

ANNOTATED AGENDA

Antioch City Council SPECIAL AND REGULAR MEETING

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

Date: Tuesday, June 14, 2022

Time: 4:30 P.M. – Closed Session

5:30 P.M. - Special Meeting/Study Session

7:00 P.M. - Regular Meeting

Place: Council Chambers

200 'H' Street

Antioch, CA 94509

City Council meetings are televised live on Comcast channel 24, AT&T U-verse channel 99, or live stream (at www.antiochca.gov). Please see inside cover for detailed Speaker Rules.

PLEASE TURN OFF CELL PHONES BEFORE ENTERING COUNCIL CHAMBERS.

Lamar Thorpe, Mayor
Michael Barbanica, Mayor Pro Tem (District 2)
Tamisha Torres-Walker, Council Member District 1
Lori Ogorchock, Council Member District 3
Monica E. Wilson, Council Member District 4

Ellie Householder, City Clerk Lauren Posada, City Treasurer

Cornelius Johnson, Interim City Manager **Thomas Lloyd Smith**, City Attorney

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.

SPEAKER RULES

Welcome to a meeting of the Antioch City Council. Your attendance is appreciated. The State Ralph M. Brown Act guarantees the public's right to address the City Council, within the framework of Speaker Rules. Because agendas encompass many business items, Speaker Rules enable the meeting to be efficiently conducted and concluded at a reasonable hour.

The City Council can only take action on items that are listed on the agenda. If you wish to speak about an item <u>not on the agenda</u>, the "Public Comments" section of the agenda is for you. Unagendized comments are provided until no later than 7:30 p.m. when the City Council moves on to agenda items. There is another opportunity for public comments at the end of the meeting.

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray near the City Clerk. This will enable us to call upon you to speak. Important: Please identify if the comment is for Announcement of Community Events, Public Comment, or a specific Agenda Item Number on your Speaker Request Form. No one may speak more than once on an agenda item or during "public comments." (Please see next page for additional information on public participation.)

Each speaker is limited to not more than three minutes under Public Comments and three minutes on non-public hearing agenda items. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes; all other speakers during public hearing items, are entitled to a maximum of 5 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda, or circumstances. Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

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

The "Consent Calendar" is a group of items which are determined to be routine. These items are usually considered all at once and approved without further discussion. If you are opposed to action which is recommended for an item on the "Consent Calendar," please submit a Speaker Request Form before the meeting, and place in the Speaker Card Tray near the City Clerk. This will enable the item to be removed from the "Consent Calendar" and call on you to speak.

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

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

The City Council meets regularly on the second and fourth Tuesdays of the month at 7:00 p.m., with Closed Sessions often occurring before or after the regular meeting. The City Council also holds adjourned meetings and study sessions on other days.

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. Please see the Speaker Rules on the inside cover of this Agenda for additional information on public participation.

4:30 P.M. ROLL CALL – CLOSED SESSION – for Council Members – Council Members District 1

Torres-Walker, District 3 Ogorchock, District 4 Wilson and Mayor Pro Tem

(District 2) Barbanica (Mayor Thorpe – Absent at Roll Call).

Mayor Pro Tem (District 2) Barbanica Opened the meeting.

PUBLIC COMMENTS for Closed Session - None

ADJOURNED TO CLOSED SESSION

MAYOR THORPE ARRIVED DURING CLOSED SESSION AND ATTENDED VIRTUALLY VIA ZOOM WEBINAR.

CLOSED SESSION:

 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – pursuant to California Government Code section 54956.9: <u>Monika</u> <u>Helgemo v. City of Antioch</u> Contra Costa County Superior Court Case No. C20-00767.

City settled the case in the amount of \$250,000, Approved 5/0

2) CONFERENCE WITH LABOR NEGOTIATORS – pursuant to California Government Code section 54957.6; City designated representatives: Nickie Mastay, Jazzman Brown, and Jeff Bailey; Employee organizations: Antioch Public Works Association and Antioch Police Sworn Management Association.

No reportable action

CLOSED SESSION - Continued

3) CONFERENCE WITH REAL PROPERTY NEGOTIATONS – pursuant to California Government Code section 54956.8; Property: 4.79-acre property on Delta Fair Blvd., Antioch, CA (APN 074-080034-7); Agency Negotiation: Cornelius Johnson, Interim City Manager and Thomas Lloyd Smith, City Attorney; Negotiating Parties: Christy Saxton, Interim Director, Health, Housing and Homeless Services, Contra Costa County; Under Negotiation: Price and Terms of Payment.

No reportable action

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

No reportable action

5:41 P.M. ROLL CALL - SPECIAL MEETING/STUDY SESSION - for City Council Members - Council Members District 1 Torres-Walker, District 3 Ogorchock, District 4 Wilson, Mayor Pro Tem (District 2) Barbanica and (Mayor Thorpe attended via Zoom Webinar).

PLEDGE OF ALLEGIANCE

SPECIAL MEETING/STUDY SESSION

SM-1. CITY OF ANTIOCH 6TH CYCLE HOUSING ELEMENT UPDATE

Council provided feedback to staff to bring back policy language on: (1) anti-tenant harassment, (2) rent control, (3) Just Cause Eviction, plus further discussions on (4) senior housing, and (5) proposed housing areas from DeNova Item was continued to 06/28/22

Recommended Action: It is recommended that the City Council:

- 1) Provide feedback on the draft Housing Element and
- 2) Motion to approve and submit the draft Housing Element to the California Department of Housing and Community Development (HCD) for review.

PUBLIC COMMENT

7:01 P.M. FIVE MINUTE RECESS

7:09 P.M. RETURNED FROM RECESS, All Present

7:38 P.M. MOTIONED TO ADJOURN SPECIAL MEETING/STUDY SESSION

7:39 P.M. ROLL CALL – REGULAR MEETING – for Council Members – Council Members District

1 Torres-Walker, District 3 Ogorchock, District 4 Wilson, Mayor Pro Tem
(District 2) Barbanica and (Mayor Thorpe attended via Zoom Webinar).

PLEDGE OF ALLEGIANCE

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

1. INTRODUCTION OF NEW CITY EMPLOYEES

2. PROCLAMATIONS

- Recognizing June 2022 as Pride Month in the City of Antioch
- Proclamation Commemorating Juneteenth, 2022

Approved, 5/0

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

3. ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

- JUNETEENTH COMMUNITY CELEBRATION June 17 & 18, 2022
- JUNETEENTH COMMUNITY CELEBRATION June 19, 2022
- SESQUICENTENNIAL 5K RUN June 25, 2022
- SESQUICENTENNIAL COMMUNITY BIKE RIDE June 26, 2022

4. ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

- > SALES TAX CITIZENS' OVERSIGHT COMMITTEE
- CONTRA COSTA MOSQUITO & VECTOR CONTROL BOARD OF TRUSTEES
- ➢ BOARD OF ADMINISTRATIVE APPEALS

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. PRESENTATIONS –** Contra Costa County Fire Protection District Overview for Community Leaders, presented by Fire Chief Lewis Broschard
 - Antioch Police Department June 2022 Crime and Activity Report, presented by Interim Police Chief Steven Ford

6. CONSENT CALENDAR

A. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 26, 2022

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the Meeting

Minutes.

B. APPROVAL OF COUNCIL MEETING MINUTES FOR MAY 10, 2022

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the Meeting

Minutes.

C. APPROVAL OF COUNCIL MEETING MINUTES FOR MAY 24, 2022

Continued, 5/0

Recommended Action: It is recommended that the City Council continue the Meeting

Minutes.

D. APPROVAL OF COUNCIL WARRANTS

Approved, 5/0

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

E. REJECTION OF CLAIM: MARY BARKER

Rejected, 5/0

Recommended Action: It is recommended that the City Council reject the claim submitted

by Mary Barker.

F. APPROVAL OF TREASURER'S REPORT FOR MARCH 2022

Received and filed, 5/0

Recommended Action: It is recommended that the City Council receive and file the March

2022 Treasurer's Report.

G. SECOND READING – ORDINANCE AMENDING ORDINANCE NO. 2207-C-S (RELATING TO THE SALE, POSSESSION, OR PROVISION OF SPECIFIED PRODUCTS BY TOBACCO RETAILERS OR BUSINESSES) BY PROVIDING A GRACE PERIOD PRIOR TO THE EFFECTIVE DATE OF ORDINANCE NO. 2207-C-S (Introduced on 05/24/2022)

Ord No. 2215-C-S adopted, 5/0

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

ordinance amending Ordinance No. 2207-C-S by providing a

grace period until December 1, 2022.

CONSENT CALENDAR - Continued

H. SECOND READING – ORDINANCE FORMING THE PUBLIC SAFETY AND COMMUNITY RESOURCES DEPARTMENT (Introduced on 05/24/2022)

Ord No. 2216-C-S adopted, 5/0

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

ordinance forming the Public Safety and Community Resources

Department.

I. AB 361: RESOLUTION MAKING FINDINGS NECESSARY TO CONDUCT BROWN ACT MEETINGS BY TELECONFERENCE FOR THE CITY COUNCIL, BOARDS, COMMISSIONS, AND COMMITTEES

Reso No. 2022/98 adopted, 5/0

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

authorizing remote teleconference/virtual meetings of the legislative bodies of the City of Antioch, which includes the City

Council, boards, commissions, and committees.

J. STATEMENT OF INVESTMENT POLICY

Reso No. 2022/99 adopted, 5/0

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

approving the Statement of Investment Policy.

K. 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 (P.W. 500)

Reso No. 2022/100 adopted, 5/0

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

approving the Consolidated Engineer's Report and setting June

28, 2022 as the date for the Public Hearing.

CONSENT CALENDAR - Continued

L. CONSIDERATION OF BIDS FOR THE PURCHASE OF METER BOX LIDS WITH CELLULAR NETWORK PROBE HOLES FOR ADVANCED METERING INFRASTRUCTURE (AMI) CELLULAR METER READING UPGRADE, BID NO. 670-0510-22A

Reso No. 2022/101 adopted, 5/0

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

- Approving an amendment to increase the Fiscal Year 2022/23
 Water Enterprise Fund budget for the purchase of meter box
 lids with cellular network probe holes for Advanced Metering
 Infrastructure Cellular Meter Reading Upgrade in the amount
 of \$300,000;
- Awarding the bid for the supply of concrete meter box lids with cellular network probe holes for the Cellular Network Meter Reading Upgrade program to the lowest, responsive, and responsible bidder, Pace Supply Co.; and
- 3) Authorizing the City Manager to approve the purchase of the concrete meter box lids with Pace Supply Co., for an amount not to exceed \$300,000 per fiscal year, and a total project cost of \$1,500,000 for the entire 5-Year project term starting July 1, 2022 and ending June 30, 2027.
- M. ROAD MAINTENANCE AND REHABILITATION ACCOUNT (P.W. 707)

Reso No. 2022/102 adopted, 5/0

Recommended Action:

It is recommended that the City Council adopt a resolution approving and adopting a list of projects for submittal to the California Transportation Commission for Fiscal Year 2022/23 that are eligible for funding by Senate Bill (SB) 1: the Road Repair and Accountability Act of 2017.

CONSENT CALENDAR - Continued

N. FORMATION OF A COMMUNITY FACILITIES DISTRICT FOR THE PROMENADE SAND CREEK RESIDENTIAL PROJECT (P.W. 697)

Reso No. 2022/103 adopted, 5/0

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

- Authorizing the California Statewide Communities Development Authority to form a Community Facilities District within the City of Antioch to finance certain public improvements,
- Incorporating a Joint Community Facilities Agreement setting forth the terms and conditions of the Community Facilities District financing,
- 3) Approving an acquisition agreement between the City and the Developer or its assignee; and
- 4) Authorizing City staff to cooperate with California Statewide Communities Development Authority and its consultants in connection with the Community Facilities District formation and financing.

9:28 P.M. MAYOR THORPE ASKED MAYOR PRO TEM (DISTRICT 2) BARBANICA TO PRESIDE OVER AND CONTINUE THE MEETING; MAYOR THORPE LEFT THE MEETING.

PUBLIC HEARING

7. RESOLUTION ACCEPTING AND ADOPTING THE PROPOSED FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM 2022-2027 (P.W. 150-22)

Reso No. 2022/104 adopted, 4/0

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

- 1) Approving the Five-Year Capital Improvement Program 2022-2027;
- 2) Authorize the City Manager or his designee to amend the Fiscal Year 2022/23 Capital Improvement and Operating Budgets to include all unspent Fiscal Year 2021/22 Capital Improvement budgets as of June 30, 2022; and
- 3) Authorize the City Manager or his designee to amend the Fiscal Year 2022/23 Operating Budget for any changes to the previously adopted Fiscal Year 2022/23 Capital Improvement Budget.

PUBLIC HEARING – Continued

8. ORDINANCE AMENDING ARTICLE 15 OF CHAPTER 5 OF TITLE 4 OF THE ANTIOCH MUNICIPAL CODE AND CHANGING THE PRIMA FACIA SPEED LIMIT ON VARIOUS ROADWAY (P.W. 282-3A)

To 06/28/2022 for Adoption, 3/1 (Torres-Walker)

Recommended Action:

It is recommended that the City Council introduce, waive the first reading, and read by title only, an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code "Special Speed Zones" in order to change the prima facie speed limit on certain streets.

COUNCIL REGULAR AGENDA

9. FISCAL YEAR 2021-23 MID-YEAR BUDGET

Item was pulled per staff request

Recommended Action: It is recommended that the City Council adopt the resolution amending the Fiscal Year 2022 and Fiscal Year 2023 budgets.

10. DECLARATION OF WATER SHORTAGE

Reso No. 2022/105 adopted, 4/0

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

- Declaring a Stage 2 water shortage and implementing the measures identified in the City of Antioch's Water Shortage Contingency Plan, and
- Implementing the requirements of the State Water Resources Control Board's Emergency Conservation Regulations Dated May 24, 2022.

COUNCIL REGULAR AGENDA - Continued

11. SIDE LETTER AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE ANTIOCH PUBLIC WORKS EMPLOYEES ASSOCIATION AND THE CITY OF ANTIOCH AND THE ANTIOCH POLICE SWORN MANAGEMENT ASSOCIATION OBSERVING THE JUNETEENTH HOLIDAY

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

Reso No. 2022/106 adopted, 4/0

1) Approving the Side Letter Agreement between the City of Antioch and the Antioch Public Works Employees Association observing the Juneteenth Holiday;

Reso No. 2022/107 adopted, 4/0

- 2) Approving the Side Letter Agreement between the City of Antioch and the Antioch Police Sworn Management Association observing the Juneteenth Holiday;
- 3) Authorizing the City Manager or designee to execute the Side Letter Agreements between the City of Antioch and the Antioch Public Works Employees Association and the City of Antioch and the Antioch Police Sworn Management Association; and
- 4) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget to implement the provisions of the Side Letter Agreements.

PUBLIC COMMENT

STAFF COMMUNICATIONS – First Council Meeting in July is not scheduled due to Summer Break. The next regularly scheduled Council Meeting will be held on July 26, 2022, beginning at 7:00 p.m.

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 10:08 p.m., 4/0



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Curtis Banks, Project Director

Alexia Rotberg, Project Manager Urban Planning Partners Inc.

REVIEWED BY: Anne Hersch, Planning Manager

APPROVED BY: Forrest Ebbs, Community Development Director

SUBJECT: City of Antioch 6th Cycle Housing Element Update

RECOMMENDED ACTION

It is recommended that the City Council:

1. Provide feedback on the draft Housing Element and

2. Motion to approve and submit the draft Housing Element to the California Department of Housing and Community Development (HCD) for review.

FISCAL IMPACT

The Housing Element is funded through a combination of State grants and local funding.

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the draft Housing Element, to receive comments and feedback from the City Council, and to obtain City Council approval to submit the Draft Housing Element Update for submission to the California Department of Housing and Community Development (HCD) for review and certification. The Housing Element must be certified by HCD and adopted by the City by January 2023 (although a 120-day grace period is allowed).

This staff report provides a summary of the City of Antioch 6th Cycle Housing Element Update for the 2023-2031 planning period (Housing Element), which requires all local

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jurisdictions in the State to update the Housing Element of their General Plans every eight years.¹

The 6th Cycle Housing Element has a significant amount of new statutory requirements. These requirements include the obligation for communities to deliberately address, combat, and relieve disparities in housing that have resulted from past patterns of segregation, as well as new public participation and transparency requirements related to draft element updates and revisions. For additional information related to these new requirements see the section below entitled, "New Requirements for the 6th Cycle Housing Element Update".

DISCUSSION

Background

Local jurisdictions throughout the State of California must update the Housing Element of their General Plans every eight years.² The City of Antioch has drafted the 6th Cycle Housing Element Update of its General Plan for the 2023-2031 planning period. This Housing Element is required to ensure the City of Antioch adequately plans for the existing and projected housing needs of residents of all income groups.

As part of the Housing Element update process, jurisdictions are required to establish goals, policies, quantified objectives, and implementing programs for the preservation, improvement, and development of housing during the eight-year planning period. This includes the identification of land resources in the community that are eligible for future accommodation of residential development necessary to satisfy the community's Regional Housing Needs Allocation (RHNA) for the 2023-2031 planning period, as ascribed by the Association of Bay Area Governments (ABAG) in partnership with the California Department of Housing and Community Development (HCD).

The following section summarizes the required components of Housing Element Updates per State Law, new requirements included since the 5th cycle Housing Element Update (2015-2023), and penalties for non-compliance with Housing Element Laws. The section also includes a summary of public meetings related to the 6th Cycle Housing Element Update prior to today's meeting.

Required Components of a Housing Element

Local governments are required to include the items below as components within their Housing Elements, pursuant to Government Code Section 65583:

1. Housing Needs Assessment (Chapter 2 and Appendix A): Examine demographic, employment and housing trends and conditions and identify existing and projected

¹ California Government Code Sections 65580-65589.8.

² California Government Code Sections 65580-65589.8.

housing needs of the community, with attention to special housing needs (e.g., large families, persons with disabilities).

- 2. Affirmatively Furthering Fair Housing (AFFH) (Chapter 3 and Appendix B): Analyze and address significant disparities in housing needs and access to opportunity.
- 3. **Constraints Analysis (Chapter 4)**: Analyze and recommend remedies for existing and potential governmental and nongovernmental barriers to housing development.
- 4. **Housing Resources (Chapter 5)**: Analyzes resources available for the development, rehabilitation, and preservation of housing.
- 5. Housing Sites Inventory (Chapter 6 and Appendix C): Identify locations of available sites for housing development or redevelopment to demonstrate there is enough land zoned for housing to meet future need at all income levels.
- 6. **Policies and Programs (Chapter 7)**: Establish policies and programs to be carried out during the 2023-2031 planning period to fulfill the identified housing needs.
- 7. Community Engagement (Chapter 8 and Appendix E): Implement a robust community engagement program that includes reaching out to individuals and families at all economic levels of the community plus historically underrepresented groups.
- 8. **Evaluation of Past Performance (Appendix D)**: Review the prior Housing Element to measure progress in implementing policies and programs.

The Staff Report prepared for the May 18, 2022 Planning Commission meeting provides an in-depth analysis of the these sections. Please reference that report (Attachment A) as well as the entire draft Housing Element link (Attachment B).

New Requirements for the 6th Cycle Housing Element Update

Pursuant to recent State legislation, the two items below are now required as part of the Housing Element Update process. For additional information regarding these requirements, please see the attached Staff Report drafted for the Planning Commission Study Session on May 18, 2022.

- Affirmatively Furthering Fair Housing (AFFH). Assembly Bill (AB) 686 (2018), established new requirements for jurisdictions to affirmatively further fair housing as part of the housing element update process. This means taking "meaningful actions, in addition to combating discrimination, to overcome patterns of segregation and foster inclusive communities".
- Public Comment on Draft Revisions. AB 215 (2021) requires the City to make the first draft of its Housing Element update available for public comment for at least 30 days. If any comments are received, the City must take at least 10 additional business days to consider and incorporate public comments into its draft revision before submitting it to HCD. HCD must review the draft and report its written findings to the the City within 90 days of receiving the first draft submittal for each Housing Element (or within 60 days of its receipt for a subsequent draft amendment or adoption).

Penalties for Noncompliance

Under the 6th Cycle, jurisdictions face a number of new consequences for not having a certified Housing Element, consistent with State Housing Laws. These include the potential for litigation, loss of local decision-making power regarding certain developments, and ineligibility for certain State funds. For additional information regarding penalties for noncompliance with State Housing Laws, please see the attached Staff Report drafted for the Planning Commission Study Session on May 18, 2022.

Related Elements

In conjunction with the 6th Cycle, State Law requires updates to other portions of the City's General Plan. These updates include the City's Safety Element consistent with SB 1035 and SB 379 and Environmental Justice Policies consistent with SB 1000. In Fall 2022, these updates will be separately provided to Council for review. For additional information regarding these updates, see the attached Staff Report drafted for the Planning Commission Study Session held on May 18, 2022.

Summary of Prior Meetings and Study Sessions

Over the course of the last year, the City of Antioch conducted a comprehensive community engagement and outreach strategy to assist in informing the 6th Cycle Housing Element Update Process. This strategy included a series of community meetings and study sessions with the Planning Commission and City Council. The meetings and study sessions are summarized below. Feedback received throughout the ongoing community engagement and outreach process has assisted staff and the consulting team in preparing the draft Housing Element Update and related items, as outlined in the tables found in Appendix E of the Housing Element.

Study Sessions

- October 6, 2021 Planning Commission
 - Presentation of the Housing Element, Environmental Hazards Element, and Environmental Justice Requirements
- October 26, 2021 City Council
 - Presentation of the Housing Element, Environmental Hazards Element, and Environmental Justice Requirements
- November 17, 2021 Planning Commission
 - Presentation on Environmental Justice and California Environmental Quality Act (CEQA) as applied to the Housing Element
- May 18, 2022 PC Study Session
 - Presentation of the Draft Housing Element
- June 1, 2022 PC Study Session
 - Presentation of the Draft Housing Element

In addition to these meetings, several community meetings were also held, as discussed under *Community Engagement* in this staff report.

