdrop of trees and a building. The entire image is overlaid with a green-to-blue gradient. On the right side, there are several white diagonal lines of varying lengths.

# ECDC DPMT ROUTING PLAN

## Pittsburg Route

## Antioch Route

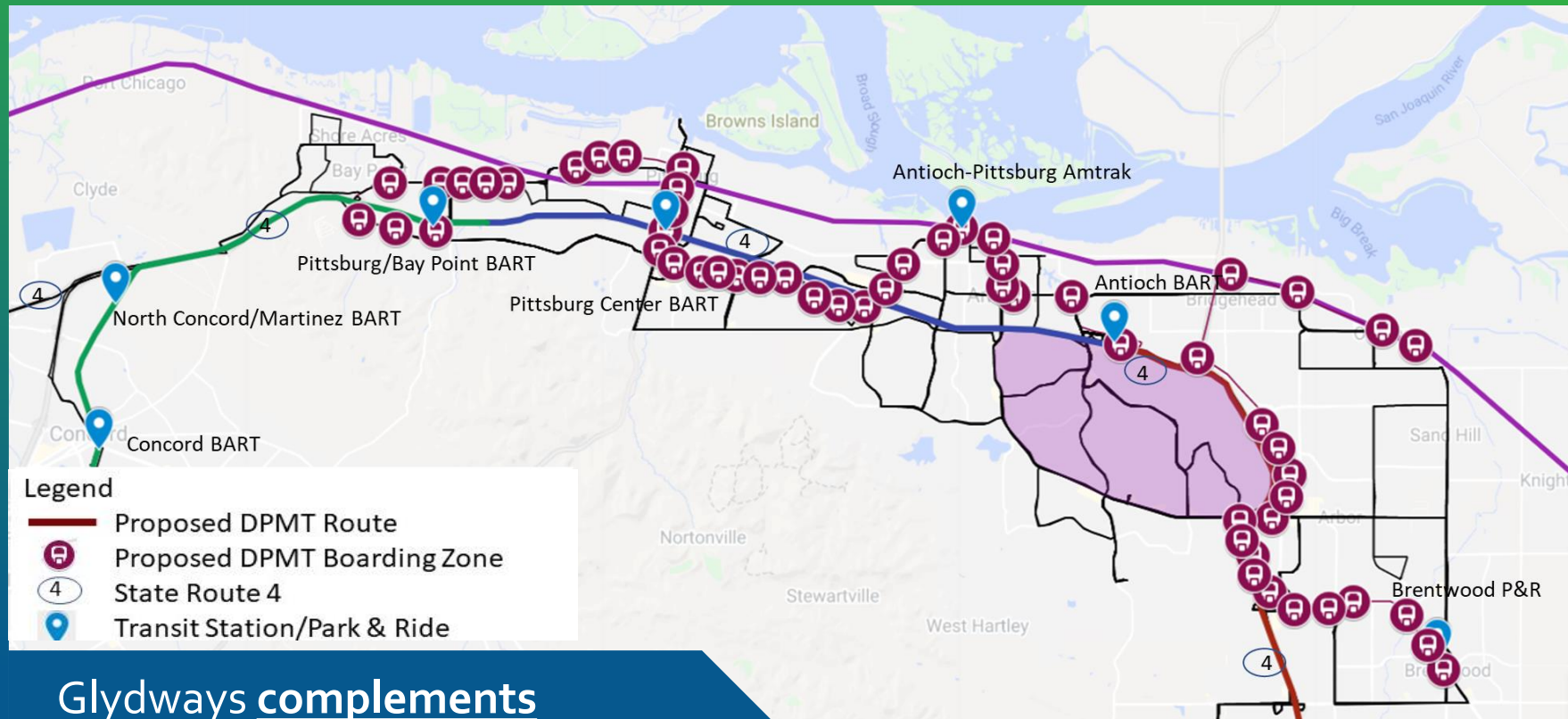
## Oakley Route

## Brentwood Route

### Legend

- Pittsburg-Bay Point BART to Los Medanos College
- Los Medanos College to Antioch BART
- Antioch BART to Future Brentwood Innovation Center
- Future Brentwood Innovation Center to The Streets of Brentwood
- Future Brentwood Innovation Center Loop
- The Streets of Brentwood to Brentwood Park and Ride
- SR-4 to Future Oakley Park and Ride
- Neroly Road to Future Oakley Park and Ride
- Future Oakley Park and Ride to Future Regional Park