Regional Housing Needs Allocation (RHNA)

An analysis of the City's housing needs includes the City's RHNA. According to ABAG's adopted *Final RHNA Plan for the San Francisco Bay Area: 2023-2031 (Plan)* the total RHNA for the San Francisco Bay Area is 441,176 residential units for the 6th Cycle Housing Element Update 2023-2031 planning period. Antioch's "fair share" of the region's housing needs for the 2023-2031 planning period is 3,016 residential units, to be allocated across four income groups as detailed below in Table 1.

Table 1: City of Antioch's Regional Housing Needs Allocation (RHNA)

	City of Antioch RHNA			
Income Category	Previous Housing Element Cycle (2015-2023)	6 th Cycle RHNA (2023-2031)		
Very Low (Less than 50% of AMI)	349	792		
Low (50-80% of AMI)	205	456		
Moderate (80-120% of AMI)	214	493		
Above Moderate (More than 120% of AMI)	680	1,275		
Total	1,448	3,016		

Source: Final RHNA Plan for the San Francisco Bay Area: 2023-2031

RHNA Buffer

New "no net loss" provisions of SB 166 (2017) require the City of Antioch to ensure an adequate supply of land resources are available for housing development throughout the 2023-2031 planning period. This means if housing sites identified within Antioch's 6th Cycle Housing Element Update are developed with non-residential uses, lower residential densities, or residential uses at affordability levels higher than anticipated by the Housing Element, Antioch's Housing Element could be determined to be out of compliance.

HCD guidance recommends a buffer of 15% to 30% in each income category. Consistent with this guidance, the City's Sites Inventory provides a minimum 20% buffer across all RHNA income groups with an overall buffer of 52%. See Table 2 below.

Housing Sites Inventory

To address 6th Cycle RHNA Requirements and remain consistent with the "no net loss" provisions, staff and consultants have identified adequate land resources available to the City for the preservation, rehabilitation, and production of housing throughout the City. These resources are referred to as the City's Housing Sites Inventory. Consistent with Government Code Section 65583.2(a), the following land resources were included to accommodate Antioch's RHNA: vacant sites zoned for residential use, residentially zoned

sites that are capable of being developed at a higher density, and sites zoned for nonresidential use that can be redeveloped for residential use, and for which the Housing Element includes a program to rezone the site. City staff anticipate starting the rezoning process in tandem with HCD's review of the Housing Element so that sites will be rezoned before the start of the planning period.

The City's Housing Sites Inventory is comprised of a total of 182 parcels which are planned to accommodate up to 4,575 housing units during the 2023-2031 planning period. See Table 2 below for a breakdown of the Inventory by income group and provided RHNA buffer.

Table 2: City of Antioch's RHNA, Land Resources, and RHNA Buffer

Income Category	RHNA (units)	Housing Element Sites Inventory (units)	Buffer Percentage	
Very Low (Less than 50% of AMI)	792	967	22%	
Low (50-80% of AMI)	456	548	20%	
Moderate (80-120% of AMI)	493	947	92%	
Above Moderate (More than 120% of AMI)	1,275	2,113	66%	
Total	3,016	4,575	52%	

Source: City of Antioch and Urban Planning Partners, 2022

Sites included within City's Site Inventory were selected based on a variety of factors, including the existing land uses on and surrounding the site, existing zoning, parcel size, and property owner interest. Sites within the City of Antioch's Site Inventory were also selected to increase housing opportunities in high resource neighborhoods and bring additional resources to traditionally under-resourced neighborhoods, which is consistent with the aim of affirmatively further fair housing (Gov't Code § 8899.50). ³

Citywide demographic data including indicators such as median income, poverty level, environmental hazards, displacement risk, racial makeup, and access to opportunity were

³ "Affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development." (Gov't Code § 8899.50(a)(1))

analyzed during site selection in order to ensure inequalities were not exacerbated within any part of the City.

For additional information related to the Sites Inventory, including a Sites Inventory Map, please see the attached Staff Report drafted for the Planning Commission Study Session held on May 18, 2022. For detailed information on specific Housing Sites see Chapter 6 of the attached draft Housing Element.

Additional Resources to Accommodate RHNA Requirements

In addition to the development of up to 4,575 multi-family residential units to be accommodated within the sites inventory as described above, the City is able to also account for both pending/pipeline projects and Accessory Dwelling Units (ADU) which are anticipated to be developed during the 6th cycle planning period, towards RHNA requirements. Accordingly, the City has accounted for 394 residential units which are planned to be developed as part of the planned AMCAL project within the City, as well as a total of 136 Accessory Dwelling Units (ADUs), or approximately 17 ADUs per year, to be built during the eight-year planning period. This figure is based on average ADU production rates over recent years and further provides a RHNA buffer, consistent with State recommendations across all income groups. Table 3 shows the total development potential from the pipeline units, ADUs, and development on sites in the sites inventory.

Table 3: City of Antioch Housing Sites Inventory

Site Category	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
2023-2031 RHNA	792	456	493	1,275	3,016
Pipeline Units (AMCAL project)	91	299	0	4	394
Projected ADUs	41	41	41	13	136
Future Multi-Family Development on Sites Identified in Sites Inventory	967	548	947	2,113	4,575
Total	1,099	888	988	2,130	5,105
Buffer Percentage	39%	95%	100%	67%	69%

Source: City of Antioch and Urban Planning Partners, 2022

Policies and Programs

The draft Housing Element also includes a set of goals, policies, and implementing programs intended to promote the preservation, rehabilitation, and production of housing throughout the City of Antioch. The City's Goals are organized into the following five (5) topic areas, each of which include several policies and implementing programs:

- 1. Improve and Conserve Existing Housing Stock
- 2. Assist in the Development of Housing
- 3. Special Needs Housing

- 4. Elimination of Government Constraints
- 5. Fair Housing

The complete set of Housing goals, policies, and programs can be found in Chapter 7 of the attached draft Housing Element. Goals, policies, and programs related to Fair Housing are also included within Chapter 3, and Appendix B of the draft Housing Element.

Community Engagement

Consistent with State Law, the City of Antioch has conducted ongoing community outreach efforts throughout the 6th Cycle Housing Element Update process. These efforts, inclusive of Planning Commission and City Council Meetings held prior to today, are summarized below and discussed in Chapter 8 and Appendix E of the Housing Element Update.

Community Meetings

• February 17, 2022 - Community Meeting No. 1

- The meeting was held virtually and utilized breakout rooms and a live poll to gather community feedback. A presentation was given for context, including an overview of housing needs data and the draft sites inventory. The presentation was followed by a breakout room discussion to receive feedback on housing needs and the sites inventory.
- Key Topics Discussed: Cost burdened experienced by renters, need for affordable housing, importance of locating housing near services and transit, questions about how to address Antioch's car dependency and infrastructure needs, and the importance of conducting an assessment of fair housing and using it to inform the location of sites.

April 13, 2022 – Community Meeting No. 2

- The meeting was held virtually and utilized live polls and discussion to gather community feedback. The presentation contained information about the contents and goals of the Housing Element update, alongside an update on findings related to environmental justice (EJ). The presentation was followed by a discussion.
- Key Topics Discussed: Providing various types of housing, importance of locating future housing near services, need for programs around tenant rights, importance of addressing governmental constraints to development of transitional housing, and the desire to increase homeownership opportunities.

May 4, 2022 – Community Meeting No. 3 (Bilingual)

This bilingual English-Spanish virtual community meeting was held in partnership with First Five Contra Costa Children and Families Commission. First Five is a trusted community organization in the Latinx community and has been active in identifying housing issues for its members and advocating for solutions. There was a brief presentation on the contents and

- goals of the Housing Element update and findings related to environmental justice. After the presentation, there was a discussion.
- Key Topics Discussed: Experiences with unsafe and inadequate housing and landlord harassment; desire for greater tenant protections and legal services; desire for more opportunities to homeownership; importance of considering quality of parks and clean air in housing and EJ policies; concerns about investment properties and rising rents.

Stakeholder Interviews and Focus Groups

- October 20, 2021 Independent Living Resources
- October 25, 2021 Antioch First 5 Center
- October 25, 2021 ECHO Fair Housing
- December 3, 2021 AMCAL Multi-Housing
- December 13, 2021 Community-Based Organizations Focus Group
 - ECHO Fair Housing
 - Shelter Inc
 - Contra Costa Senior Legal Services
 - o Bay Area Legal Aid
 - Habitat for Humanity East Bay/Silicon Valley
 - o Saint Vincent de Paul Most Holy Rosary Conference
 - East Bay Housing Organizations
- December 22, 2021 CityVentures
- February 19, 2022 Spanish Speakers Focus Group
- April 5, 2022 Contra Costa Health Services
- April 19, 2022 Antioch First 5 Center
- April 25, 2022 Contra Costa Health Services

PLANNING COMMISSION REVIEW

The City of Antioch's Planning Commission held two (2) Study Sessions related to review and discussion of the attached draft Housing Element.

- May 18, 2022 Study Session No. 1
 - Several members of the public belonging to First 5's East County Regional Group offered public comment in response to the draft Housing Element. Members agreed with the main components of the draft Element but expressed the desire for additional tenant protections in the draft Housing Element. Members expressed concerns including landlord harassment , cost-burden, and high rates of eviction/displacement. Members also requested tenant protections including rent control, an anti-harassment ordinance, and a "just cause" Ordinance.
 - Several commissioners recommended the City study rent control, "just cause" ordinances, and "anti-harassment" ordinances.
 - Other commissioners expressed that rent control is not a long-term solution to the City's housing issues, but a shorter-term "stop-gap" measure. It was also suggested that a cost-benefit analysis of the creation of a "right to counsel" program for city residents facing fair housing issues be considered.

June 1, 2022 – Study Session No. 2

- No members of the public spoke at this meeting.
- Commissioners recommended that additional language be added to the discussion of solar to mention the benefits, including how solar can reduce operational costs for occupants.
- A concern was raised about Site 162 at 2721 Empire Ave being rezoned to R-35 due to it being located between large retail buildings. Other commissioners felt the location was appropriate as it would allow future residents to walk to nearby commercial uses. It was noted that the design of the development would be key to fitting into the area.
- Support for rent control, tenant protections and just cause evictions were reiterated.
- It was noted that fees in Antioch are considerably lower than in adjacent communities and the City may want to reevaluate its fees.
- It was suggested that a program be considered to allow renters the first right to purchase their unit if it is offered for sale.
- o It was also suggested the City explore and educate landlords about programs that offer rental deposit assistance. A business that lets tenants pay a monthly insurance fee instead of providing first and last month's rent and a security deposit was cited as an example.
- o The consideration and feasibility of a basic income program was discussed.
- o Down payment assistance programs were identified for consideration.

NEXT STEPS

Staff have consolidated comments received from the public and the Planning Commission in response to the Draft Housing Element Update and incorporated them into the revised draft. Following the presentation of the revised draft to the City Council on June 14, 2022, the document will be sent to the State (HCD) for initial review. Initial review comments from HCD are anticipated in **mid-September 2022**. Once HCD comments are received, City staff and the consultant team will update the draft based on HCD's comments and then seek formal adoption of the Housing Element and associated Environmental Impact Report (EIR) from Planning Commission and City Council.

During early summer, staff and the consulting team will begin the rezoning process and continue to work on drafting EJ goals, policies, and programs to be incorporated in the General Plan, as well as mandatory updates to the Environmental Hazards Element. The program EIR will also be underway, and the draft EIR is scheduled for release in late Summer 2022. The entire package of draft elements, rezoning, and EIR will go to Planning Commission and City Council in Fall 2022.

EIR

Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City's action to submit the Draft 2023-2031 Housing Element to HCD for review is exempt from CEQA pursuant to CEQA Guidelines Section 15262, as the project involves only feasibility or planning studies for possible future actions which have not been approved or adopted. However, the City of Antioch will prepare an EIR, consistent with CEQA, for the Draft 2023–2031 Housing Element Update.

LETTERS RECEIVED

As part of the Council discussion, staff received two letters on behalf of Denovo Homes. Attachment C is a request to include a 17 acre property at north of Vineyard Drive and east of Viera Avenue as a Housing Element Opportunity Site.

Attachment D is a request to include approximately 6 acres at Slatten Ranch at Empire Way and Wicklow Avenue as a Housing Element Opportunity Site.

ATTACHMENTS

Attachment A: Staff Report: Planning Commission Study Session 5-18-22 **Attachment B:** City of Antioch Draft 6th Cycle Housing Element Update

Housing Element Link:

https://www.antiochca.gov/fc/community-development/planning/housing-element/AntiochHousingElement_PubReviewDraft-App_final_reduced.pdf

Attachment C: Viera Letter

Attachment D: Slatten Ranch Letter

ATTACHMENT A



TO: Antioch Planning Commission

SUBMITTED BY: Curtis Banks, Project Director

Meredith Rupp, Project Manager Urban Planning Partners Inc.

REVIEWED Anne Hersch, Planning Manager *AH*

SUBJECT: City of Antioch 6th Cycle Housing Element Update

DATE: May 18, 2022

RECOMMENDED ACTION

Staff recommends that the Planning Commission receive the presentation on the Housing Element update and provide feedback to staff and the consultant. This is a study session and no action will be take.

EXECUTIVE SUMMARY

This staff report provides a summary of the City of Antioch 6th Cycle Housing Element Update for the 2023-2031 planning period (Housing Element), pursuant to California Government Code Sections 65580-65589.8, which require all local jurisdictions in the State to update the Housing Element of their General Plans every eight years. With a significant amount of new statutory requirements, the 6th Cycle Housing Element is much different than prior cycles. These requirements include the obligation for communities to deliberately address, combat, and relieve disparities in housing that have resulted from past patterns of segregation, as well as new public participation and transparency requirements related to draft element updates and revisions. For additional information related to these new requirements see the "New Requirements for the 6th Cycle Housing Element Update" Section below.

The purpose of this report is to provide the Planning Commission with an update on the draft Housing Element and receive comments and feedback from the Planning Commission to be incorporated into the Housing Element for review by the City Council. Following City Council review, the Draft Housing Element Update will be submitted to the California Department of Housing and Community Development (HCD) for review and certification. Consistent with statutory requirements, the Housing Element must be certified by HCD and adopted by the City by January 2023 (although a 120-day grace period is allowed).

DISCUSSION

Background

Pursuant to California Government Code Sections 65580-65589.8 which require local jurisdictions throughout the State to update the Housing Element of their General Plans every eight years, the City of Antioch has drafted the 6th Cycle Housing Element Update of its General Plan for the 2023-2031 planning period. This Housing Element is required to ensure the City of Antioch adequately plans for the existing and projected housing needs of residents of all income groups.

As part of the Housing Element update process, jurisdictions are required to establish goals, policies, quantified objectives, and implementing programs for the preservation, improvement, and development of housing during the eight-year planning period. This includes the identification of land resources in the community that are eligible for future accommodation of residential development necessary to satisfy the community's Regional Housing Needs Allocation (RHNA) for the 2023-2031 planning period, as ascribed by the Association of Bay Area Governments (ABAG) in partnership with the California Department of Housing and Community Development (HCD).

The following section summarizes the required components of Housing Element Updates per State Law, new requirements included since the 5th cycle Housing Element Update (2015-2023), and penalties for non-compliance with Housing Element Laws. The section also includes a summary of public meetings related to the 6th Cycle Housing Element Update prior to today's meeting.

Required Components of a Housing Element

Pursuant to Government Code Section 65583, local governments are required to include the below items as components within their Housing Elements, and subsequent updates thereto.

- 1. **Housing Needs Assessment:** Examine demographic, employment and housing trends and conditions and identify existing and projected housing needs of the community, with attention paid to special housing needs (e.g., large families, persons with disabilities).
- 2. **Evaluation of Past Performance**: Review the prior Housing Element to measure progress in implementing policies and programs.
- 3. **Housing Sites Inventory**: Identify locations of available sites for housing development or redevelopment to demonstrate there is enough land zoned for housing to meet future need at all income levels.
- 4. **Community Engagement**: Implement a robust community engagement program that includes reaching out to individuals and families at all economic levels of the community plus historically underrepresented groups.
- 5. **Constraints Analysis**: Analyze and recommend remedies for existing and potential governmental and nongovernmental barriers to housing development.
- 6. **Policies and Programs**: Establish policies and programs to be carried out during the 2023-2031 planning period to fulfill the identified housing needs.
- 7. **Affirmatively Furthering Fair Housing (AFFH)**: Analyze and address significant disparities in housing needs and access to opportunity, as described further below.

New Requirements for the 6th Cycle Housing Element Update

Pursuant to recent State legislation, the following items are now required as part of the Housing Element Update process:

- Affirmatively Furthering Fair Housing (AFFH). Assembly Bill (AB) 686, passed in 2018, created new requirements for jurisdictions to affirmatively further fair housing. According to AB 686, affirmatively furthering fair housing means to take "meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics" and is Federally mandated by the 1968 Fair Housing Act. The four main goals are to:
 - Address significant disparities in housing needs and in access to opportunity
 - o Replace segregated living patterns with truly integrated and balanced living patterns
 - Transform racially and ethnically concentrated areas of poverty into areas of opportunity
 - o Foster and maintain compliance with civil rights and fair housing laws
- Public Comment on Draft Revisions. AB 215 (2021), requires local governments to make the first draft of their Housing Element update available for public comment for at least 30 days. Further, if any comments are received, a local government must take at least 10 additional business days to consider and incorporate public comments into the draft revision before submitting to HCD. HCD must review the draft and report its written findings to the planning agency within 90 days of receiving the first draft submittal for each Housing Element (or within 60 days of its receipt for a subsequent draft amendment or adoption).

Penalties for Noncompliance

Under the 6th Cycle, jurisdictions face several new consequences for not having a certified Housing Element. Under legislation enacted in recent years, if a city does not comply with State housing law, it can be brought under litigation—by individuals, developers, third parties or the State. In addition to facing significant fines, a court may limit local land use decision-making authority until the jurisdiction brings its Housing Element into compliance. Additionally, local governments may lose the right to deny certain projects.

Conversely, an HCD-certified Housing Element makes cities eligible for numerous sources of funding, such as Local Housing Allocations, Affordable Housing and Sustainable Communities Grants, Senate Bill (SB) 1 Planning Grants, CalHOME Program Grants, Infill Infrastructure Grants, Pro-Housing Design funding, Local Housing Trust Funds, Regional Transportation Funds (such as MTC's OneBayArea Grants).

Related Elements

• Environmental Justice. In 2016, SB 1000 amended Government Code § 65302 to require cities to adopt an Environmental Justice (EJ) Element or EJ-related goals, policies, and objectives integrated in other General Plan Elements, that identifies "disadvantaged communities" within the area covered by the General Plan. "Disadvantaged communities" are defined as areas identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code or a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. This law is triggered if the city is updating two or more elements concurrently on or after January 1, 2018.

- Safety Element. Cities must review and update their Safety Element to meet certain requirements concurrently with the Housing Element update. The Safety Element must be reviewed and updated to address wildfire, seismic, geologic and flood risks. Climate adaptation and resiliency strategies are also considered. Antioch's Safety Element is called the Environmental Hazards Element.
- SB 1035 and SB 379. Require all cities to address climate change adaptation and resilience in their General Plan Safety Element. SB 379 is triggered by the next update of a jurisdiction's local hazard mitigation plan (updated every five years) or before 1/1/2022, whichever is first. SB 1035 built off SB 379, requiring the Safety Element be updated every eight years upon the next Housing Element update.
- SB 1241. Applies to communities with very high fire hazard severity or unincorporated communities in state responsibility areas. Communities subject to SB 1241 need to ensure consistency between the housing and safety elements to address fire risk. AB 2911 strengthened the local very high fire hazard severity zone designation. There are no very high fire hazard severity zones in Antioch.

Summary of Prior Meetings and Study Sessions

Over the course of the last year, the City of Antioch has conducted a comprehensive community engagement and outreach strategy as required by State Law to assist in informing the 6th Cycle Housing Element Update Process. This strategy has included a series of community meetings and study sessions with the Planning Commission and City Council. These meetings and study sessions are summarized below. Feedback received throughout the ongoing community engagement and outreach process has assisted staff and the consulting team in preparing the draft Housing Element Update and related items, as outlined in the tables found in Appendix E of the Housing Element.

Study Sessions

- October 6, 2021 Planning Commission
 - o Presentation on Housing Element, Environmental Hazards Element, and **Environmental Justice Requirements**
- October 26, 2021 City Council
 - o Presentation on Housing Element, Environmental Hazards Element, and **Environmental Justice Requirements**
- November 17, 2021 Planning Commission
 - Presentation on Environmental Justice and Housing Element's CEQA

In addition to these meetings, several community meetings were also held, as discussed under Community Engagement in this staff report.

DRAFT HOUSING ELEMENT

The following section summarizes the contents of the City of Antioch's Draft Housing Element.

Housing Needs Assessment

The City's analysis of housing needs includes an assessment of detailed demographic data, including population age, size, and ethnicity; household characteristics; overpayment trends; housing stock conditions; units in need of replacement or rehabilitation; and needs of special needs populations including the elderly, persons with disabilities, unhoused persons, extremely low-income households, and farmworkers. Utilizing the *Housing Needs Data Report* provided by ABAG, the 6th Cycle Housing Element Update outlines the housing needs for the City of Antioch. The Needs Assessment is summarized in Chapter 2 and more detailed information is provided in Appendix A.

Regional Housing Needs Allocation (RHNA)

In January of 2022, HCD approved ABAG's adopted *Final RHNA Plan for the San Francisco Bay Area: 2023-2031 (Plan)* which establishes a total RHNA for the San Francisco Bay Area of 441,176 residential units for the 6th Cycle Housing Element Update 2023-2031 planning period. ABAG's *Plan* further distributes this RHNA across the Bay Area's nine counties and 101 cities based on demographic population data received from the California Department of Finance (DOF). Local jurisdictions must then utilize their ascribed RHNA to update their Housing Elements, inclusive of identifying eligible land resources to accommodate this RHNA. See the Sites Inventory Section below.

RHNA requirements are organized into four affordability categories, established according to the Area Median Income (AMI) of a geography. These categories include very low-income residential units, which are affordable to households earning less than 50% of AMI; low-income residential units, which are affordable to households earning between 50% and 80% of AMI; moderate income residential units, which are affordable to households earning between 80% and 120%; and above moderate-income residential units, which are affordable to households earning upwards of 120% of AMI. Antioch's 2023-2031 RHNA allocation compared to its previous allocation is detailed below in Table 1.

Table 1: City of Antioch's Regional Housing Needs Allocation (RHNA)

	City of Antioch RHNA			
Income Category	Previous Housing Element Cycle (2015-2023)	6 th Cycle RHNA (2023-2031)		
Very Low	349	792		
(Less than 50% of AMI)				
Low	205	456		
(50-80% of AMI)				
Moderate	214	493		
(80-120% of AMI)				
Above Moderate	680	1,275		
(More than 120% of AMI)				
Total	1,448	3,016		

Source: Final RHNA Plan for the San Francisco Bay Area: 2023-2031

RHNA Buffer

New "no net loss" provisions of SB 166 (2017) require the City of Antioch to ensure an adequate supply of land resources to be made available for housing development throughout the duration of the 2023-2031 planning period. This means if housing sites identified within Antioch's 6th Cycle Housing Element Update are developed with non-residential uses, lower residential densities, or residential uses at affordability levels higher than anticipated by the Housing Element, Antioch's Housing Element could be determined to be out of compliance. HCD recommends a buffer of 15% to 30% in each income category.

Constraints Analysis

In addition to analyzing the existing and projected housing needs of Antioch, the Housing Element Update must also identify and analyze potential and actual governmental and nongovernmental constraints to the maintenance, improvement, or development of housing for all income in the community, regardless of protected class. Chapter 4 of the Housing Element identifies governmental and non-governmental constraints.

Housing Resources & Sites Inventory

Chapter 5 identifies resources available to the community for the preservation, rehabilitation, and production of housing throughout the community. This includes programmatic and financial resources, such as those offered locally or through State or federal partners.

Chapter 6 outlines the land resources within Antioch that were identified as eligible for accommodation of the City's RHNA. Pursuant to Government Code Section 65583.2(a) the following land resources were included to accommodate Antioch's RHNA: vacant sites zoned for residential use, residentially zoned sites that are capable of being developed at a higher density, and sites zoned for nonresidential use that can be redeveloped for residential use, and for which the Housing Element includes a program to rezone the site. City staff anticipate starting the rezoning process in tandem with HCD's review of the Housing Element so that sites will be rezoned before the start of the planning period.

A total of 182 parcels are identified to accommodate up to 4,575 housing units, providing a buffer of approximately 20% for the lower-income units. See Table 2 and the map of sites in Attachment A. Sites were selected based on a variety of factors, including the existing land uses on and surrounding the site, existing zoning, parcel size, property owner interest, and AFFH considerations (e.g., avoidance of concentrating low-income units in one area, avoidance of placing low-income units in EJ areas). The majority of sites (55%) identified in the inventory are vacant sites. New state requirements (AB 1397, 2017) require substantial analysis to demonstrate that nonvacant sites could realistically redevelop during the planning period, including an analysis of the nonvacant site's existing use as an impediment to future development, the jurisdiction's past experience converting existing uses to higher density residential, and market trends and conditions. The nonvacant sites included in the inventory all have a land to improvement ratio of less than 1.0, indicating underutilization and the potential for redevelopment and/or have interest from the property owner.

Table 2: City of Antioch's RHNA. Land Resources, and RHNA Buffer

Income Category	RHNA (units)	Housing Element Sites Inventory (units)	Buffer Percentage	
Very Low				
(Less than 50% of AMI)	792	967	22%	
Low				
(50-80% of AMI)	456	548	20%	
Moderate				
(80-120% of AMI)	493	947	92%	
Above Moderate				
(More than 120% of AMI)	1,275	2,113	66%	
Total	3,016	4,575	52%	

Source: City of Antioch and Urban Planning Partners, 2022

In addition to the development of multi-family units planned for in the sites inventory, the City anticipates a total of 136 Accessory Dwelling Units (ADUs), or approximately 17 ADUs per year, to be built during the eight-year planning period. This figure is based on average ADU production rates over recent years and further provides a RHNA buffer, consistent with State recommendations. The completion of the AMCAL project will also count towards the 2023-2031 RHNA because it is anticipated that the Certificate of Occupancy will be issued after the 6th Cycle planning period begins. Table 3 shows the total development potential from the pipeline units, ADUs, and development on sites in the sites inventory.

Table 3: City of Antioch Housing Sites Inventory

Site Category	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
2023-2031 RHNA	792	456	493	1,275	3,016
Pipeline Units (AMCAL project)	91	299	0	4	394
Projected ADUs	41	41	41	13	136
Future Multi-Family Development on Sites Identified in Sites Inventory	967	548	947	2,113	4,575
Total	1,099	888	988	2,130	5,105
Buffer Percentage	39%	95%	100%	67%	69%

Source: City of Antioch and Urban Planning Partners, 2022

Policies and Programs

The Housing Element Update includes a set of goals, policies, and implementing programs intended to promote the preservation, rehabilitation, and production of housing throughout the City of Antioch. Goals are long-range, broad, and comprehensive targets that describe future outcomes the City desires. A policy is a specific instructional guideline that seeks to promote goals. Together, goals and policies are implemented through a series of programs that identify specific, quantifiable actions the City will undertake during the 6th Cycle planning period. The State requires clear metrics and milestones be established for each implementation program.

Goals, policies, and programs are found in Chapter 7 of the Housing Element. Identified below are the 5 goals of the Housing Element. Fair housing goals and actions are also included in the Fair Housing Action Plan found in Chapter 3.

- 1. Improve and Conserve Existing Housing Stock
- 2. Assist in the Development of Housing
- 3. Special Needs Housing
- 4. Elimination of Government Constraints
- 5. Fair Housing

AFFH

AFFF requirements are intended to address racial inequalities seen today throughout the Bay Area which developed through historical policies and practices enacted at federal, State, regional, and local levels and across the public and private sectors. Though many of these explicit forms of historical discrimination have been outlawed, the results of these systems have left a lasting

imprint on both the Bay Area region and Antioch. Racially explicit practices (e.g., racial covenants) which excluded persons of color from predominately White neighborhoods have been replaced with race-neutral land use policies that continue to exclude these same groups. Furthermore, rapidly increasing housing costs have deepened racial and economic disparity and segregation, displacing many low income and people of color to the peripheries of the region or out of the Bay Area all together.

Accordingly, AB 686 requires the City of Antioch to incorporate fair housing into its 6th Cycle Housing Element Update to increase housing opportunities in high resource neighborhoods and bring additional resources to traditionally under-resourced neighborhoods. These fair housing requirements were considered during the site selection process for the site inventory. Demographics and indicators such as median income, poverty level, environmental hazards, displacement risk, racial makeup, and access to opportunity were analyzed during site selection in order to ensure inequalities were not exacerbated within the city. AFFH is discussed in Chapter 3 and more thoroughly analyzed in Appendix B.

Evaluation of Past Progress

Pursuant to State Law, the Housing Element must review the implementation status of Goals, Policies and Programs from the City of Antioch's 5th Cycle Housing Element. This evaluation can be found in Appendix D of the Housing Element.

Community Engagement

Consistent with State Law, the City of Antioch has conducted ongoing community outreach efforts throughout the 6th Cycle Housing Element Update process. These efforts, inclusive of Planning Commission and City Council Meetings held prior to today, are summarized below and discussed in Chapter 8 and Appendix E of the Housing Element Update.

Community Meetings

February 17, 2022 – Community Meeting #1

- The meeting was held virtually and utilized breakout rooms and a live poll to gather community feedback. A presentation was given for context, including an overview of housing needs data and the draft sites inventory. The presentation was followed by a breakout room discussion to receive feedback on housing needs and the sites inventory.
- Key Topics Discussed: Cost burdened experienced by renters, need for affordable housing, importance of locating housing near services and transit, questions about how to address Antioch's car dependency and infrastructure needs, and the importance of conducting an assessment of fair housing and using it to inform the location of sites.

April 13, 2022 – Community Meeting #2

- The meeting was held virtually and utilized live polls and discussion to gather community feedback. The presentation contained information about the contents and goals of the Housing Element update, alongside an update on findings related to EJ. The presentation was followed by a discussion.
- Key Topics Discussed: Providing various types of housing, importance of locating future housing near services, need for programs around tenant rights, importance

of addressing governmental constraints to development of transitional housing, and the desire to increase homeownership opportunities.

• May 4, 2022 – Community Meeting #3 (Bilingual)

- This bilingual English-Spanish virtual community meeting was held in partnership with First Five. First Five is a trusted community organization in the Latinx community and has been active in identifying housing issues for its members and advocating for solutions. There was a brief presentation on the contents and goals of the Housing Element update and findings related to environmental justice. After the presentation, there was a discussion.
- Key Topics Discussed: Experiences with unsafe and inadequate housing and landlord harassment; desire for greater tenant protections and legal services; desire for more opportunities to homeownership; importance of considering quality of parks and clean air in housing and EJ policies; concerns about investment properties and rising rents.

Stakeholder Interviews and Focus Groups

- October 20, 2021 Independent Living Resources
- October 25, 2021 Antioch First 5 Center
- October 25, 2021 ECHO Fair Housing
- December 3, 2021 AMCAL Multi-Housing
- December 13, 2021 Community-Based Organizations Focus Group
 - o ECHO Fair Housing
 - o Shelter Inc
 - Contra Costa Senior Legal Services
 - o Bay Area Legal Aid
 - Habitat for Humanity East Bay/Silicon Valley
 - Saint Vincent de Paul Most Holy Rosary Conference
 - East Bay Housing Organizations
- December 22, 2021 CityVentures
- February 19, 2022 Spanish Speakers Focus Group
- April 5. 2022 Contra Costa Health Services
- April 19, 2022 Antioch First 5 Center
- April 25, 2022 Contra Costa Health Services

NEXT STEPS

At the end of the 30-day comment period, staff will consolidate comments received by the public and Planning Commission in response to the Draft Housing Element Update and incorporate them into the revised draft. The revised Draft will be presented to City Council on June 14 and then be sent to the State (HCD) for initial review. Initial review comments from HCD are anticipated in **mid-September 2022**. Once HCD comments are received, Staff and consultant team will update the draft based on HCD's comment and then seek formal adoption of the Housing Element and associated Environmental Impact Report (EIR) from Planning Commission and City Council.

During the spring and early summer, staff and the consulting team will begin the rezoning process and continue to work on drafting EJ goals, policies, and programs to be incorporated in the General Plan, as well as mandatory updates to the Environmental Hazards Element. The program EIR will also be underway, and the draft EIR is scheduled for release in late Summer 2022. The entire package of draft elements, rezoning, and EIR will go to Planning Commission and City Council in Fall 2022.

EIR

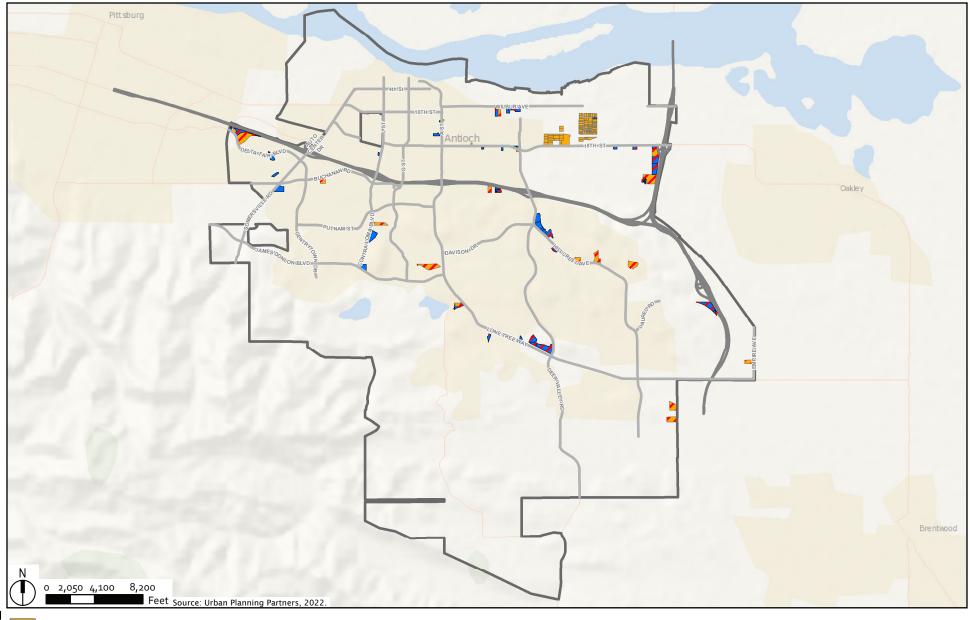
Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City's action to submit the Draft 2023-2031 Housing Element to HCD for review is exempt from CEQA pursuant to CEQA Guidelines Section 15262, as the project involves only feasibility or planning studies for possible future actions which have not been approved or adopted. However, the City of Antioch will prepare an EIR, consistent with CEQA, for the Draft 2023–2031 Housing Element Update.

A Notice of Preparation for the EIR associated with Antioch's 6th Cycle Housing Element Update was posted on November 8, 2021. The scoping session for the EIR was on November 17, 2021 before the Planning Commission. Comments received during the 30-day scoping period will be considered in the Program EIR Analysis.

ATTACHMENTS

Attachment A: Sites Inventory

ATTACHMENT A SITES INVENTORY (SEPARATE PAGE)





Nonvacant Sites



Affordable Housing Sites

ATTACHMENT C

Civic Rancho Meadows, LLC

1500 Willow Pass Court, Concord, CA 94520 Tel (925) 685-0110 · Fax (925) 685-0660

June 8, 2022 (via e-mail)

City of Antioch City Council c/o Anne Hersch, Planning Manager 200 H Street Antioch, CA 94531

RE: Request for consideration to add parcels to Housing Element update for additional housing opportunity site -17 undeveloped acres near Viera Ave.

Dear honorable members of the City Council:

First and foremost, I would like to take an opportunity to commend and say thank you to all of City of Antioch's leadership on the City Council, Planning Commission, and City Staff for everyone's diligent efforts on the Housing Element update in progress. This is no small task for the City to undertake and from what I have seen it has been a well thought out and informative process for the City to update its Housing Element to facilitate the City in its goals in promoting and creating diversified housing opportunities for the whole City and is very exciting to see come together. Thank you for undertaking this process!

I represent the current property owner of undeveloped land next the Viera Ave. neighborhood and respectfully request the City consider adding our land into the Housing Element as a housing opportunity site:

- APNs: 051-052-053 & 051-082-010
- General Location: north of Vineyard Drive & East of Viera Ave.
- Size: Approximately seventeen (17) acres
- General Description: Flat undeveloped land

From our review of the draft Housing Element being discussed and presented to the City Council our property is immediately adjacent to all the various parcels in the Viera Avenue neighborhood referenced in the draft Housing Element opportunity housing sites list.

Due to our property being immediately adjacent to the existing residential uses and future redeveloped neighborhood based on the draft Housing Element we respectfully and humbly request the City of Antioch include our 2 parcels in the discussion of redevelopment in the Viera Avenue neighborhood. This is because with future new redevelopment potential in this neighborhood the current light industrial land use assigned to our property does not and will not fit in with the current and future evolution of the neighborhood.

Should the City support our vision to have our property become complimentary to the existing and future neighborhood next door we are fully prepared and able to start collaborating with City Staff on what residential uses for this property make the most sense to help the City in its housing creation goals through diversified housing opportunities of different densities.

Thank you very much for your time and consideration in our request to consider adding our property into the list of Housing Element opportunity sites! Please do not hesitate to reach out to me directly if there are any questions desired to be answered.

Yours truly,

Trent Sanson

Owner Representative

Cell Phone: (925) 382-0245

VIERA AVE. NEIGHBORHOOD IN HOUSING ELEMENT

VIERA SITES



ADDITONAL PROPERTY IN QUESTION



ATTACHMENT D

Meadow Creek Group, LLC

1500 Willow Pass Court, Concord, CA 94520 · Ph (925) 685-0110 · Fax (925) 685-0660

June 8, 2022 (via e-mail)

City of Antioch City Council c/o Anne Hersch, Planning Manager 200 H Street Antioch, CA 94531

RE: Request for consideration to add parcel to Housing Element update for additional housing opportunity site – 6 vacant acres near Slatten Ranch

Dear honorable members of the City Council:

First and foremost, I would like to take an opportunity to commend and say thank you to all of City of Antioch's leadership on the City Council, Planning Commission, and City Staff for everyone's diligent efforts on the Housing Element update in progress. This is no small task for the City to undertake and from what I have seen it has been a well thought out and informative process for the City to update its Housing Element to facilitate the City in its goals in promoting and creating diversified housing opportunities for the whole City and is very exciting to see come together. Thank you for undertaking this process!

I represent the current property owner of undeveloped land next to Slatten Ranch made up of various parcels and respectfully request the City Council consider adding one of the parcels into the Housing Element as an opportunity site:

- APN: 056-120-098
- General Location: in between Empire Ave., Wicklow Wy., and Empire Ave.
- Size: Approximately six (6) acres
- General Description: Flat undeveloped land

The previous property owner was part of the development team for the adjacent Slatten Ranch shopping center. From our understanding for a variety of reasons they did not find it viable to develop and expand further due to economic constraints for past, present, and future commercial development and resultantly sold us the land where we hope to continue working with the City of Antioch with a fresh new perspective to active this vacant and underutilized land that does nobody any good by sitting and staying vacant.

We are currently working with our commercial brokerage team to market and find other alternative commercial uses for our undeveloped acreage of land backing up to Highway 4 as well as the vacant pads next to JC Penney, but for a variety of reasons strongly feel the stand-alone parcel in question is best suited for a high-quality multi-family housing development:

- Additional housing units would support the existing commercial uses nearby and help show additional rooftops to promote potential future commercial developments to succeed.
- On the opposite side of Empire Ave. is already existing residential developments as well as new ones being built out now and planned right next to the property so multi-family housing on our six (6) acre parcel will act as a transition of land uses to the new commercial being sought after along the freeway.
- Additional housing opportunity sites with land owners ready and prepared to develop now can expeditiously and efficiently add the needed and desired attainable housing units by design with higher densities compared to traditional single family homes.

Based on the recent success we saw at the Wildflower Station condominium project off of Hillcrest Ave. & Wildflower Dr. it has been proven that ownership multifamily housing opportunities are needed and strongly demanded by those looking for home ownership opportunities but are priced out of the market with how expensive single-family homes have become in recent years.

We have prepared a conceptual site plan illustrating how we can create a viable and vibrant infill townhome/condominium community on this parcel in question and have attached it here with this letter for your consideration to illustrate further. The conceptual site plan prepared illustrates how we can design new housing units in the 20 du/ac range through new high-quality townhomes for potentially one hundred thirty-four (134) new housing opportunities on this one property alone.

Should the City support our vision to create more attainable housing opportunities in Antioch on this property we are prepared to immediately continue working with City Staff to collaborate in furthering this vision along to create more attainable by design housing opportunities for the City of Antioch in areas that are currently underutilized and not serving any benefit by staying vacant.

Thank you very much for your time and consideration in our request to consider adding our property into the list of Housing Element opportunity sites! Please do not hesitate to reach out to me directly if there are any questions desired to be answered.

Yours truly,

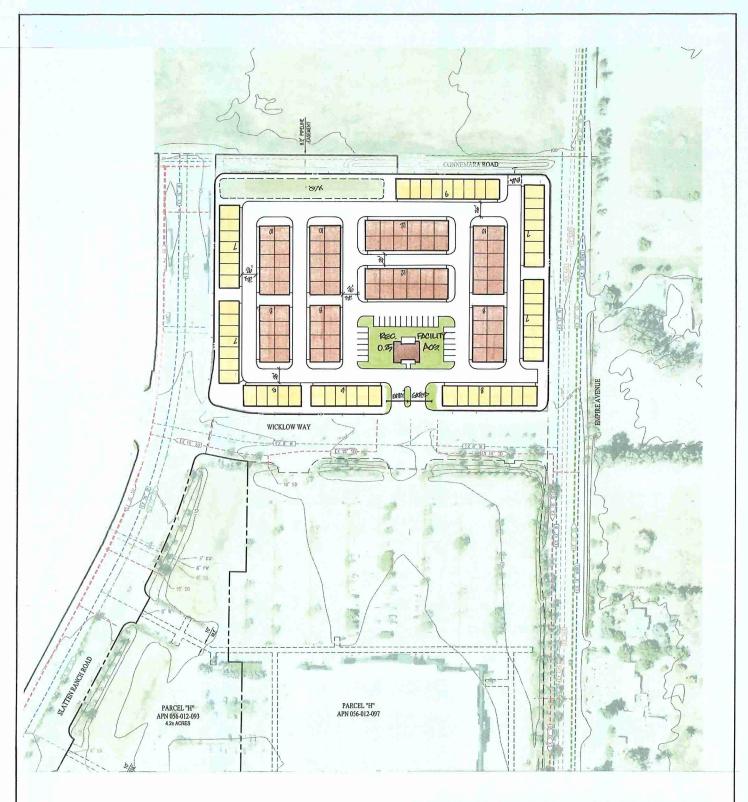
Trent Sanson

Owner Representative

Cell Phone: (925) 382-0245

AERIAL OF PROPERTY





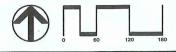
PRODUCT:	YIELD:	%	
Townhouses	56	42%	
Back/Back Townhouses	78	58%	
TOTAL:	134		

134 Units @ 6.4 Acres = 20.9 d.u.'s/acre

CONCEPTUAL SITE PLAN

SLATTEN RANCH

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA SCALE: 1" = 60' DATE: MAYZCH, 2022.





SAN RAMON • (925) 866-0322 ROSEVILLE • (916) 788-4456 WWW.CBANDG.COM



6th Cycle Housing Element 2023-2031 Update

City Council Study Session | June 14, 2022

SM-1.02

For Review this Evening. . .