# TRANSPORTATION SERVICES WITH DPMT



Glydways complements  
existing transit and other active  
transportation modes



# DEMAND ANALYSIS AND PROJECTED RIDERSHIP

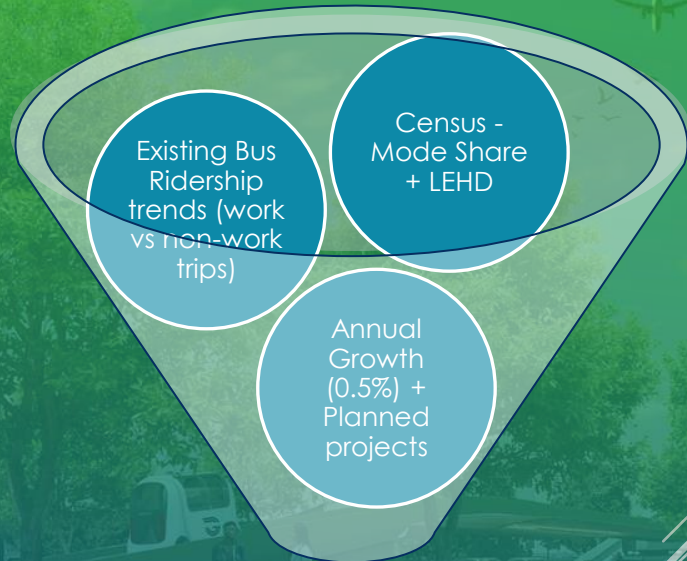
The background image is a blue-tinted photograph of a transit station. In the foreground, a small, white, boxy transit vehicle with a blue 'G' logo is visible. In the background, a transit station platform with a curved roof is shown, with several people walking. The sky is overcast, and there are some birds flying in the distance. The overall scene is a modern, urban transit environment.

# RIDERSHIP DEMAND ESTIMATE

13 M (Potential Demand)

7 M

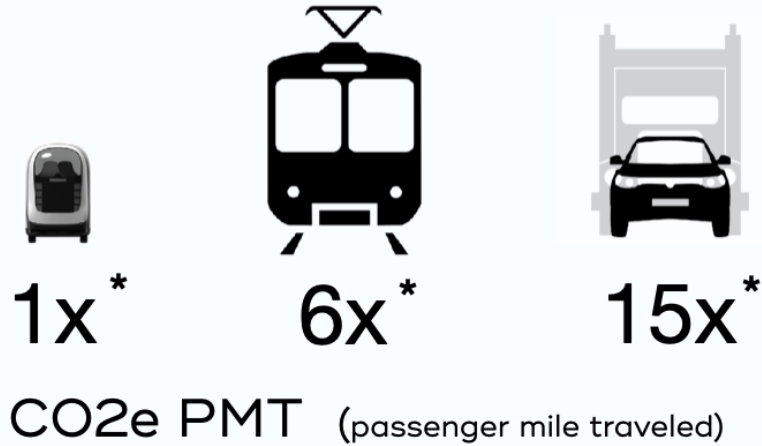
Annual  
Ridership  
Estimate



# RIDERSHIP IN PERSPECTIVE







11

## EMISSIONS REDUCTION\*

- ✓ 15x less emissions than cars/buses
- ✓ 6x less emissions than light rail

\* Carbon Equivalent emissions over a 30-year lifetime analysis with solar infrastructure:  
gCo2e PMT: Glydways: 37, Light Rail: 224, Cars: 573

# BENEFITS



**Support Economic  
Development and Create  
Jobs**



Sustainable, speedy deployment with  
Public/Private Partnership (P3)



**Congestion Relief with  
Deployment of First  
Micro-Transit Network**



Reduction in VMT on SR<sub>4</sub>



**Increased Access for  
Underserved  
Communities**



Transit accessibility – first/last  
mile connectivity

# FINANCIAL PLAN

A green-tinted illustration of a transit station. In the foreground, a small, white, rounded train car with a blue 'G' logo is visible. In the background, a larger train car is also visible. People are walking on a platform, and a stroller is being pushed. The scene is set against a backdrop of trees and a cloudy sky. The entire image is overlaid with a green gradient and several white diagonal lines on the right side.

# POTENTIAL PUBLIC FUNDING SOURCES

- ✓ State Transportation Improvement Program (STIP)
- ✓ Rebuilding American Infrastructure with Sustainability and Equity (RAISE), formerly BUILD
- ✓ BAAQMD (Air District)
- ✓ Regional Transportation Plan (RTP)
- ✓ East Contra Costa Fee and Revenue Financing Authority
- ✓ Active Transportation Program (ATP)
- ✓ Climate Action Plan for Transportation Infrastructure (CTPTI)
- ✓ Transportation Infrastructure Finance and Innovation Act (TIFIA)

# BUSINESS CASE MODELS

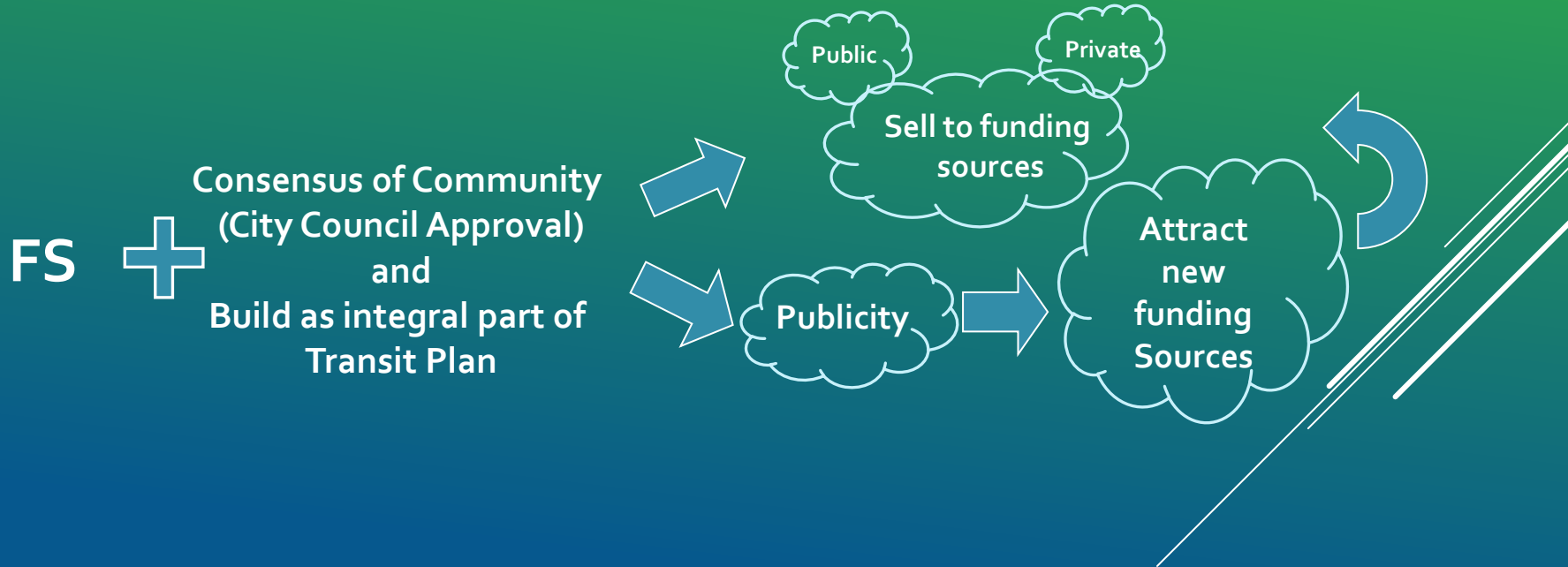
- ✓ Public Funding
- ✓ Private Financing
- ✓ Design Build **Finance** Operate Maintain (DBFOM)

The background is a stylized illustration of a transit station. It features a large white bus on the left, a smaller white vehicle in the center, and a station building with a curved roof on the right. People are depicted walking and pushing a stroller. The entire scene is overlaid with a green-to-blue gradient and several white diagonal lines on the right side.

FINAL CONCLUSION

# Real Project and Transportation Solution for ECCC

# A GOOD FEASIBILITY STUDY (FS) WILL ATTRACT MONEY





# SCHEDULE & NEXT STEPS

- Final Report released April 2021
- Glydways Demonstration at GoMentum Station: late spring/early summer
- Project Development Agreement/discussions with City Managers
- Full engagement with Tri Delta Transit and CCTA

# Q&A



Thank you  
**Advanced Mobility Group**




## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of May 11, 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Tasha Johnson, Youth Services Network Manager

**REVIEWED BY:** Brad Helfenberger, Parks & Recreation Director

**APPROVED BY:** Ron Bernal, City Manager 

**SUBJECT:** Youth Services Network – Update on 2021 Program Demonstration Activities

---

### **RECOMMENDED ACTION**

It is recommended that the City Council receive the update.

### **FISCAL IMPACT**

Scheduled programming is estimated at \$150,000 paid out of Measure W funds allocated to Recreation programming.