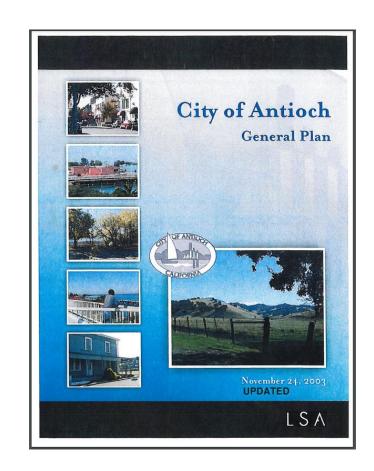
- Presentation on draft Housing Element Update
- Public Comment
- Council discussion/questions for Staff and the Consultant
- Provide feedback on the draft Housing Element
- Authorize staff sending draft Housing Element to HCD

Summary of Study Sessions

- October 6, 2021 Planning Commission
 - Presentation on Housing Element, Environmental Hazards Element, and Environmental Justice Requirements
- October 26, 2021 City Council
 - Presentation on Housing Element, Environmental Hazards Element, and Environmental Justice Requirements
- November 17, 2021 Planning Commission
 - Environmental Justice and Housing Element's CEQA Scoping Session
- May 18, 2022 Planning Commission
 - Draft Housing Element Public Review
- June 1, 2022 Planning Commission
 - Draft Housing Element Public Review

What is a Housing Element?

- Required Element of the General Plan (California Government Code Sections 65580-65589.8)
- A plan to meet the community's housing needs and goals over the next 8 years
- Reviewed by California Department of Housing and Community Development (HCD)
- This update covers the 2023-2031 planning period



Antioch Regional Housing Needs Allocation

Income Category	RHNA 5: 2015-2023 (units)	RHNA 6: 2023-2031 (units)
Very Low Income	349 (24%)	792 (26%)
Low Income	205 (14%)	456 (15%)
Moderate Income	214 (15%)	494 (17%)
Above Moderate Income	680 (47%)	1,275 (42%)
Total	1,448	3,016

Source: Final RHNA Plan for the San Francisco Bay Area: 2023-2031

Housing Element Components

- 1. Housing Needs Assessment
- 2. Affirmatively Furthering Fair Housing (AFFH)
- 3. Constraints Analysis
- 4. Evaluation of Past Performance
- 5. Resources and Housing Sites Inventory
- 6. Goals, Policies and Programs
- 7. Community Outreach & Engagement



Chapters

Component	2023-2031 Draft Housing Element
Housing Needs Assessment	Chapter 2 (and Appendix A)
AFFH	Chapter 3 (and Appendix B)
Constraints Analysis	Chapter 4
Housing Resources and Sites Inventory	Chapters 5-6 (and Appendix C)
Policies and Programs	Chapter 7
Community Outreach & Engagement	Chapter 8 (and Appendix E)
Evaluation of Past Performance	Appendix D

New Components to 6th Cycle

- Environmental Justice
- Environmental Hazards Element
- Objective Development Standards
- Affirmatively Furthering Fair Housing (AFFH)*
- Public Comment and HCD Review Timing

AFFH: New Requirement for the 6th Cycle

Housing Element Update

- Affirmatively Furthering Fair Housing: AB 686 (2018)
 - Four main goals:
 - Address significant disparities in housing needs and in access to opportunity
 - Replace segregated living patterns with truly integrated and balanced living patterns
 - Transform racially and ethnically concentrated areas of poverty into areas of opportunity
 - Foster and maintain compliance with civil rights and fair housing laws

AFFH requires jurisdictions to take "meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics

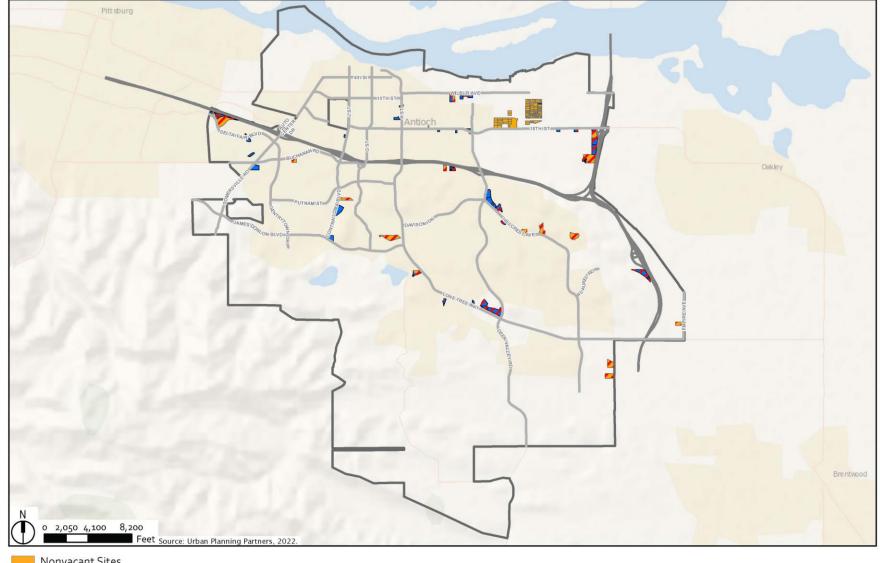
Public Comment: New Requirement for the 6th Cycle Housing Element Update

- Public Comment and HCD Review
 - AB 215 (2021)
 - 30-day public comment period for draft Housing Element prior to HCD's review
 - Antioch's public comment period is May 16-June 15
 - 7-day public comment period for subsequent drafts

Sites Inventory

	Extremely- and Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
2023-2031 RHNA	792	456	493	1,275	3,016
Pipeline Units (AMCAL Project)	91	299	0	4	394
Projected ADUs	41	41	41	13	136
Future Multi-Family Development on Sites in the Inventory	967	548	947	2,113	4,575
Total	1,099	888	988	2,130	5,105
Buffer Percentage	39%	95%	100%	67%	69%

Sites Inventory



Nonvacant Sites

Vacant Sites

Affordable Housing Sites

Goals, Policies, and Programs

- Goals: broad statement of desired outcome
- Policies: Guide decision makers, staff, and other representatives in day-to-day operations
- Programs: Specific activities that implement policies
- See Chapter 7



Goal 1: Housing Conservation and Improvement



Goal 2: Housing Production



Goal 3: Special Needs Housing



Goal 4: Elimination of Governmental Constraints



Goal 5: Fair Housing

Community Engagement

- February 17, 2022 Community Meeting #1
- April 13, 2022 Community Meeting #2
- May 4, 2022 Community Meeting #3 (Bilingual)
- Online Survey
- Focus groups and interviews with stakeholders
- Chapter 8 and Appendix E



Key Topics

- Disperse affordable housing opportunities throughout the city and consider proximity to transit and services
- Desire for more tenant protections, including discrimination and harassment protection, just cause policies, and rent control
- Concerns over the safety of current housing stock and lack of landlord accountability
- Community **support for rezoning commercial** sites for residential uses and an inclusionary housing requirement

Planning Commission Review

Public Comments:

- Desire for additional tenant protections
- Concerns regarding harassment from landlords, cost-burden, and high rates of eviction
- Desire for protections including rent control, and Anti-Harassment Ordinance, and a "Just Cause" Ordinance

Planning Commissioner Comments:

- Consider rent control, a "just cause" ordinance, and "anti-harassment" ordinance
- Conduct a cost-benefit analysis for the creation of "right to counsel" programming
- Consider down payment assistance and rent assistance alternatives and programs.
- Consider options that offer tenants the first right of refusal to purchase their unit if offered for sale

Next Steps

- Consolidate comments and send to the State
- Ongoing work on EIR, Environmental Hazards and EJ elements, rezoning, and objective standards
- State comments in mid-September
- Formal adoption in late 2022/early 2023

Questions? Comments?





6^{to} elemento de vivienda del ciclo Actualización 2023-2031

Sesión de estudio del Ayuntamiento | 14 de junio de 2022

SM-1.02.Spanish

Para revisar esta tarde. . .

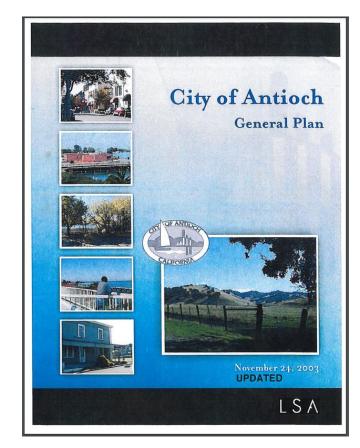
- Presentación del proyecto de actualización del elemento Vivienda
- Comentario del público
- Debate/preguntas del consejo para el personal y el consultor
- Proporcionar comentarios sobre el proyecto de elemento de vivienda
- Autorizar al personal a enviar el proyecto del elemento de vivienda al HCD

Resumen de las sesiones de estudio

- 6 de octubre de 2021 Comisión de planificación
 - Presentación sobre el elemento de vivienda, el elemento de riesgos ambientales y los requisitos de justicia ambiental
- 26 de octubre de 2021 Ayuntamiento
 - Presentación sobre el elemento de vivienda, el elemento de riesgos ambientales y los requisitos de justicia ambiental
- 17 de noviembre de 2021 Comisión de planificación
 - Sesión de evaluación del elemento de justicia ambiental y de vivienda de la CEQA
- 18 de mayo de 2022 Comisión de planificación
 - Revisión pública del borrador del elemento de vivienda
- 1 de junio de 2022 Comisión de planificación
 - Revisión pública del borrador del elemento de vivienda

¿Qué es un elemento de vivienda?

- Elemento obligatorio del Plan general (Gobierno de California Secciones de código 65580-65589.8)
- Un plan para atender las necesidades y los objetivos de vivienda de la comunidad en los próximos 8 años
- Revisado por el Departamento de Vivienda y Desarrollo Comunitario de California (HCD)
- Esta actualización abarca el periodo de planificación 2023-2031



Asignación de las necesidades regionales de vivienda de Antioch

Categoría de ingresos	RHNA 5: 2015-2023 (unidades)	RHNA 6: 2023-2031 (unidades)
Ingresos muy bajos	349 (24%)	792 (26%)
Ingresos bajos	205 (14%)	456 (15%)
Ingresos moderados	214 (15%)	494 (17%)
Ingresos superiores a los moderados	680 (47%)	1.275 (42%)
Total	1.448	3.016

Fuente: Final RHNA Plan for the San Francisco Bay Area (Plan final de RHNA para el Área de la Bahía de San Francisco): 2023-2031

Componentes del elemento de vivienda

- 1. Evaluación de las necesidades de vivienda
- Promoción Afirmativa de la Vivienda Justa (AFFH)
- 3. Análisis de restricciones
- 4. Evaluación de los resultados anteriores
- Inventario de recursos y sitios de viviendas
- 6. Objetivos, políticas y programas
- 7. Alcance y compromiso de la comunidad



Capítulos

Componente	Proyecto de elemento de vivienda 2023-2031
Evaluación de las necesidades de vivienda	Capítulo 2 (y Anexo A)
AFFH	Capítulo 3 (y Anexo B)
Análisis de restricciones	Capítulo 4
Inventario de recursos y sitios de viviendas	Capítulos 5-6 (y Anexo C)
Políticas y programas	Capítulo 7
Alcance y compromiso de la comunidad	Capítulo 8 (y Anexo E)
Evaluación de los resultados anteriores	Anexo D

Nuevos componentes para el 6° ciclo

- Justicia medioambiental
- Elemento de riesgo ambiental
- Normas de desarrollo objetivo
- Promoción Afirmativa de la Vivienda Justa (AFFH)*
- Comentarios del público y calendario de revisión del HCD

AFFH: Nuevo requisito para la actualización del 6° ciclo del elemento de vivienda

- Promoción Afirmativa de la Vivienda Justa: AB 686 (2018)
 - Cuatro objetivos principales:
 - Abordar las disparidades significativas en las necesidades de vivienda y en el acceso a las oportunidades
 - Reemplazar los modelos de vida segregados por modelos de vida verdaderamente integrados y equilibrados
 - Transformar las áreas de pobreza concentradas racial y étnicamente en áreas de oportunidad
 - Fomentar y mantener el cumplimiento de las leyes sobre derechos civiles y vivienda justa

La AFFH exige que las jurisdicciones adopten "acciones significativas, además de combatir la discriminación, que superen los patrones de segregación y fomenten comunidades inclusivas libres de barreras que restrinjan el acceso a las oportunidades basadas en características protegidas

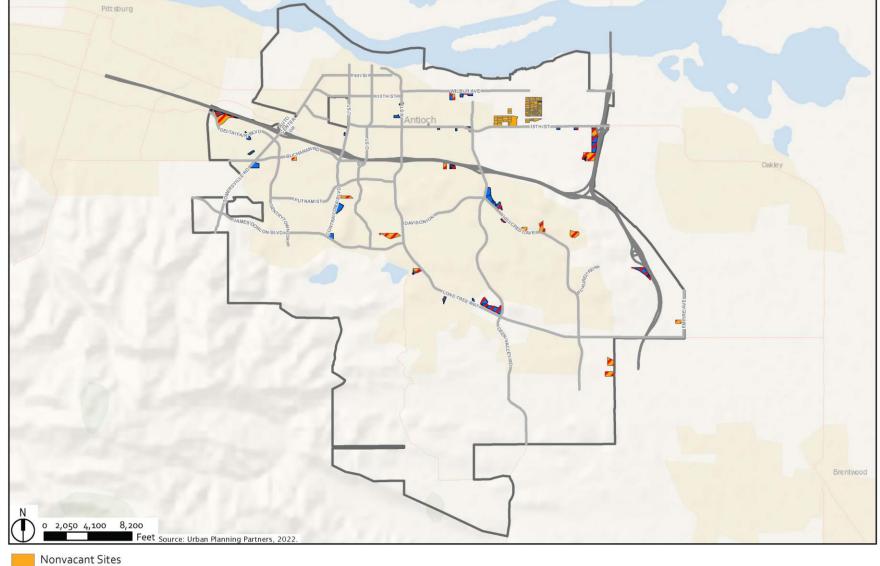
Comentario del público: Nuevo requisito para la actualización del 6° ciclo del elemento de vivienda

- Comentarios del público y revisión del HCD
 - AB 215 (2021)
 - Periodo de comentarios públicos de 30 días para el borrador del elemento de vivienda antes de la revisión del HCD
 - El periodo de comentarios públicos de Antioch es del 16 de mayo al 15 de junio
 - Periodo de comentarios públicos de 7 días para los siguientes borradores

Inventario de sitios

	Ingresos extremadamente bajos y muy bajos	Ingresos bajos	Ingresos moderados	Ingresos superiores a los moderados	Total
2023-2031 RHNA	792	456	493	1.275	3.016
Unidades de tuberías (Proyecto AMCAL)	91	299	0	4	394
ADU proyectadas	41	41	41	13	136
Futuros desarrollos plurifamiliares en sitios del inventario	967	548	947	2.113	4.575
Total	1.099	888	988	2.130	5.105
Porcentaje de margen	39%	95%	100%	67%	69%

Inventario de sitios



Vacant Sites

Affordable Housing Sites

Objetivos, políticas y programas

- Objetivos: declaración amplia del resultado deseado
- Políticas: Orientar a los responsables de la toma de decisiones, al personal y a otros representantes en las operaciones cotidianas
- Programas: Actividades específicas de aplicación de las políticas
- Consulte el capítulo 7



Objetivo 1: Conservación y mejora de la vivienda



Objetivo 2: Producción de la vivienda



Objetivo 3: Viviendas para personas con necesidades especiales



Objetivo 4: Eliminación de las restricciones gubernamentales



Objetivo 5: Vivienda Justa

Compromiso de la comunidad

- 17 de febrero de 2022 Reunión comunitaria N.º 1
- 13 de abril de 2022 Reunión comunitaria N.º 2
- 4 de mayo de 2022 Reunión comunitaria N.º 3 (bilingüe)
- Encuesta en línea
- Grupos de discusión y entrevistas con las personas interesadas
- Capítulo 8 y Anexo E



Temas principales

- Dispersar las oportunidades de vivienda asequible en toda la ciudad y considerar la proximidad al tránsito y los servicios
- Deseo de más **protecciones para los inquilinos**, incluida la protección contra la discriminación y el acoso, las políticas de causa justa y el control de los alquileres
- Inquietudes acerca de la **seguridad del actual parque de viviendas** y la falta de responsabilidad de los propietarios
- Apoyo de la Comunidad a la rezonificación de terrenos comerciales para usos residenciales y a un requisito de inclusión de viviendas

Revisión de la Comisión de Planificación

- Comentarios del público:
 - Deseo de más protecciones para los inquilinos
 - Inquietud por la **seguridad del parque de viviendas actual** y la falta de responsabilidad de los propietarios
 - Deseo de protección que incluya el control de los alquileres, una ordenanza contra el acoso y una ordenanza de "causa justa".
- Comentarios del Comisionado de Planificación:
 - Considerar el control de alquileres, una ordenanza de "causa justa" y una ordenanza "contra el acoso".
 - Realizar un análisis de costos y beneficios para la creación de un programa de "derecho a la asesoría".
 - Considerar las alternativas y programas de ayuda al pago inicial y al alquiler.
 - Considerar opciones que ofrezcan a los inquilinos el primer derecho de rechazo a comprar su unidad si se pone a la venta

Próximos pasos

- Consolidar los comentarios y enviarlos al Estado
- Trabajo en curso sobre el EIR, los elementos de Riesgos Ambientales y EJ, la rezonificación y las normas objetivas
- Comentarios del Estado a mediados de septiembre
- Adopción formal a finales de 2022/principios de 2023

¿Preguntas? ¿Comentarios?





INTRODUCTION OF NEW CITY EMPLOYEES

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director

> Interim Police Chief Steven Ford would like to introduce:

Thomas McKenzie, Police Officer



RECOGNIZING JUNE 2022 AS

PRIDE MONTH

IN THE CITY OF ANTIOCH

WHEREAS, this month and every month, the City of Antioch stands with the lesbian, gay, bisexual, transgender and queer (LGBTQ+) community as they declare their pride in who they are and who they love;

WHEREAS, during Pride Month, we are reminded that our City's remarkable diversity is a gift that makes all of us stronger, and we rededicate ourselves to the ongoing cause of equality, acceptance, and freedom for all;

WHEREAS, while society at large increasingly supports LGBTQ+ equality, it is essential to acknowledge that the need for education and awareness remains vital to end discrimination and prejudice;

WHEREAS, as we celebrate the resilience of the LGBTQ+ community and their hard-won victories to advance acceptance and equality, we stand together, united, to defend and build on the progress of the LGBTQ+ community toward a better, more inclusive, and safer future for all;

WHEREAS, with the rainbow flag proudly raised at City Hall, Antioch stands with LGBTQ+ people, their loved ones, and allies throughout the state and across the country; and

WHEREAS, celebrating Pride Month influences awareness and provides support and advocacy for Antioch's LGBTQ+ community, and is an opportunity to take action and engage in dialogue to strengthen alliances, build acceptance and advance equal rights.

NOW, THEREFORE, I, LAMAR A. THORPE, Mayor of the City of Antioch, do hereby declare the month of June 2022 as Pride Month in the City of Antioch and invite everyone to reflect on ways we can live and work together with a commitment to mutual respect and understanding.

JUNE 14, 2022

LAMAR A. THORPE, Mayor



PROCLAMATION COMMEMORATING JUNETEENTH 2022

WHEREAS, Juneteenth is recognized as the end of chattel slavery in the United States and liberation from the greatest robbery of Black wealth in our country's history;

WHEREAS, although President Abraham Lincoln first issued the Emancipation Proclamation effective January 1, 1863, freeing the slaves in the South, that order was ignored by southern slave owners;

WHEREAS, on June 19th, 1865, Union soldiers arrived in Galveston, Texas and enforced the President's order, freeing the slaves two and a half years after it was first decreed on the day now known as Juneteenth;

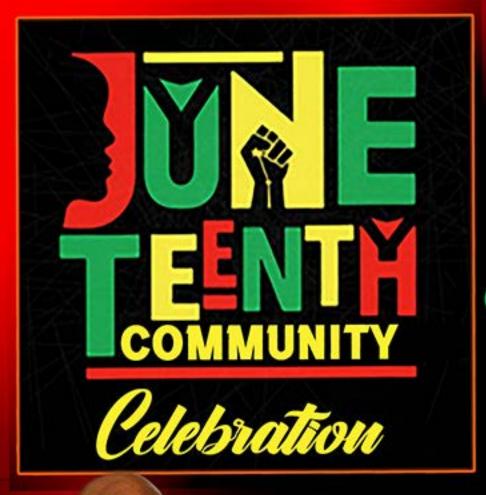
WHEREAS, through other systems of oppression, such as sharecropping, Jim Crow, redlining, and mass incarceration, the plunder of Black bodies and Black wealth continued past slavery and persist to this day, affecting the physical and mental health, safety, and education of African Americans;

WHEREAS, liberation from these systems of oppression demands nothing less than Black economic liberation manifested in financial literacy, access to loans, jobs, and the means of self-improvement, and the ability to own the land in one's own neighborhood; and

WHEREAS, many African Americans have substantially advanced and continue to build wealth within the Black community in and beyond our City boundaries.

NOW, THEREFORE, I, LAMAR A. THORPE, Mayor of the City of Antioch, do hereby acknowledge June 19th, 2022, as Juneteenth in the City of Antioch, the annual recognition of Black emancipation, the celebration of the past, present, and future of Black economic liberation and our commitment to eradicate systemic racism that undermines our collective prosperity.

JUNE 14, 2022





ANTIQCH CALIFORNIA OPPORTUNITY LIVES HERE



FRIDAY JUNE 17, 2022

6:30 PM TO 8:30 PM

OPENING RECEPTION/DINNER/FASHION SHOW

3415 OAKLEY ROAD • ANTIOCH, CA 94509

SATURDAY JUNE 18, 2022

11:30 AM TO 4:30 PM

CELEBRATION PROGRAM - VENDORS, FOOD, AND GREAT ENTERTAINMENT

3415 OAKLEY ROAD • ANTIOCH, CA 94509

gracearmsofantioch.org/juneteenth







Celebration,









Chrisette Michele

SUNDAY JUNE 19, 2022
12:00 pm - 6:00 pm

@ WILLIAMSON RANCH PARK
ANTIOCH, CA 94531

SAFE FAMILY FUN • LIVE MUSIC • LIVE DJ FREE FOOD AND DRINKS • GAMES • JUMPERS PONY RIDES • FACE PAINTING • SLIDES & MORE Opportunity celebrates here.