### **DISCUSSION**

In 2019, the Antioch City Council formally pledged to invest in youth programming for Antioch residents with the end goal of establishing a City supported **Youth Services Network**. What began as part-time staffing transitioned into a full-time Youth Services Network Manager in March of this year.

City efforts aim to meet the challenges of 2021 in new and different ways in service to Antioch youth. Under the auspices of the Antioch Youth Services Network, a number of demonstration activities are being implemented. The intent is to explore a variety of youth activities that can be scaled up in the future as the City expands its organizational capacity to host and facilitate youth programming.

Six youth-centered pilot programs are slated to run from May through August which include:

- 1) Antioch Council of Teens  
**Goal-** Build and support youth capacity around civic and social responsibility, community service and citywide events.

**Program Components:**

- Middle and high school youth participants
- Monthly meetings
- Community service events
- City Council presentations
- Virtual

2) COVID-19 Social Media Youth Ambassador Program

**Goal-** Uplift youth voice to serve as agents of change in their community.

**Program Components:**

- 20 youth participants ages 15-24
- Ongoing marketing and communications training in the area of digital media
- Stipend for up to 35 hours
- 6-month apprenticeship program in partnership with Contra Costa Health Services
- Virtual

3) Middle School Pop Up Park Program

**Goal-** Create a fun and safe space for youth to engage and connect with peers through multi-themed activities.

**Program Components:**

- 84 Middle school participants
- 6-week program
- Weekly themed activities- sports, team building activities, S.T.E.M., etc...
- In-Person

4) City of Antioch High School Summer Internship Program

**Goal-** Expand youth workplace skills while cultivating and building Antioch's future workforce.

**Program Components:**

- 20 Rising high school junior and senior participants
- 18 Hours of workforce development training
- 3-week paid internship program within city departments
- 45 hours
- Virtual and in-person

5) Youth Expression Art Program

**Goal-** Uplift youth voice to serve as agents of change in their community through art.

**Program Components:**

- 25 6<sup>th</sup>-12<sup>th</sup> grade participants
- 6-week program
- Weekly themed activities- photography, drawing, painting, etc...
- In-Person

6) Architectural Foundation of San Francisco (AFSF)- Build Antioch Internship Program

**Goal-** Develop workplace skills and acquire technical knowledge to create a path in becoming a high skilled worker.

**Program Components:**

- 20 (18-24 year old) participants
- Workforce development training, guest speakers and mentor sessions
- 6-week paid internship program in partnership with Architectural Foundation of San Francisco (AFSF)
- 90 hours
- Virtual

In adherence with COVID-19 guidelines, each program has been thoughtfully designed to allow full participation through a hybrid structure of both virtual and in-person facilitation. The programs will serve youth ranging from 15-24 in a myriad of ways. With a projected reach of approximately 200 youth participants, these opportunities are geared to engage youth interest by offering workforce development, recreation, community service, and civic engagement. Program activities will take place at various departments within City Hall, neighborhood parks, and Antioch and Nick Rodriguez Community Centers that will welcome and include diverse participants from all areas of the city.

For effective implementation, the following factors were considered for each program:

- **Opportunities for Skill Building**
- **Physical and Psychological Safety**
- **Supportive Relationships**
- **Positive Social Norms**
- **Support for Efficacy and Mattering**

The City is collaborating with community partners to offer programming citywide and leverage the talents of trusted organizations. Through the creation of these programs, the City is building upon established relationships and forging new partnerships. Formalized agreements are currently in process with the following organizations: Antioch Unified School District ("AUSD"), Contra Costa Health Services, Boys and Girls Club of Contra Costa County, One Day at a Time, Architectural Foundation of San Francisco, and Urban Alliance.

Recruitment tools will include utilizing youth friendly flyers, youth led promotional videos, peer to peer sharing and social media. Engaging AUSD, non-profit providers, faith-based community and key community influencers will aid in supporting the efforts to attract, engage and retain a diverse youth population.

The pilot program offerings are intentionally designed as no barrier to access. Activities will be open to youth citywide and offered at no cost to selected participants. Bus fare will be offered to youth participants who need transportation. Additionally, summer technology needs such as computer access will be addressed through a city loaner program including potential Wi-Fi hotspots.

The data collected from these pilot programs will be used to determine the most effective way to define success for future programs. For sustainability and expansion, all summer activities will be evaluated and considered for after-school programming during the 2021-2022 school year.

**ATTACHMENTS**

A. PowerPoint presentation

# Youth Services Network

The City of Antioch strives to provide innovative, unique and engaging opportunities for youth. The following pilot programs will be offered this summer:

- Workforce Development
- Enrichment Activities
- Civic & Community Engagement



# What's different?

- 1) Youth centered, youth inspired, youth led
- 2) Citywide reach
- 3) Accessibility
- 4) Partnerships
- 5) First time to meet needs after a worldwide pandemic

# Our Partners

- 1.) Established organizations
- 2.) Potential for growth
- 3.) Flexibility and unique tailoring for Antioch youth needs

# When & Where

- 1) Summer and Fall
- 2) Virtual
- 3) In-Person (ie: community/neighborhood parks, city facilities)

# Workforce Development

## City of Antioch High School Summer Internship Program

Goal- Expand youth workplace skills while cultivating and building Antioch's future workforce.

Program Components:

- 20 Rising high school junior and senior participants
- 18 Hours of workforce development training
- 3-week paid internship program within city departments
- 45 hours
- Virtual and in-person



# Workforce Development

## Architectural Foundation of San Francisco (AFSF)- Build Antioch Internship Program

Goal- Develop workplace skills and acquire technical knowledge to create a path in becoming a high skilled worker.

### Program Components:

- 20 (18-24 year old) participants
- Workforce development training, guest speakers and industry mentor sessions
- 6-week paid internship program in partnership with Architectural Foundation of San Francisco (AFSF)
- 90 hours
- Virtual

# Enrichment Activities

## Middle School Pop Up Park Program - Boys & Girls Club

Goal- Create a fun and safe space for youth to engage and connect with peers through multi-themed activities.

### Program Components:

- 84 Middle school participants
- 6-week program
- Weekly themed activities- sports, team building activities, STEM, etc...
- In-Person

# Enrichment Activities

## Youth Expression Art Program - One Day at a Time

Goal- Uplift youth voice to serve as agents of change in their community through art.

### Program Components:

- 25 6<sup>th</sup>-12<sup>th</sup> grade participants (Weekly)
- 6-week program
- Weekly themed activities- photography, drawing, painting, etc...
- In-Person



# Civic & Community Engagement

COVID-19 Social Media Youth Ambassador Program -  
Contra Costa Health Services

Goal- Uplift youth voice to serve as agents of change in their community.

## Program Components:

- 20 youth participants ages 15-24
- Ongoing marketing and communications training in the area of digital media
- Stipend for up to 35 hours
- 6-month apprenticeship program in partnership with CCHS
- Virtual

# Civic & Community Engagement

## Antioch Council of Teens (ACT)

Goal- Build and support youth capacity around civic and social responsibility, community service and citywide events.

### Program Components:

- Middle and high school youth participants
- Monthly meetings
- Community service events
- City Council presentations
- Virtual

# How to measure success?

- 1) Number of interested applicants
- 2) Participant retention
- 3) Pre and post surveys
- 4) Demo to scale up

# Future Initiatives

- 1) Community center teen space
- 2) Other opportunities & exploration

# Find out more ....



Follow us on **Facebook** at

<https://www.facebook.com/cityofantiochca>



Follow us on **Instagram** @cityofantioch


Reach us at [www.antiochca.gov/recreation](http://www.antiochca.gov/recreation)



## **STAFF REPORT TO THE CITY COUNCIL**

**DATE:** Regular Meeting of May 11 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Rosanna Bayon Moore, Assistant City Manager 

**APPROVED BY:** Ron Bernal, City Manager

**SUBJECT:** Moratorium on Oil & Gas Drilling

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### **RECOMMENDED ACTION**

It is recommended that the City Council discuss and provide direction to City staff.

### **FISCAL IMPACT**

This recommended action has no direct fiscal impact at this time.

### **DISCUSSION**

This item is for the City Council's discussion following Mayor Pro Tem Monica Wilson's request of July 21, 2020 to consider a moratorium on oil and gas drilling in the City of Antioch.

### **ATTACHMENTS**


None



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of May 11 2021

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Rosanna Bayon Moore, Assistant City Manager 

**APPROVED BY:** Ron Bernal, City Manager

**SUBJECT:** Food Insecurity and Access to Healthy & Affordable Food Options

---

### **RECOMMENDED ACTION**

It is recommended that the City Council discuss and provide direction to City staff.

### **FISCAL IMPACT**

This recommended action has no direct fiscal impact at this time.

### **DISCUSSION**

This item is for the City Council's discussion following Council Member Tamisha Torres-Walker's requests of December 8, 2020 and January 12, 2021 to consider food insecurity and access to healthy & affordable food options.

### **ATTACHMENTS**

None