Corteva Wetlands Preserve

Parking: Antioch Marina

1 Marina Plaza Antioch, CA

Registration Opens 8am
Race Time 9am
Open to All Ages

\$35 Pre-Registration/\$40 Day-of Deadline to guarantee T-shirt size June 3rd Registration REQUIRED. onyourmarkevents.com





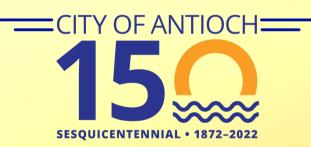


Opportunity celebrates here.

1872 Sesquicentennial 2022



Sunday, June 26th 9am-12pm



6 mile and 3 mile loops



Registration begins at 8am



Bring your bike and a helmet!



\$10 Pre-registration Includes:

- Commemorative Sesquicentennial t-shirt
- \$5 Gift Card from Baskin Robbins provided by 511 Contra Costa (while supplies last)
- 50% off Antioch Water Park admission (valid 6/26/22)





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 June 29, 2022. Applications are available at https://www.antiochca.gov/#.

- > SALES TAX CITIZENS' OVERSIGHT COMMITTEE
- > CONTRA COSTA COUNTY MOSQUITO & VECTOR CONTROL BOARD OF TRUSTEES
- > BOARD OF ADMINISTRATIVE APPEALS

Your interest and desire to serve our community is appreciated.



SALES TAX CITIZENS' OVERSIGHT COMMITTEE

(EXTENDED Deadline date: 06/29/2022)

OPPORTUNITY LIVES HERE Four (4) Committee Members, full-term vacancies, expiring March 2026

- A Sales Tax Citizens' Oversight Committee has been established following the voters passing Ballot Measure C Transaction and Use (Sales) Tax. This passed at the November 5, 2013 Consolidated Election. At the November 6, 2018 Consolidated Election, the voters passed Ballot Measure W Transaction and Use (Sales) Tax.
- Each year, an independent auditor shall complete a public audit report of the revenue raised and its expenditure. The Sales Tax Citizens' Oversight Committee shall review the expenditures and report publicly how the funds are being used to address the City Council's stated priorities of maintaining Antioch's fiscal stability, police patrols, 911 emergency response, youth violence prevention programs; ensuring water quality/safety; repairing streets; cleaning up parks/illegal dumping; restoring youth afterschool/summer programs; and other essential services. The Committee's review shall be completed in conjunction with the City's budget process. The Committee's report on its review, whether oral or written, shall be considered by the City Council at a public meeting before April 1 of each year. Any written report shall be a matter of public record.
- The Committee shall meet at least twice a year. The meetings will be public.
- The Sales Tax Citizens' Oversight Committee consists of seven members who are Antioch residents. At least one member of the Committee shall have a financial, accounting or auditing background. The Committee will be nominated by the Mayor and approved by the City Council.
- Members of the Sales Tax Citizens' Oversight Committee will be required to file an annual "Statement of Economic Interest".



CONTRA COSTA MOSQUITO & VECTOR CONTROL BOARD OF TRUSTEES

(EXTENDED Deadline date: 06/29/2022)

One (1) Antioch Citizen Representative Vacancy

- The Antioch City Council is seeking candidates for its representative to the Contra Costa Mosquito & Vector Control Board of Trustees.
- The Board of Trustees are officials appointed by their respective City Councils to govern the Mosquito and Vector Control District knowledgeably and effectively. They serve for a term of two to four years and are highly dedicated to this community service.
- Must be an Antioch resident and at least the voting age of 18 with an interest in any of the following areas: public health, public policy, wetlands, farming, community education, finance, personnel or land development, and a resident of the city which is in the District (California Health & Safety Code, Section 2242)
- The regular business meetings are held on the second Monday night of every other month. All meetings are currently conducted via Zoom in accordance with Government Code section 54935E.
- Additional information regarding the responsibilities and duties are available online at www.ContraCostaMosquito.com



BOARD OF ADMINISTRATIVE APPEALS

(EXTENDED Deadline date: 06/29/2022)
One (1) Alternate Member, 2-year term vacancy

- 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 1year of their appointment. All Commissioners must then take the AB 1234 Ethics training every two years thereafter. The Ethics training is available online.



Contra Costa County Fire Protection District Overview for Community Leaders

City of Antioch

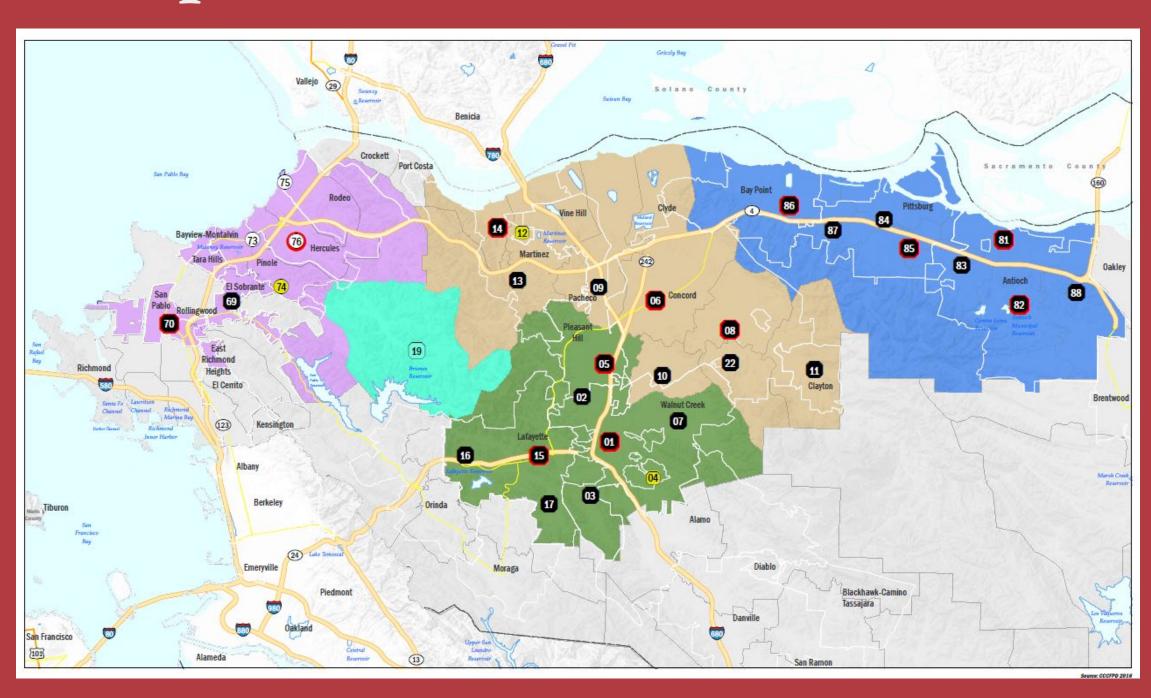
City Council Presentation

June 14, 2022

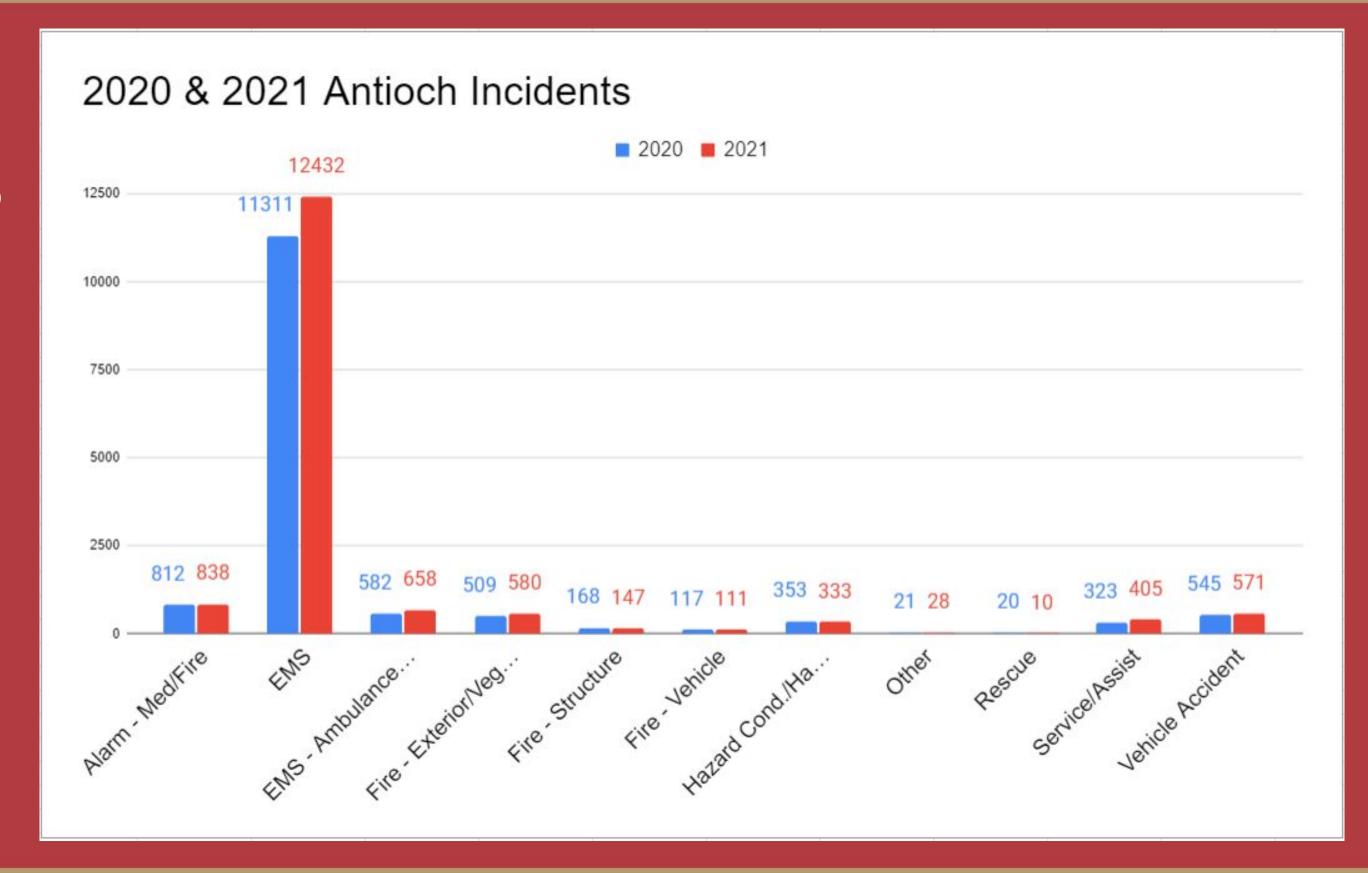
Fire Chief Lewis Broschard

Con Fire, Your Fire "Department" in Antioch

- Annexation Update
- Enhancing Capabilities
 County-wide
- Fire Weather Outlook
- Safety Tips for Residents
- What "You" Can Do
- Questions

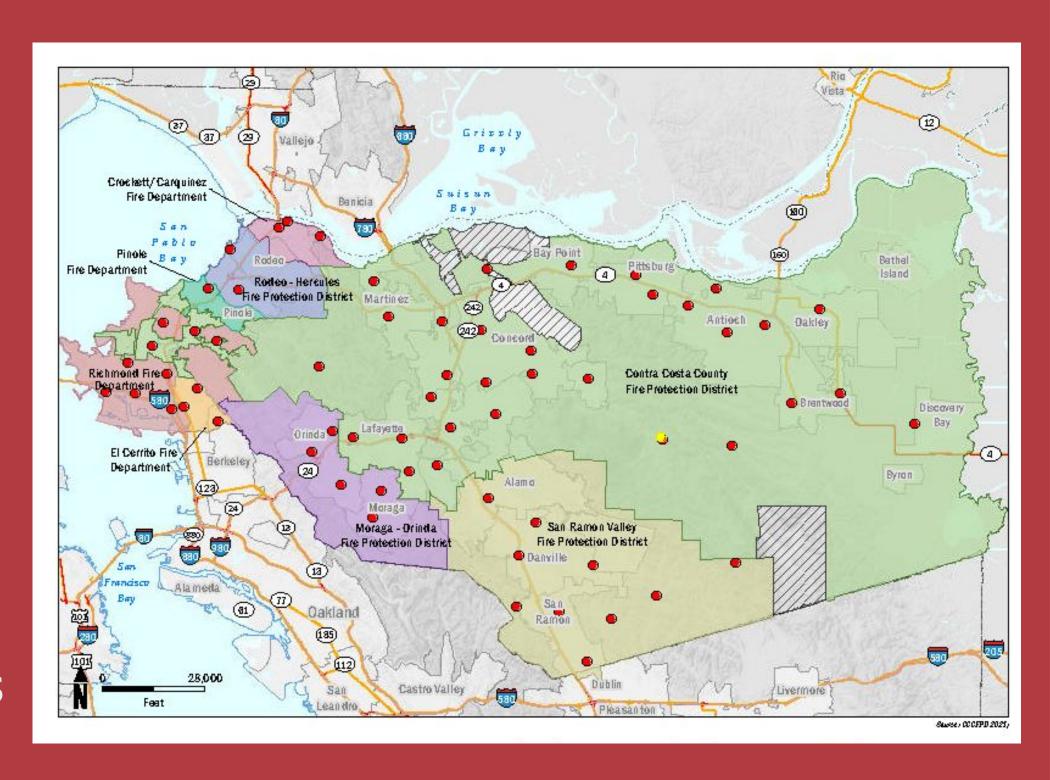


Antioch 2020 & 21 Incidents



Annexation Update

- Decades-long interest and years of planning
- Con Fire poised to annex East Con on July 1
- Immediate improvements to fire & EMS services in east & countywide
 - New stations and crews
 - ALS EMS to be introduced countywide
 - Shortened response times
- Related West County Improvements



Similar Consolidation of Fire Services in West County

- Contract for services model planning
- Would bring Pinole Fire into Con Fire family
- Con Fire and City of Pinole leaders collaborating in effort
- Measure X funded
- Would include reopening of long-shuttered Fire Station 74



Continual Fire Service Improvements

- Handcrew Worker Program "Crew 12" expansion
- New apparatus support diverse needs
 - "Type 6" Wildland Fire Engines
 - Fire "Dozers"
 - Water Tenders
- New and improved stations
 - New FS 86 set to replace historic 86 in May
 - Renovated FS 4 reopening in Walnut Creek
 - Buchanan Field and Fire Station 9 in planning
 - Three East County stations
- Evacuation goes digital



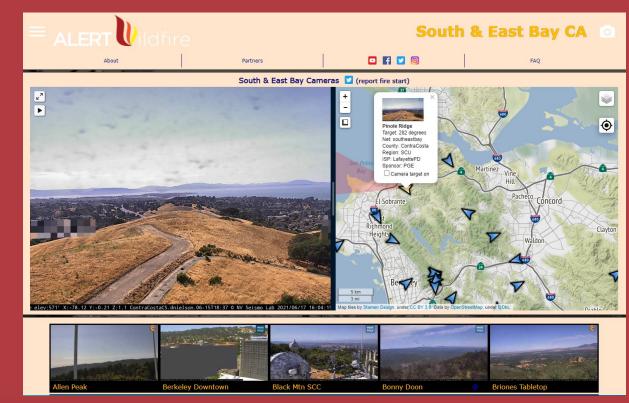


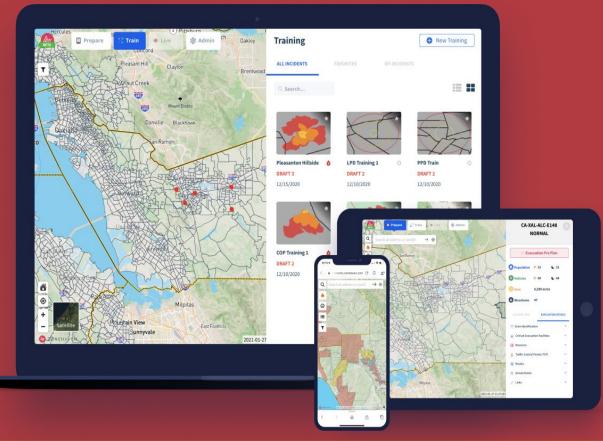




FIRE SERVICE TECHNOLOGY ADVANCES

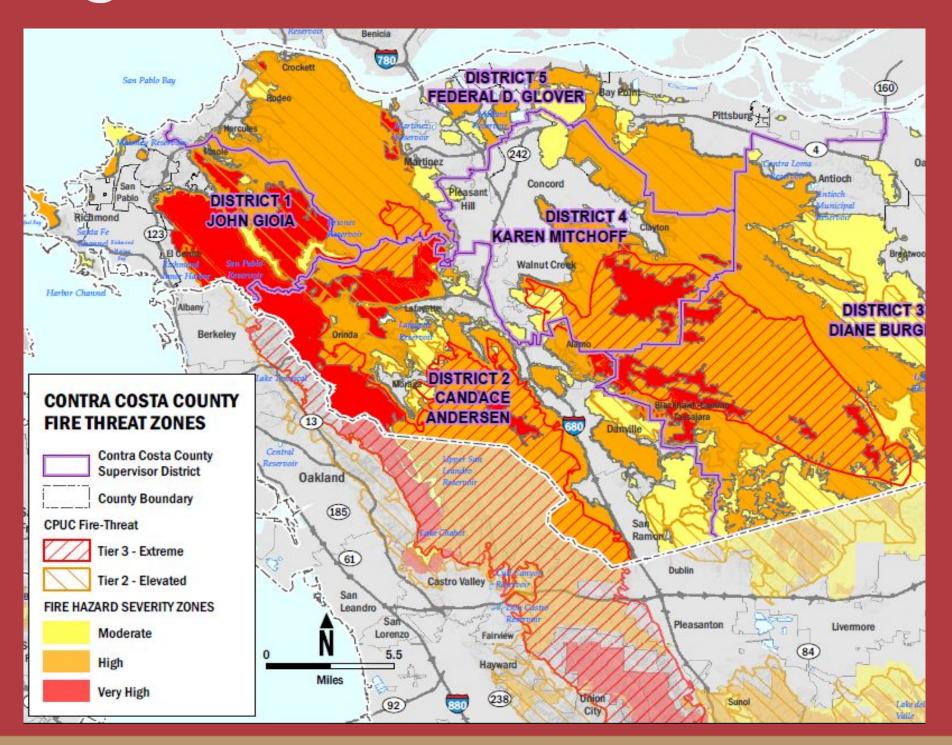
- ALERTWildfire Camera Network
 - State-of-the-art high-res pan-tilt-zoom cameras
 - 10 or more cameras in Contra Costa, more coming
 - Real-time, actionable intel
- Situational Awareness Tools
 - Tablet Command response and incident management tool
 - Pulsepoint
 - Computer Aided Dispatch and NWS notifications
- Evacuation Planning Zonehaven
 Implementation
 - Grant-funded digitization project
 - To bring major improvements to evacuation planning and conduct





Wildfire Threat Remains High

- Trend to ever-longer, less
 predictable fire weather continues
- All indicators point to earlier,
 dangerous season of fire weather
- No area of County is risk free, some at heightened risk
- Contra Costa County is far from immune to dangers



In Fact, In 2021...

- Wind-driven vegetation fires proved dangerous across the County
- Displacing 50+ residents from homes and apartments
- None were in the highest threat zones
- Lack of preparation weed
 abatement and defensible space
 creation played a part in each



Beyond Wildfire Danger...

- Simple steps save lives in fires:
 - Working and tested smoke alarms
 - Sleeping with bedroom doors CLOSED
 - Regularly rehearsed home evacuation plans
 - Meeting points known to all residents
- Preventing the most common fires:
 - Use a kitchen fire extinguisher
 - Don't overload electrical circuits
 - Use caution with ALL open flames
 - Follow space heater safety guidelines
- Carbon Monoxide safety:
 - Use CO monitors, test regularly
 - Maintain all heating equipment in good working order

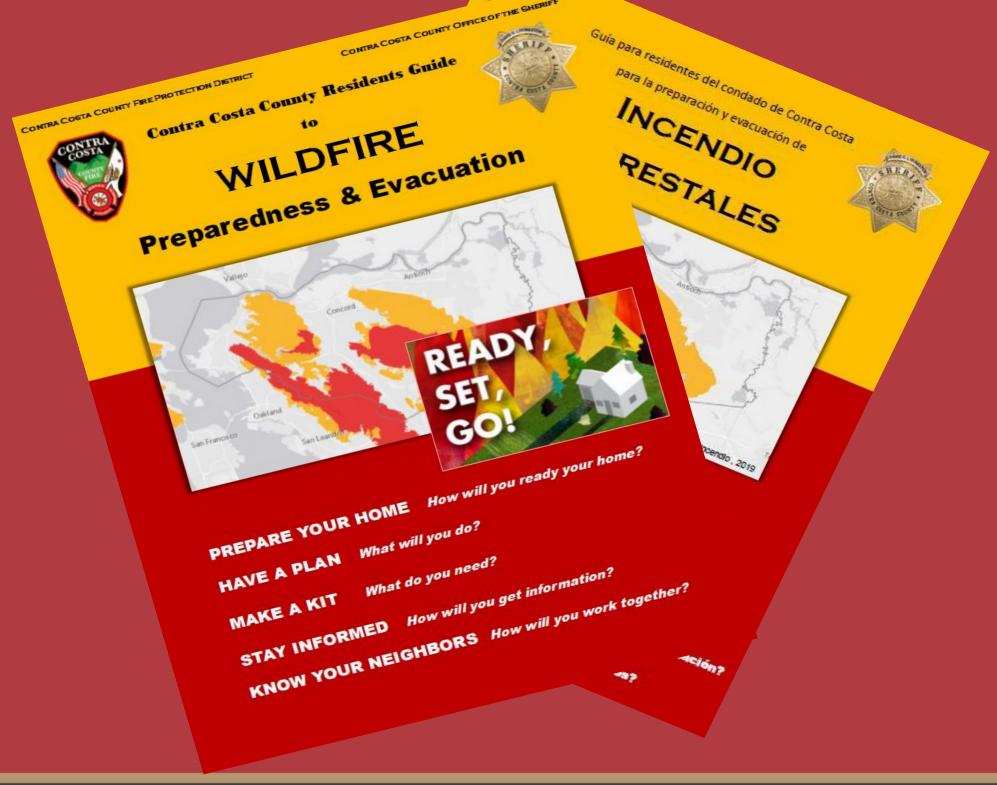




RESIDENT INVOLVEMENT IS KEY

IN ANY DISASTER

- We can't do it alone
- The FIRST first responder is the resident who prepares in advance
- Property owners, families, neighbors must work together – ahead of the disaster
- This is the place to start for wildland fire and other disasters...



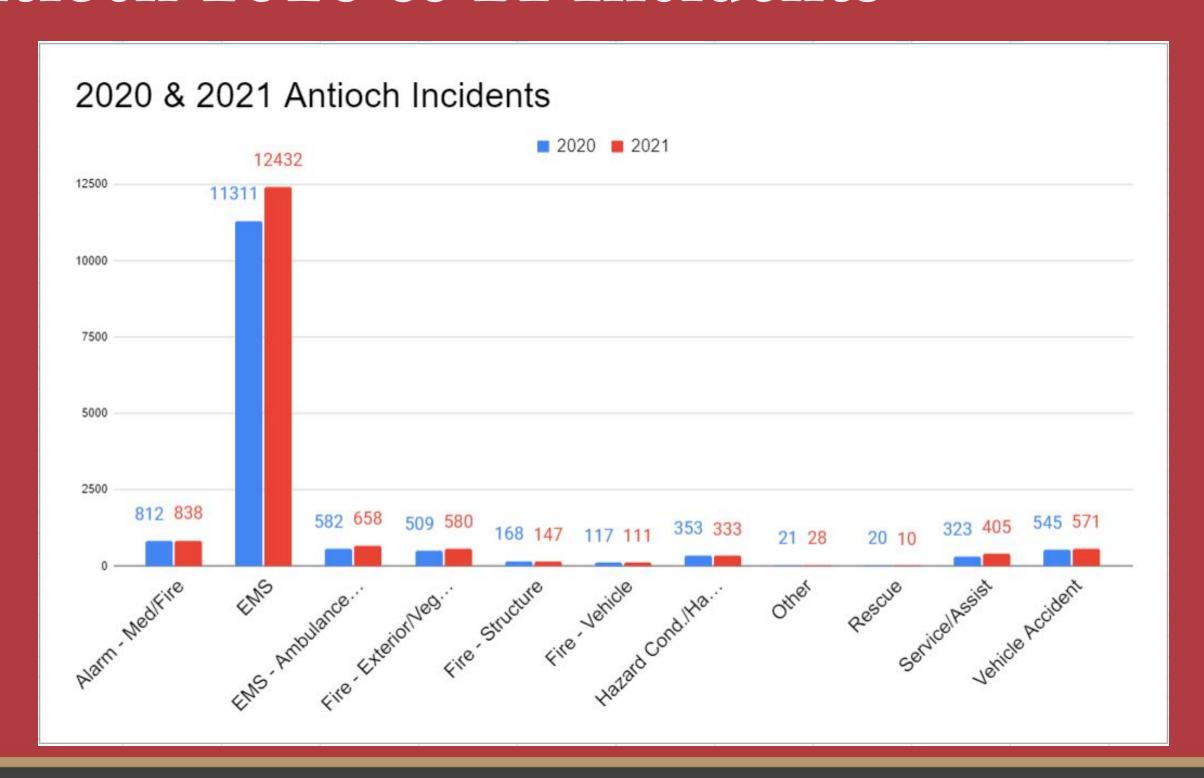
References

- Con Fire Community Risk Reduction Info cccfpd_org/community-risk-reduction/
- Wildfire Prep cccfpd.org/wildfire-prep/
- How to report weed abatement complaints cccfpd.org/exterior-hazard-complaint/
- Community Warning System <u>cwsalerts.com/</u>
- Zonehaven "Know Your Zone" Evacuation Tool cwsalerts.com/know-your-zone/
- Residents Guide to Wildfire Prep & Evac cccfpd.org/residents-wildland-fire-guide/



Questions?

Antioch 2020 & 21 Incidents



Alarm Med/Fire	433
EMS	9,167
EMS - Ambulance	
Only	393
Fire -	
Exterior/Vegetation	402
Fire - Other	5
Fire - Structure	467
Fire - Vehicle	70
Hazard Cond./Hazmat	173
Other	13
Rescue	31
Service/Assist	169
Vehicle Accident	581

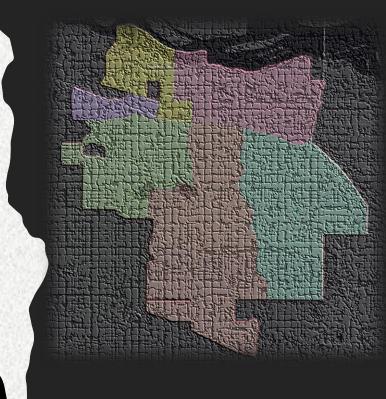


Antioch Police Department

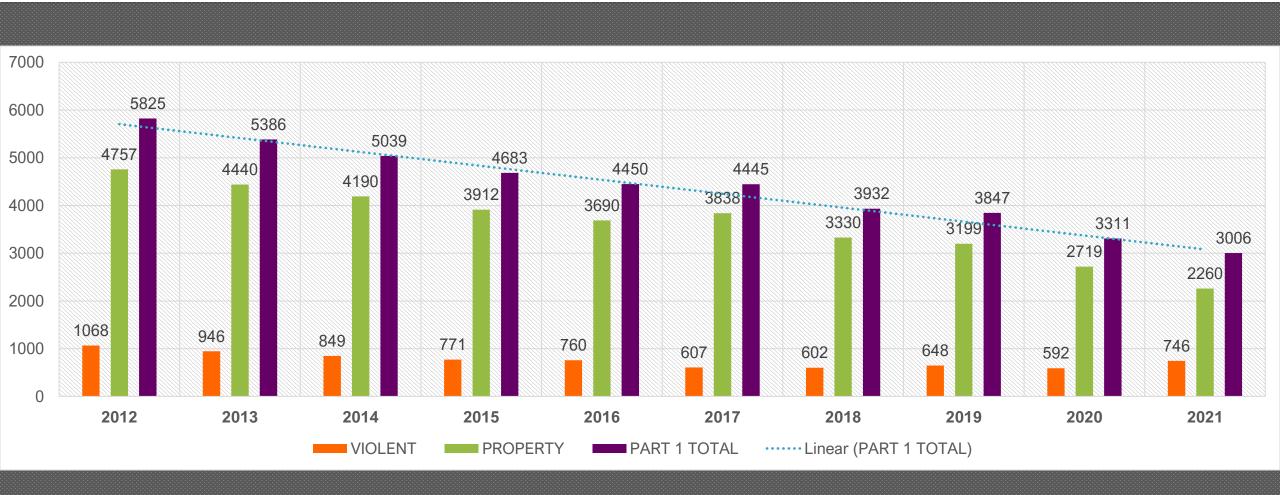
June 2022

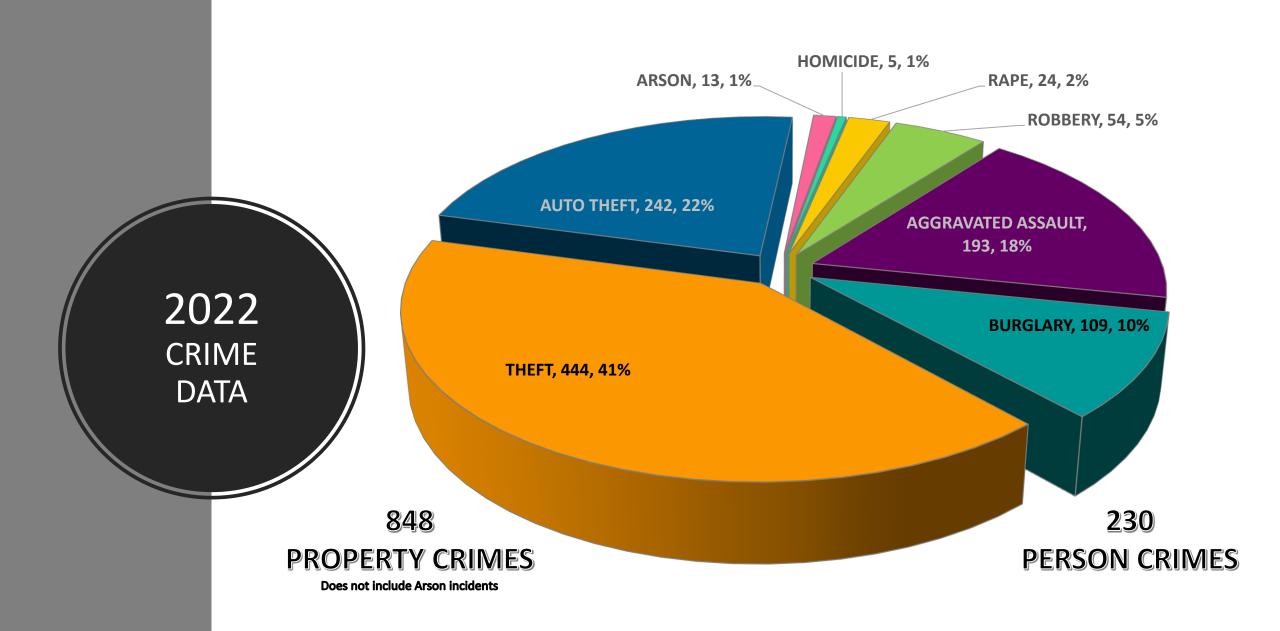
Crime & Activity

Report



PART I CRIME 2012 - 2021



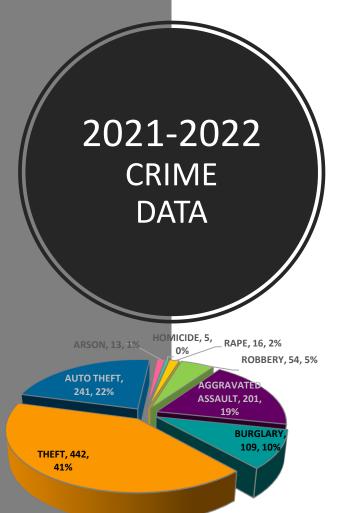


^{*}In December 2021, APD transitioned to from UCR to the NIBRS method of crime stat reporting. Some of the impacts of this change include allowing for multiple crime types to be associated with one incident and the conversion of robbery from a person crime to a property crime. Additionally, the 2022 crime stat data is based on unaudited RMS data at the time of report generation and is subject to change.



CRIME COMPARISON

2021 vs 2022



	2021	2022	#Change	%Change	
	Jan-May	Jan-May	2021 vs 2022	2021 vs 2022	
HOMICIDE	1	5	4	400.0%	
RAPE	5	24	19	380.0%	
AGGRAVATED ASSAULT	223	193	-30	-13.5%	
ROBBERY	34	54	20	58.8%	
BURGLARY	139	109	-30	-21.6%	
THEFT	548	444	-104	-19.0%	
AUTO THEFT	214	242	28	13.1%	
ARSON	16	13	-3	-18.8%	
INDEX CRIME TOTAL	1180	1084	-96	-8.14%	

^{*}In December 2021, APD transitioned to from UCR to the NIBRS method of crime stat reporting. Some of the impacts of this change include allowing for multiple crime types to be associated with one incident and the conversion of robbery from a person crime to a property crime. Therefore, comparing historical UCR data to NIBRS data should have these changes taken into consideration.

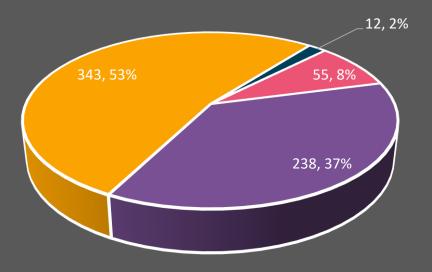
Additionally, the 2022 crime stat data is based on unaudited RMS data at the time of report generation and is subject to change.



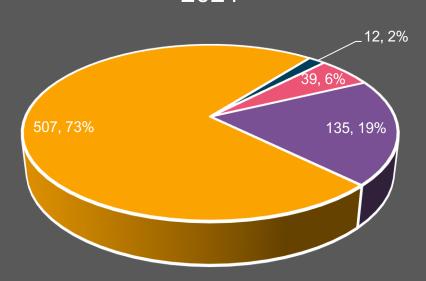
NIBRS GROUP	NIBRS CODE	Jan-22	Feb-22	Mar-22	Apr-22	May-22
	09A-Murder & Nonnegligent Manslaughter (A)	4	1	0	0	0
	09B-Negligent Manslaughter (A)	0	0	0	0	0
	09C-Justifiable Homicide (A)	0	0	0	0	1
	100-Kidnapping/Abduction (A)	6	2	4	2	2
	11A-Rape (A)	6	2	4	8	4
	11B-Sodomy (A)	1	0	1	0	0
	11C - Sexual Assault With An Object (A)	0	2	0	0	0
	11D-Fondling (A)	3	6	5	5	5
	13A-Aggravated Assault (A)	35	32	42	52	32
	13B-Simple Assault (A)	51	50	73	75	84
	13C-Intimidation (A)	2	4	13	11	6
	36B-Statutory Rape (A)	2	1	0	0	2
	64B-Human Trafficking, Involuntary Servitude (A)	0	1	0	0	0
	120-Robbery (A)	13	14	12	6	9
	200-Arson (A)	3	3	2	2	3
	220-Burglary/Breaking & Entering (A)	31	19	21	25	13
	23A-Pocket-picking (A)	2	0	1	1	1
	23B-Purse-snatching (A)	0	2	1	2	2
	23C-Shoplifting (A)	17	15	11	14	11
Α	23D-Theft From Building (A)	4	3	6	5	5
23 23 24 25 26 26 26	23F-Theft From Motor Vehicle (A)	17	18	16	17	16
	23G-Theft of Motor Vehicle Parts or Accessories (A)	15	18	8	10	3
	23H-All Other Larceny (A)	53	44	46	51	9
	240-Motor Vehicle Theft (A)	42	51	40	50	59
	250-Counterfeiting/Forgery (A)	1	2	1	2	1
	26A-False Pretenses/Swindle/Confidence Game (A)	4	3	1	3	3
	26B-Credit Card/Automated Teller Machine Fraud (A)	23	12	18	14	1
	26C-Impersonation (A)	19	14	8	11	0
	26F-Identitiy Theft (A)	1	0	1	1	0
	270-Embezzlement (A)	1	0	1	1	0
	280-Stolen Property Offenses (A)	9	19	9	8	5
-	290-Destruction/Damage/Vandalism of Property (A)	26	50	62	37	29
	35A-Drug/Narcotic Violations (A)	12	11	7	6	3
	35B-Drug Equipment Violations (A)	5	1	1	1	0
	370-Pronography/Obscene Material (A)	0	0	0	0	2
	40B-Assisting or Promoting Prostitution (A)	0	1	0	0	0
	520-Weapon Law Violations (A)	15	19	17	8	13
	720-Animal Cruelty (A)	0	0	0	0	0
	Total Group A	423	420	432	428	324

^{*}In December 2021, APD transitioned to from UCR to the NIBRS method of crime stat reporting. Some of the impacts of this change include allowing for multiple crime types to be associated with one incident and the conversion of robbery from a person crime to a property crime. Therefore, comparing historical UCR data to NIBRS data should have these changes taken into consideration. Additionally, the 2022 crime stat data is based on unaudited RMS data at the time of report generation and is subject to change. See APD Website- Crime Statistics for additional information on the transition from NIBRS to UCR.

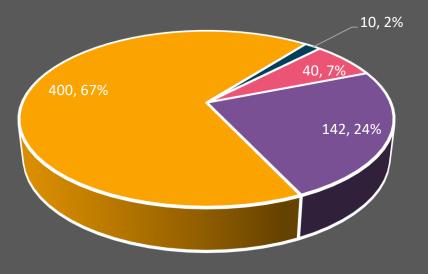








2020

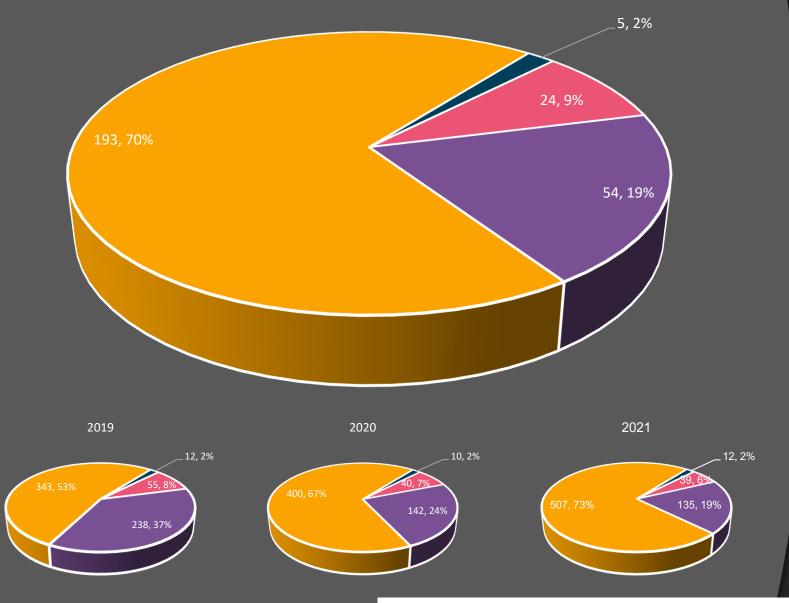


VIOLENT CRIME

- HOMICIDE
- AGGRAVATED ASSAULT
- RAPE
- ROBBERY

Homicides have remained relatively consistent over the years, but aggravated assaults have increasingly dominated our violent crime numbers.

January - May 2022



VIOLENT CRIME







Homicides have remained relatively consistent over the years, but aggravated assaults have increasingly dominated our violent crime numbers.

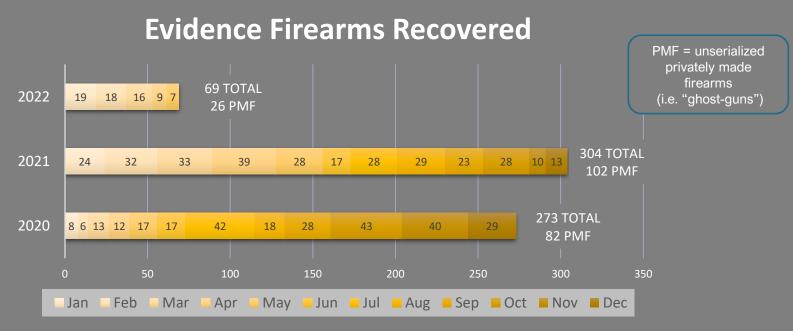
FIREARMS SUMMARY

Total Aggravated Assaults w/ Firearm

Firearms
Recovered as
Evidence

FIREARM AGGRAVATED ASSAULTS ANNUAL 2018-2021 JANUARY - MAY 2022



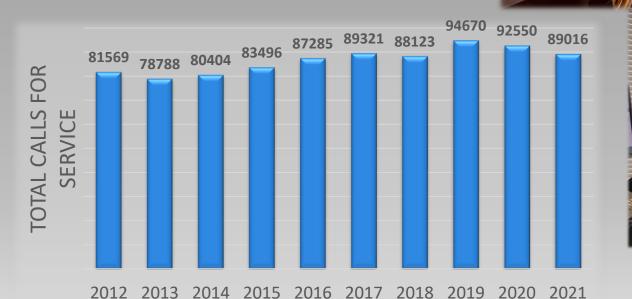


Calls for Service Summary

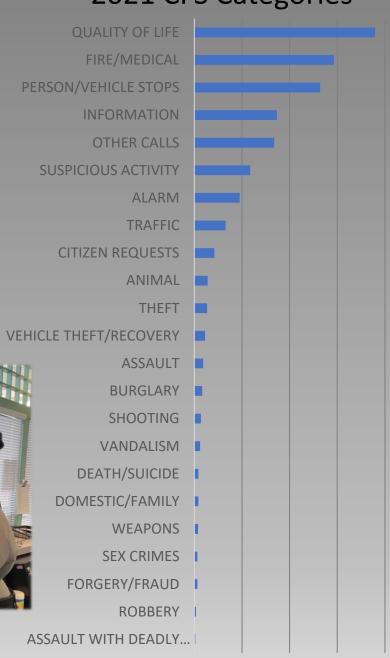
The total "calls for service" (CFS) can be explained as the volume of documented incidents generated from 911 and non-emergency calls, as well as officer self-

initiated activity.

PRIORITY	DESCRIPTION	2021 # CALLS FOR SERVICE	Jan – May 2022 CFS
1	Emergency	6,399 (7%)	2,666 (8%)
2	Urgent	37,836 (43%)	15,677 (47%)
3	Routine	30,415 (34%)	10,048 (30%)
4 & 5	Informational	14,366 (16%)	5,014 (15%)



2021 CFS Categories



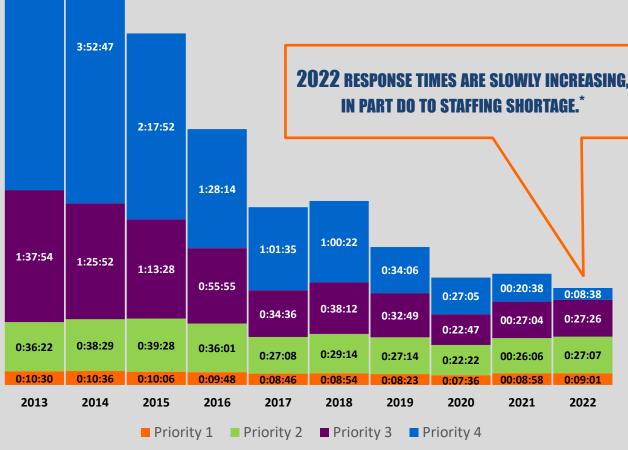
PRIORITY	DESCRIPTION				
1	Emergency				
2	Urgent				
3	Routine				
4 & 5	Informational				

5:01:49



Response Times

Average response times are calculated from the time the call is received at the dispatch center until the officer arrives. Calls for service are labeled as one of five levels of priority. Priority 1 calls are serious crimes in progress or imminent threats to life and safety. Currently, the response time to Priority 1 calls is 9 minutes and one second.







* Unlike our old system, the new Computer Aided Dispatch system (updated Dec 2021) allows officers to self-dispatch during on-view calls, therefore response times are logged as near immediate to low priority on-view incidents, thus accounting for the significant reduction in the Priority 4 response time.

Department Staffing

Staffing & Hiring

DEPARTMENT WIDE

Current Number of Personnel = 148



103 Sworn



45 Civilian Staff

2022

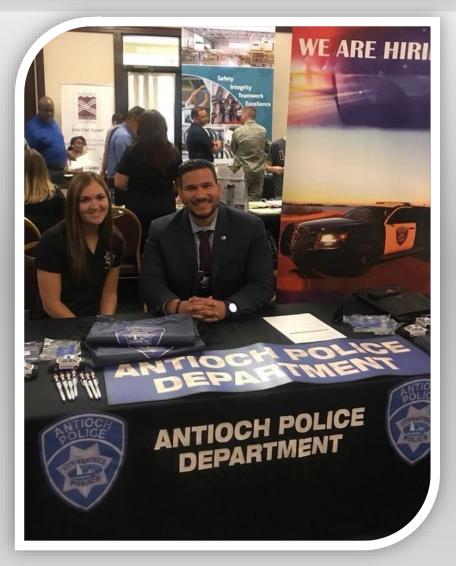
Sworn: 1 hired, 13 vacancies (+6 overhire)

Dispatch: 2 vacancies

Records: 3 vacancies

CSO: 2 vacancies

Animal Control: 3 vacancies



We're Hiring! Apply NOW!!!

Traffic Division

Sideshows

- Over 40 sideshow related calls for service in Jan. to May 2022
- Approximately 92 sideshow related calls for service in 2021

PROACTIVE ENFORCEMENT

- In 2021-2022, eight proactive sideshow enforcement details were conducted to prevent planned sideshows from occurring
 - During the three 2022 events, there were 4 arrests and 10 vehicles seized!!
 - Additionally, one of the suspects that was involved in damaging our patrol vehicle at a recent sideshow had his truck impounded.
- Office of Traffic Safety grants will be used to continue proactive sideshow prevention details on weekends

On May 27-28, 2022 a proactive enforcement event successfully prevented the "925 Block Party 2" from occurring.

During this event, Traffic Unit Officers from East County and CHP worked collaboratively to conduct traffic stops. APD made 10 traffic stops with 4 citations issued.



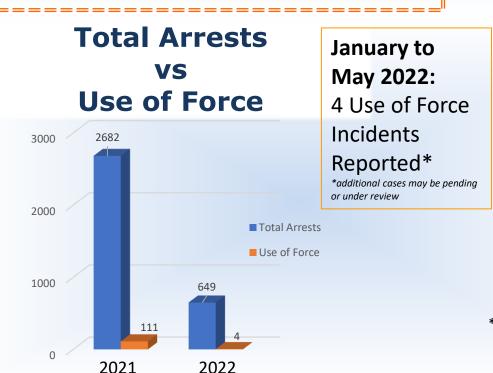




Use of Force Statistics

In 2021, out of 89,016 calls for service, force was used to effect arrest in 111 incidents or in 0.125% of calls.

Actions Compelling Uses of Force: **Active Aggression** Assault on Officer **Resisting Arrest** Non-Compliance **Armed Subject**



TYPES OF FORCE OC Spray

Carotid

40 mm

Other

Flashlight

ECW/Taser

Physical/

K-9 Utilized



incidents involved the use of multiple options and/or the same option used by multiple officers.

In the vast majority of encounters, officers are able to gain compliance with de-escalation techniques or verbal commands alone. When those commands are insufficient and subjects choose to ignore instructions or resist, officers may use an array of force options to compel subjects to submit to lawful authority. These options range from physical controls, to less-lethal options (e.g., OC spray, conducted electrical weapons (CEW), or impact weapons), to deadly physical force, when justified by the threat of violence. Please refer to the APD Use of Force Policy for further details.

All uses of force undergo a multi-level supervisory review by management/command staff to ensure the application of force was in compliance with both departmental policy and the law. In any instances where additional review of the incident is deemed necessary the investigation is forwarded to Internal Affairs.

Violence Reduction Plan



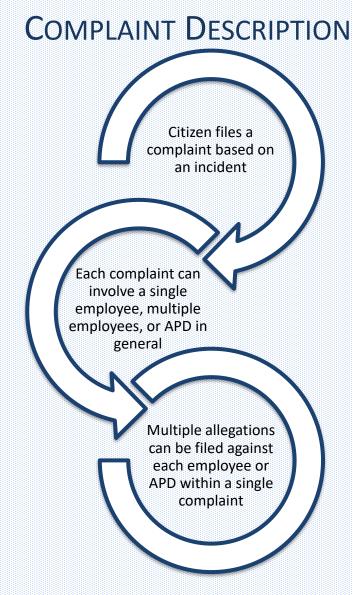
- Collaborative Public Safety Partnership with Federal and Local Agencies
- Prioritizing Community Involvement
- Creating an anti-violence team to provide focused attention to high crime areas
- Enhancing Department technology and increasing resources to better combat violent crimes (i.e. ShotSpotter)



Care Team

- Develop a coordinated response to involve mental health professionals in response to non-violent incidents
- Use City, County, and Non-Profit resources to help those in crisis or in need of housing assistance





*NOTE: Each complaint may have multiple allegations or multiple employees involved. Additionally, each employee may have multiple allegations. Therefore, the number of allegations counted per incident and by employee is higher than the total number of complaints and employees involved.

COMPLAINT				<u>STATUS</u>									
Allegation Category	Number of Incidents Involving Allegation	APD/ Number of Employees Involving Allegation	U n f o u n d d e d	W i t h d r a w n	S u s t a i n e	S u s N t o a t i n e d	N o F i n d i n	E x o n e r a t e	P e n d i n				
2022 Complaints for 2022 are being processed and pending*													
Standards of Conduct	2	2	0	0	0	0	0	0	2				
23 TOTAL COMPLAINTS with 37 allegations & 39* INVOLVED EMPLOYEES (or APD) with 83 allegations													
Standards of Conduct	14	32	3	0	0	5	6	13	5				
Search & Seizure	3	5	0	0	0	1	0	4	0				
Report Preparation/Investigation	7	12	3	0	0	3	0	3	3				
Not Specified	4	9	0	0	0	0	2	7	0				
Bias Based Profiling	6	11	2	0	0	4	2	3	0				
Use of Force	3	14	8	0	0	3	0	3	0				
2020		4 TOTAL COMF OLVED EMPLO				_		ions					
Standards of Conduct	18	53	4	1	2	36	2	8	0				
Search & Seizure	5	8	1	0	0	3	0	4	0				
Report Preparation/Investigation	6	14	8	0	3	2	0	1	0				
Not Specified	0	0	0	0	0	0	0	0	0				
Bias Based Profiling	4	7	0	1	0	4	0	0	2				
Use of Force	9	35	3	0	5	10	2	15	0				
2019 26 TOTAL COMPLAINTS with 35 allegations & 39 INVOLVED EMPLOYEES (or APD) with 89 allegations													
Standards of Conduct	17	58	7	3	6	38	3	1	0				
Search & Seizure	1	1	0	0	0	1	0	0	0				
Report Preparation/Investigation	7	12	1	0	3	5	0	3	0				
Records Maintenance & Release	1	1	0	0	0	1	0	0	0				
Not Specified	2	2	0	1	0	0	1	0	0				
Bias Based Profiling	1	4	0	0	0	4	0	0	0				
Use of Force	6	11	0	0	0	4	0	7	0				

The number of involved employees involved in complaints in 2021/2022 may change as pending investigations develop

COMMUNITY FORUMS

GOAL: To build a lasting relationship with our community built on trust and mutual respect

Community Forums will occur monthly and will rotate throughout the four Council Districts to be held at a location of the Council members choosing

Provide community members the opportunity to express their concerns and have meaningful & transparent conversation with Interim Police Chief Ford, members of Command Staff, and Officers from the Department.



Each session will consist of a question-andanswer session, as well as an opportunity to pursue one-on-one conversations with APD

personnel



Community Forums

The Antioch Police Department will nost a series of Community Forums neld at different locations throughout the City. This is an opportunity for the community to have open and meaningful conversations with Interir Police Chief Dr. Steven Ford and Officers in our department.



June 22, 2022 6:00 PM – 7:30 PM

Community Engagement

The Antioch Police Department supports proactive engagement with our community members through neighborhood meetings, annual events, youth outreach, demonstrations, forums, and social media.







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Events

Holiday Adopt a Family

Holiday Food Drive

Holiday Toy Giveaway

Halloween Trick-or-Treat

Birthday Parades

Citizen's Academy

Youth Academy

Coffee with the Cops

Tip-A-Cop

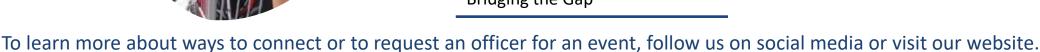
Torch Run

Community Fundraisers

Bridging the Gap

In 2021, APD Officers participated in 683 Community Policing Activities!

235 and counting so far in 2022!!



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

Regular Meeting 7:00 P.M.

April 26, 2022 Council Chambers

6:00 P.M. - CLOSED SESSION

- 1. CONFERENCE WITH LABOR NEGOTIATORS pursuant to California Government Code section 54957.6; City designated representatives: Nickie Mastay, Jazzman Brown, and Jeff Bailey; Employee organizations: Management Unit, Treatment Plant Employees' Association, Antioch Public Works Association, and Antioch Police Sworn Management Association.
- 2. CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION Significant exposure to litigation pursuant to California Government Code section 54956.9(b): One Case.

ADJOURNED TO CLOSED SESSION

Council adjourned to Closed Session at 6:01 P.M.

7:00 P.M. REGULAR MEETING

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 3 Ogorchock, District 4

Wilson, Mayor Pro Tem (District 2) Barbanica and Mayor Thorpe

PLEDGE OF ALLEGIANCE

Mayor Thorpe led the Pledge of Allegiance.

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

City Attorney Smith reported the City Council had been in Closed Session and gave the following report: #1 CONFERENCE WITH LABOR NEGOTIATORS, no reportable action; and #2 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION, direction given to Interim City Manager and City Attorney.

1. PROCLAMATIONS

- In Honor of A Home within CASA (Court Appointed Special Advocates) Therapy Project
- Arbor Day, April 29, 2022

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

Mayor Thorpe thanked CASA for their dedication to youth in foster care.

Phillip McCloud, representing CASA, thanked the City Council for the *In Honor of A Home within CASA Therapy Project* proclamation and for supporting their organization.

Director of Public Works/City Engineer Samuelson thanked the City Council for the *Arbor Day, April 29, 2022,* proclamation. He invited the community to attend a tree planting at 1:00 P.M. on April 29, 2022, at Antioch Community Park.

2. ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

Director of Parks and Recreation Helfenberger announced the following civic and community event.

Recreation Expo – May 7, 2022

Councilmember Wilson announced the following civic and community events.

- Demin Day April 27, 2022
- Red Sand Project April 27, 2022
- Shred It Event April 28, 2022

Mayor Thorpe announced a swearing-in ceremony for Interim Chief Ford would take place at 1:00 P.M. on April 27, 2022, at the Antioch Community Center. He recognized former Interim Chief, Captain Morefield for his service.

3. ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Householder announced the following Board and Commission openings.

- Economic Development Commission
- Sales Tax Citizens' Oversight Committee
- Contra Costa Mosquito & Vector Control Board of Trustees

For more information and to apply, visit: www.bit.ly/ApplyAntioch or the City's homepage.

PUBLIC COMMENTS

Barbara Sobalvarro, representing Antioch Friends of Animal Services, announced *Be Kind to Animals Week* would take place from May 1-7, 2022. She provided a history of the Antioch Animal Shelter and their organization.

Della Curri stated that her family were victims of the Delta Pines Apartment fire and she expressed concern regarding the management of the complex.

Francisco Torres and Archie Brumfield, representing ACCE, expressed concern that tenants were being illegally evicted and requested the City Council consider rent control, just cause and anti-harassment policies.

Michelle Barlow requested Council agendize reconsideration of the RV ordinance to allow residents to park their RVs on their properties.

Lisa Sanders, representing ACCE, reported she was a victim of the Delta Pine Apartment fire, and she believed the management of the complex had been negligent in their response. She spoke in support of rent control, just cause and anti-harassment policies.

Ralph Hernandez, Antioch resident, announced that he submitted materials to the City Council for the public record regarding cases that he had investigated. He requested Council encourage the District Attorney to reopen a case.

John acknowledged Ralph Hernandez for his investigative work. He urged Council to read the information he had provided and contact the District Attorney's office.

Chris Gilroy, Antioch resident, acknowledged and thanked the Antioch City Council for their accomplishments and encouraged them to remain committed to their efforts.

Roshon Williams requested Council agendize reconsideration of the RV ordinance and review all the information she had previously submitted regarding this matter. She spoke in support of rent control.

Lucas Stuart-Chilcote announced May Day March for International Workers Day, May 1, 2022, and the Interfaith Breaking Fast Dinner, April 30, 2022. He reported free at-home covid tests were available by mail at COVID.gov.

Pam Gupta expressed concern recent ordinance restrictions on cigarettes, cigars and cigarillos had created a hardship for low-income customers. She noted it had also impacted their inventory and she requested Council reevaluate these restrictions.

Pasqual Iwoh questioned what the timeframe was for the selection process for those who had applied for Boards and Commissions.

Frank Sterling announced that they would be holding a community event at the Antioch Police Department (APD). He stated that he supported the investigation into APD and the city's police reform efforts.

CITY COUNCIL COMMITTEE REPORTS/COMMUNICATIONS

Councilmember Torres-Walker reported on her attendance at the CDBG Committee meeting and announced that she would be attending a Cannabis Standing Committee meeting later this week.

Councilmember Ogorchock discussed Mayor Thorpe's prior request to have Mr. Turnage removed from Council Chambers. She explained that he did not have the authority to direct Interim City Manager Johnson to remove a member of the public without Council consensus. She stated that this was one of the reasons she requested Interim City Manager Johnson's performance review.

Councilmember Wilson announced she would be attending the Cannabis Standing Committee meeting later this week.

Councilmember Barbanica reported on his attendance at the CDBG Committee meeting and announced that he would be attending another meeting this week. He encouraged those interested in applying for CDBG funding, to do so. He thanked the representative from ACCE for connecting him with tenants and encouraged tenants that were being unlawfully evicted to reach out to him. He also requested Mr. Hernandez call him.

Mayor Thorpe apologized to community members who were expecting to revisit the RV ordinance this evening and noted the item would be on the next agenda. He reviewed the Board and Commission application and interview process. He explained if anyone disrupted a meeting, he would request they leave and if it continued, he would have them escorted out by the Police Chief.

MAYOR'S COMMENTS

4. PRESENTATION

Director of Public Works/City Engineer Samuelson gave a PowerPoint presentation of the Brackish Water Desalination Project Update.

The City Council thanked Director of Public Works/City Engineer Samuelson for the presentation.

In response to Council, Director of Public Works/City Engineer Samuelson discussed the city's per capita water use, their partnership with Delta Diablo and the process for reducing noise impacts for residents in the area.

Councilmember Ogorchock requested staff provide Council with the project's landscaping plans.

- 5. CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency
- A. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR MARCH 11, 2022

- B. APPROVAL OF COUNCIL MEETING MINUTES FOR MARCH 22, 2022
- C. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 12, 2022
- D. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR APRIL 19, 2022
- E. APPROVAL OF COUNCIL WARRANTS
- F. APPROVAL OF HOUSING SUCCESSOR WARRANTS
- G. REJECTION OF CLAIMS: NIRIVANA ALLEN, OLIVIA ALLEN, NIRIVANA ALLEN, JR., KANAI ALLEN, QZAIAH ALLEN, AND CARLA MCLAURIN
- H. <u>ORDINANCE NO. 2209-C-S</u> SECOND READING FORMATION OF THE PROPOSED CITY OF ANTIOCH COMMUNITY FACILITIES DISTRICT NO. 2022-01 (PUBLIC SERVICES) FOR LAUREL RANCH SUBDIVISION (PW 698) (Introduced on April 12, 2022)
- I. <u>ORDINANCE NO. 2210-C-S AND ORDINANCE NO. 2211-C-S</u> SECOND READING STRATEGIC INFILL HOUSING STUDY (Introduced on April 12, 2022)
- J. <u>RESOLUTION NO. 2022/64</u> FOR ON-CALL CONTRACT PLANNING AND ENVIRONMENTAL CONSULTING SERVICES
- K. <u>RESOLUTION NO. 2022/65</u> AMENDING AN EXISTING CONTRACT FOR CONSULTANT SERVICES WITH URBAN PLANNING PARTNERS FOR THE PREPARATION OF THE 6TH CYCLE HOUSING ELEMENT 2023-2031 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT
- L. <u>RESOLUTION NO. 2022/66</u> ACCEPTANCE OF WORK AND NOTICE OF COMPLETION FOR PREWETT PARK CONCRETE IMPROVEMENTS, PHASE II (P.W. 567-9)
- M. <u>RESOLUTION NO. 2022/67</u> WATER RATE STUDY
- N. <u>RESOLUTION NO. 2022/68</u> CONSIDERATION OF BIDS FOR CITY PARK LANDSCAPE ENHANCEMENT BID NO. 988-0309-22A
- O. <u>RESOLUTION NO. 2022/69</u> ACCEPTING THE OFFERS OF DEDICATION FOR LAUREL ROAD RELATED TO THE LAUREL RANCH SUBDIVISION (P.W. 698)

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson, the City Council unanimously approved the Council Consent Calendar with the exception of item M which was pulled for further discussion.

<u>Item M</u> – Councilmember Ogorchock announced that the City was not raising water rates. Director of Public Works/City Engineer Samuelson presented the staff report dated April 26, 2022, recommending the City Council adopt the water rates without any increase.

On motion by Councilmember Ogorchock, seconded by Councilmember Torres-Walker the City Council unanimously approved Item M.

COUNCIL REGULAR AGENDA

6. UNHOUSED RESIDENT SERVICES – FALL 2022 CYCLE STATE OF CALIFORNIA HOMEKEY PROGRAM AND EXECUTIVE INN LOCATED AT 515 EAST 18TH STREET

Assistant City Manager Bayon Moore presented the staff report dated April 26, 2022, recommending the City Council receive the presentation and adopt the resolution: 1) Authorizing the City to pursue State of California Homekey Program funding for housing opportunities associated with the Executive Inn located at 515 East 18th Street; 2) Pledging the 5-year City commitment of a subsidy estimated at \$12.3 million dollars in local funds; and 3) Authorizing pursuit of the public procurement process to identify an experienced developer partner to assist with financing, development, long term ownership and operations of the future Homekey site.

Assistant City Manager Bayon Moore introduced Jeree Glasser-Hedrick, Housing Director of Focus Strategies, who gave an Executive Inn Homekey Financing PowerPoint presentation.

Ralph Hernandez stated he did not believe the Executive Inn site was appropriate for the homeless due to the illegal activity occurring in the area.

Donna Salazar stated this project would not address the issues with the unhoused and she felt it would be too expensive. She reported that she had not received a response from the City's Unhoused Resident Coordinator.

Andrew Becker stated public safety was a community issue and he encouraged residents to assist those in need. He noted that Homekey was the City's opportunity to house individuals and the dialog for this item needed to be more robust and inclusive.

Lacey Brown, Antioch resident, encouraged Council to postpone the adoption of the resolution because she felt the City had not looked objectively at other options for their application. She spoke in support of Dignity Moves managing a Homekey project.

Chris Gilroy spoke in support of the Executive Inn project and assisting the homeless with services needed.

Norma Hernandez clarified that homeless residents deserved to be housed in safe locations. She discussed programs to provide training. She suggested using Homekey funding to build a project and better program.

Edgar Martinez announced the 2022 Point-In-Time count would be available in May and the 2021 annual report would be available in the summer. He supported further studies and suggested the City consider other options.

An unidentified speaker suggested Antioch emulate successful homeless programs from surrounding cities such as the Trinity Center in Walnut Creek.

Mayor Thorpe discussed the City and Ad Hoc Committees' efforts to take a proactive approach to provide homeless services in Antioch. He explained the goal of the Executive Inn project was to provide services and temporary stability so people could transition out of homelessness. He thanked Unhoused Resident Coordinator Ridley and Assistant City Manager Bayon Moore for their dedication to this project.

Councilmember Barbanica stated he did not feel this was an appropriate location for this project because of the impact it would have on the school and residential neighborhood. He felt the money could be better utilized for other opportunities.

Councilmember Torres-Walker requested the City address safety and beautification in the area and announced that there were organizations that worked with the homeless to give them jobs to clean up neighborhoods. She stated she did not believe there had been a fair assessment by Focus Strategies and suggested the City submit a Project Homekey application that included the Executive Inn as well as other options.

Councilmember Ogorchock suggested agendizing a presentation from Dignity Moves and the City conduct a feasibility study for projects on other potential properties. She expressed concern that the Executive Inn project would deplete the City's reserves and it did not include services. She also noted that the City lacked staff to oversee the leasing of the building.

Mayor Thorpe responded that the budget for the Executive Inn Project included wrap-around services and noted that all budget assumptions put the City in a deficit because the numbers did not accurately reflect revenue.

Councilmember Wilson spoke in support of looking at other opportunities throughout the City and moving forward with this project as soon as possible.

Mayor Thorpe clarified that the City was focused on funding that would be available in October. He explained Focus Strategies was a neutral party. He cautioned that involving specific developers in meetings could jeopardize their participation in an RFP or RFQ.

Assistant City Manager Bayon Moore clarified that an evaluation of alternatives showed how they had concluded that the Executive Inn was the only site that could compete successfully with aggressive timelines.

Councilmember Torres-Walker requested the evaluation of alternatives come back to Council as well as presentations from Dignity Moves and Homes First.

Noes: Barbanica

Mayor Thorpe stated that they could postpone this item and discussed the importance of it coming back to Council as soon as possible. He suggested the matter return to Council at a Special Meeting on April 29, 2022. He expressed concern for the voting pattern related to items addressing homelessness.

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson the City Council postponed this matter. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Ogorchock, Thorpe

7. BICYCLE GARDEN – SELECTION OF PREFERRED LOCATION AND ONE ALTERNATE LOCATION, IDENTIFICATION OF CONTRA COSTA TRANSPORTATION AUTHORITY AS LEAD AGENCY OF THE PROJECT, AND FUNDING AUTHORIZATION FOR SCOPE AND DESIGN PHASE

Director of Parks and Recreation Helfenberger and Parks and Recreation Commission Chair Marie Arce presented the staff report and PowerPoint presentation dated April 26, 2022, recommending the City Council receive the presentation and adopt the resolution: 1) Selecting the preferred location and one alternate location for the Bicycle Garden; 2) Identifying the Contra Costa Transportation Authority (CCTA) as the lead agency with the intent to enter in a funding agreement in an amount not to exceed \$550,000 for the planning and design of the Bicycle Garden to be approved by City Council at a future meeting; and 3) Authorizing the Finance Director to make an adjustment to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget in an amount not to exceed \$550,000 from the General Fund for the planning and design of the Bicycle Garden.

Following discussion, Council consensus selected Prewett Park as the preferred location and Gentrytown Park as the alternate location for the Bicycle Garden.

RESOLUTION NO. 2022/70

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson the City Council unanimously adopted the resolution: 1) Selecting the preferred location Prewett Park and one alternate location Gentrytown Park for the Bicycle Garden; 2) Identifying the Contra Costa Transportation Authority (CCTA) as the lead agency with the intent to enter in a funding agreement in an amount not to exceed \$550,000 for the planning and design of the Bicycle Garden to be approved by City Council this evening; and 3) Authorizing the Finance Director to make an adjustment to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget in an amount not to exceed \$550,000 from the General Fund for the planning and design of the Bicycle Garden.

Mayor Thorpe declared a recess at 9:51 P.M. The meeting reconvened at 9:59 P.M. with all Councilmembers present.

8. DISCUSSION ITEM: TOBACCO ORDINANCE GRACE PERIOD TEMPORARILY SUSPENDING THE IMPLEMENTATION OF NEW RESTRICTIONS ON SALES OF TOBACCO OR TOBACCO PRODUCTS WITH CHARACTERIZING FLAVOR, ELECTRONIC CIGARETTES, CIGARS, AND LITTLE CIGARS

City Attorney Smith presented the staff report dated April 26, 2022, recommending the City Council provide direction to staff concerning: 1) Whether staff should prepare an amendment to the tobacco ordinance implementing a grace period temporarily suspending the implementation of new restrictions on sales of tobacco or tobacco products with characterizing flavor, electronic cigarettes, cigars, and little cigars; 2) The duration of the grace period, if any and 3) Whether staff should focus on community education and suspend enforcement activity until the passage of the amendment to the ordinance.

Nisha Toor, Jashir Sooch representing Hillcrest Liquor and Lone Tree Liquor, Ralph Hernandez, Antioch resident, Pam Gupta, Antioch resident, and Norma Hernandez spoke in support of an amendment to the tobacco ordinance implementing a grace period.

Jen Graham Lahano representing the American Cancer Society stated she did not support a grace period for this policy; however, if one was extended, she requested it be limited to three months from adoption and stipulate retailers were not allowed to restock products.

Following discussion, Council consensus supported a grace period until December 1, 2022 and directed staff to focus on community education and suspend enforcement.

9. TENTATIVE AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE CONFIDENTIAL UNIT FOR THE PERIOD OF OCTOBER 1, 2021 – SEPTEMBER 30, 2025

Administrative Services Director Mastay presented the staff report dated April 26, 2022, recommending the City Council adopt a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Confidential Unit; and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

RESOLUTION NO. 2022/71

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adopted a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Confidential Unit; and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

10. RESOLUTION APPROVING THE FOURTH 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 26, 2022, recommending the City Council adopt a resolution approving the Fourth Amendment to the Employment Agreement with Thomas Lloyd Smith for City Attorney Services and authorizing the Mayor to sign the Agreement.

RESOLUTION NO. 2022/72

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

11. TENTATIVE AGREEMENT BETWEEN THE CITY OF ANTIOCH AND OPERATING ENGINEERS LOCAL UNION NO. 3 REPRESENTATIONAL UNIT IV FOR THE PERIOD OF OCTOBER 1, 2021 – SEPTEMBER 30, 2025

Administrative Services Director Mastay presented the staff report dated April 26, 2022, recommending the City Council adopt a resolution: 1) Approving the Tentative Agreement between the City of Antioch and Operating Engineers Local Union No. 3 Representational Unit IV (OE3); and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

RESOLUTION NO. 2022/73

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adopted a resolution: 1) Approving the Tentative Agreement between the City of Antioch and Operating Engineers Local Union No. 3 Representational Unit IV (OE3); and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

ON MOTION BY COUNCILMEMBER OGORCHOCK, SECONDED BY COUNCILMEMBER BARBANICA, THE CITY COUNCIL UNANIMOUSLY SUSPENDED THE RULES AND MOVED COUNCIL REGULAR AGENDA ITEMS #15 AND 16 TO BE HEARD PRIOR TO COUNCIL REGULAR AGENDA ITEM #12

15. TENTATIVE AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE MANAGEMENT UNIT FOR THE PERIOD OF OCTOBER 1, 2021 – SEPTEMBER 30, 2025

Administrative Services Director Mastay presented the staff report dated April 26, 2022, recommending the City Council adopt a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Management Unit; and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

RESOLUTION NO. 2022/74

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adopted a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Management Unit; and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

16. TENTATIVE AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE TREATMENT PLANT EMPLOYEES' ASSOCIATION FOR THE PERIOD OF OCTOBER 1, 2021 – SEPTEMBER 30, 2025

Administrative Services Director Mastay presented the staff report dated April 26, 2022, recommending the City Council adopt a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Treatment Plant Employees Association (TPEA); and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

RESOLUTION NO. 2022/75

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adopted a resolution: 1) Approving the Tentative Agreement between the City of Antioch and the Treatment Plant Employees Association (TPEA); and 2) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and 2022/23 budgets to implement the provisions of the Tentative Agreement.

12. RECRUITMENT SIGNING BONUS/INCENTIVES FOR QUALIFIED LATERAL AND ACADEMY GRADUATE POLICE OFFICERS

Interim Chief Morefield presented the staff report dated April 26, 2022, recommending the City Council discuss and direct staff regarding modification of the City's recruitment signing bonus/incentive program to include qualified lateral and academy graduate police officers.

Mayor Thorpe announced that he had requested this item be brought back.

Councilmember Barbanica stated he supported hiring more police officers and retaining the current policy. He noted the cost to increase the program was excessive and he wanted officers to work in Antioch because they chose to and not because of the incentives. He suggested the focus be on retention and building a great community within the Antioch Police Department.

Councilmember Torres-Walker stated she appreciated the report and noted that she would consider incentives for a limited time.

Mayor Thorpe explained that his proposal was a temporary measure.

Councilmember Wilson stated she supported the current incentive program and looking at other incentive options.

Councilmember Ogorchock stated she did not want incentives to attract officers who would only be temporary. She expressed concern for the current police and community service officers who were not receiving an incentive to stay.

Mayor Thorpe commented that this policy could be used as a model for other city departments.

Following discussion, Council directed Mayor Thorpe to work with staff to develop a draft policy to bring back to Council for further discussion.

13. OVER HIRE OF SWORN POLICE OFFICERS

Interim Chief Morefield presented the staff report dated April 26, 2022, recommending the City Council discuss and direct staff regarding the over hire of sworn police officers.

Mayor Thorpe announced that he had requested this item be brought back.

Councilmember Ogorchock stated her preference would be to add ten officers to the 115 authorized positions.

Councilmember Torres-Walker stated she would support over hiring of ten officers and requested information regarding the fiscal impact.

Councilmember Barbanica stated he also supported adding 10 officers to the 115 authorized positions and a discussion regarding the fiscal impact.

Following discussion, Council directed Mayor Thorpe to work with staff to develop a policy to bring back to Council for consideration.

14. DISCUSSION ITEM: FORMATION OF THE PUBLIC SERVICES AND COMMUNITY RESOURCES DEPARTMENT

City Attorney Smith presented the staff report dated April 26, 2022, recommending the City Council provide direction including the following: 1) Whether staff should prepare an ordinance forming the Public Safety and Community Resources Department; and 2) If so, whether the ordinance should include a Public Safety Manager position or remain silent until later determination.

Councilmember Ogorchock commented that CDBG/Housing Consultant House as well as others had requested this department be named Public Services and Community Resources Department.

Following discussion, Council consensus directed staff to not bring back an ordinance at this time.

PUBLIC COMMENT

Lacey Brown requested the City look for someone other than Focus Strategies to conduct a feasibility study for other Homekey project options. She discussed items she voluntarily provided to unhoused residents.

Lauren Posada, City Treasurer, thanked Council for their hard work. She discussed the resources needed by city departments to operate effectively. She asked Council to be mindful of the times and listen to the warnings. She expressed concern that staff reports this evening had not addressed fiscal impacts. She noted if Council was going to pivot what was underneath their umbrella, they should have conversations regarding what the results would be and determine funding sources upfront. She discussed the importance of determining priorities and outlining them in upcoming agenda packets.

STAFF COMMUNICATIONS - None

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS

Councilmember Torres-Walker thanked everyone who made public comments this evening and encouraged Council to put the needs of the community first. She requested staff agendize discussions regarding the following items: Antioch Police Department vehicle fleet, Solar installation at the Antioch Police Department and EV charging stations.

Councilmember Barbanica supported solar installation at city lots throughout Antioch. He suggested looking at distributing some of the ARPA funds to employees who remained and worked through COVID.

Councilmember Ogorchock supported discussions regarding the Antioch Police Department vehicle fleet and solar installation at City facilities.

ADJOURNMENT

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica the City Council unanimously adjourned the meeting at 11:16 P.M.

Respectfully submitted:

<u>Kítty Eíden</u> KITTY EIDEN, Minutes Clerk

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

Regular Meeting 7:00 P.M.

May 10, 2022 Council Chambers

6:00 P.M. - CLOSED SESSION

- CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION pursuant to California Government Code section 54956.9: Joshua Bickham v. City of Antioch et al. United States District Court Northern District of California Case No. Case No. 3:21-cv-05017-SK.
- 2. CONFERENCE WITH LABOR NEGOTIATORS pursuant to California Government Code section 54957.6; City designated representatives: Nickie Mastay, Jazzman Brown, and Jeff Bailey; Employee organizations: Antioch Public Works Association, and Antioch Police Sworn Management Association.

7:00 P.M. REGULAR MEETING

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 (attended via zoom), District 4

Wilson, Mayor Pro Tem (District 2) Barbanica and Mayor Thorpe

Absent: Council/Agency Member District 3 Ogorchock

PLEDGE OF ALLEGIANCE

Mayor Thorpe led the Pledge of Allegiance.

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

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 LABOR NEGOTIATORS, no reportable action.

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION FROM MARCH 22, 2022

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – pursuant to California Government Code section 54956.9: Philadelphia Indemnity Insurance Company v. City of Antioch et al. Contra Costa County Superior Court Case No. Case No. MSC18-00327, Council approved a settlement in the amount of \$218,000.

1. INTRODUCTION OF NEW CITY EMPLOYEES

Interim City Manager Johnson introduced Dr. Steven Ford, Interim Police Chief who thanked Interim City Manager Johnson for the introduction.

Finance Director Merchant introduced Rashila Chaudhary, Finance Services Supervisor, who thanked Finance Director Merchant for the introduction.

Administrative Services Director Mastay introduced Jazzman Brown, Risk Manager, Pamela Siliezar and Lilia Barajas Lopez, Human Resources Technicians who thanked Administrative Services Director Mastay for the introduction.

Director of Public Works/City Engineer Samuelson introduced Gonzalo Ramos, Collection Systems Supervisor who thanked Director of Public Works/City Engineer Samuelson for the introduction and Matthew McCullough, Equipment Operator.

Director of Parks and Recreation Helfenberger introduced Shahad Wright, Recreation Supervisor who thanked Director of Parks and Recreation Helfenberger for the introduction.

Mayor Thorpe welcomed the new and newly promoted employees.

2. PROCLAMATIONS

Honoring Our Elders Month, May 2022 Be Kind to Animals Month, May 2022 Asian-American Pacific Islander Heritage Month, May 2022 National Public Works Week, May 15-21, 2022

On motion by Councilmember Wilson, seconded by Councilmember Barbanica the City Council members present unanimously approved the proclamations.

Adrianna and Trinity presented the *Honoring Our Elders Month* proclamation to Mr. Wilson who thanked the City of Antioch for the recognition and presented Mayor Thorpe with a t-shirt.

Animal Control Manager Harding on behalf of Barbara Sobalvarro accepted the *Be Kind to Animals Month* proclamation and thanked the City Council for the recognition.

Vy Vo, Contra Costa API Advocacy Coalition and another individual, accepted the *Asian-American Pacific Islander Heritage Month* proclamation and thanked the City Council for the recognition.

Director of Public Works/City Engineer Samuelson and Public Works staff accepted the *National Public Works Week* proclamation and thanked the City Council for the recognition.

3. ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

ANTIOCH HISTORICAL SOCIETY HISTORY WALK – MAY 14. 2022.

BLACK DIAMOND DAY – MAY 21, 2022

Mayor Thorpe announced that he would be giving the State of the City at 11:00 A.M. on May 11, 2022, at City Hall.

4. ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Householder announced the following Board and Commission openings.

- Sales Tax Citizens' Oversight Committee
- Contra Costa Mosquito and Vector Control Board of Trustees

For more information and to apply, visit: www.bit.ly/ApplyAntioch or the City's website.

PUBLIC COMMENTS

Due to the amount of speaker requests Mayor Thorpe reduced speaker times to one and a half minutes.

Patricia Granados spoke in support of the proclamations approved this evening. She expressed concern regarding comments made on The WTF California Podcast and Councilmembers who participated in discussions on that platform. She played a portion of a podcast and asked that anyone participating be investigated by the District Attorney and Department of Justice.

Romy Barrera expressed interest in starting a summer camp to provide children with jobs.

Edgar Martinez stated as a nonpartisan voter he received most of his local information from The WTF California Podcast. He discussed a shooting that occurred on Delta View and expressed concern that he had clients who resided in the area.

Frank Sterling discussed the lack of media coverage in Antioch. He welcomed the newly hired employees. He thanked Councilmember Torres-Walker for attending the community speak out. He encouraged the Antioch Police Department to cooperate with an investigation.

CITY COUNCIL COMMITTEE REPORTS/COMMUNICATIONS

Councilmember Torres-Walker reported on her attendance at the CDBG Committee, Community Violence Solutions Ad Hoc Committee and Cannabis Standing Committee meetings.

Councilmember Wilson reported on her attendance at Tri Delta and Cannabis Standing Committee meetings. She announced a Delta Diablo meeting would be held on May 11, 2022.

Councilmember Barbanica reported on his attendance at the CDBG Committee meeting. He thanked CDBG/Housing Consultant House and Councilmember Torres-Walker for their input.

Mayor Thorpe reported on his attendance at Tri Delta Transit. He read a portion of his State of the City remarks in which he discussed Council's accomplishments. He encouraged the community to focus on the facts and the work that had been completed in a collective process.

MAYOR'S COMMENTS

- 5. CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency
- A. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 12, 2022
- B. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR APRIL 19, 2022
- C. APPROVAL OF COUNCIL MEETING MINUTES FOR APRIL 26, 2022
- D. APPROVAL OF COUNCIL WARRANTS
- E. APPROVAL OF HOUSING SUCCESSOR WARRANTS
- F. REJECTION OF CLAIMS: SUSANA SHIPPAM AND ISURU KARUNARATNE
- G. <u>RESOLUTION NO. 2022/76</u> AB 361: RESOLUTION MAKING FINDINGS NECESSARY TO CONDUCT BROWN ACT MEETINGS BY TELECONFERENCE FOR THE CITY COUNCIL, BOARDS, COMMISSIONS, AND COMMITTEES
- H. <u>RESOLUTION NO. 2022/77</u> URGING CONTRA COSTA COUNTY TO ENACT IMMEDIATE MEASURES TO PHASE OUT EXISTING OIL AND GAS OPERATIONS ON COUNTY LANDS, AND TO PROHIBIT ANY NEW DRILLING
- I. <u>RESOLUTION NO. 2022/78</u> ARCTIC WOLF NETWORK ANNUAL CONTRACT RENEWAL
- J. <u>RESOLUTION NO. 2022/79</u> SEVENTH AMENDMENT TO THE CONSULTING SERVICES AGREEMENT WITH COASTLAND FOR ON-CALL CONSULTANT INSPECTION SERVICES
- K. <u>RESOLUTION NO. 2022/80</u> FIRST AMENDMENT TO THE HUNT AND SONS AGREEMENT TO INCREASE THE CONTRACT AMOUNT AND AMEND THE AGREEMENT END DATE FOR THE PURCHASE GASOLINE AND DIESEL FUEL
- L. <u>RESOLUTION NO. 2022/81</u> PURCHASE OF NEW FURNITURE FOR THE PUBLIC WORKS OFFICE REMODEL PROJECT
- M. <u>RESOLUTION NO. 2022/82</u> APPROVAL OF PURCHASE OF ONE (1) 2023 TEREX HI-RANGER XT PRO 56 TREE TRUCK ON A FORD F750 REGULAR CAB BASE

UTILIZING SOURCEWELL COOPERATIVE PURCHASING CONTRACT NO. 110421-TER WITH TEREX UTILITIES, INC.

N. APPROVING AMENDMENT NO. 6 TO THE CONSULTING SERVICES AGREEMENT BETWEEN THE CITY OF ANTIOCH AND VOLER STRATEGIC ADVISORS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT

On motion by Councilmember Wilson, seconded by Councilmember Barbanica, the City Council members present unanimously approved the Council Consent Calendar with the exception of items H and N which were removed for further discussion.

<u>Item H</u> – Harry Thurston, Antioch resident, Alexi Linderman, Sustainable Leaders in Action, Shoshana Wechsler, Frank Sterling and Ian Cohen spoke in support of Council adopting the resolution. Mr. Sterling requested Council stop the injection of wastewater near the drill site.

Luca Stuart-Chilcote took a neutral position on the resolution.

Councilmember Barbanica stated this item had been before Council three times and there had been no opposition from landowners, so he supported the resolution.

Councilmember Wilson spoke in support of this item and commended Alexi Linderman for organizing a march in support of a healthy environment.

On motion by Councilmember Wilson, seconded by Councilmember Barbanica the City Council members present unanimously approved item H.

Mayor Thorpe added that along with preventing the future drilling of gas and oil in Antioch, they had decommissioned an active pipeline, started replacing current vehicle fleets with zero emission vehicles, and were building a desalination plant. He noted they were stewarding the environment to protect it for future generations.

<u>Item N</u> – Interim City Manager Johnson stated he pulled this item so staff could review the agreement.

On motion by Councilmember Barbanica, seconded by Councilmember Wilson the City Council members present unanimously postponed Item N.

PUBLIC HEARING

6. INTRODUCTION OF ORDINANCE CREATING THE ANTIOCH POLICE OVERSIGHT COMMISSION

City Attorney Smith presented the staff report dated May 10, 2022, recommending the City Council introduce the ordinance, waive the first reading, and read by title only the ordinance creating the Antioch Police Oversight Commission.

Frank Sterling discussed incidents involving law enforcement and suggested survivors of police violence be included in the discussions. He urged Council to support the formation of the Antioch Police Oversight Commission. He suggested the City look into the Antioch Police Department hiring practices and initiate drug testing for officers.

Dr. Jeffrey Klingler, Antioch resident, spoke in support of a Citizens' Police Oversight Commission; however, he did not believe the ordinance was ready to move forward because it did not have consensus from the Police Oversight Standing Committee. He stated he would have liked to have seen the findings from staff regarding these types of Commissions. He offered suggested revisions to the Ordinance and requested this item be reagendized so a more robust hearing could be held.

Lucas Stuart-Chilcote, Harry Thurston, Antioch resident, Lacey Brown and Edgar Martinez spoke in support of the formation of the Antioch Police Oversight Commission.

Mayor Thorpe clarified government code as it pertained to a General Law City. He noted the Commission was advisory so any recommendations or policies would have to be codified by the City Council.

Councilmember Barbanica stated he believed they should give Interim Police Chief Ford more time in his position and get input from him prior to the formation of this Commission.

Councilmember Torres-Walker thanked everyone for their comments and City Attorney Smith for his research of this item. She noted it was an amazing process to be able to inform public policy and felt civilian oversight could potentially save lives. She spoke in support of including those with past convictions to local bodies because she believed attempting to exclude them would be a disservice to democracy. She urged Council to pass the ordinance.

Councilmember Wilson stated she supported the formation of the Police Oversight Commission since it would allow the community to provide input in an advisory role.

Mayor Thorpe spoke in support of the formation of a Police Oversight Commission. He acknowledged Captain Morefield for bringing forward the public safety partnership. He reported Interim Chief Ford and Interim City Manager Johnson came from Police Departments that worked with Oversight Boards. He also noted City Attorney Smith was the Chair of the Oakland Oversight Commission therefore he believed current staff had the experience to manage an advisory Commission.

On motion by Councilmember Torres-Walker, seconded by Councilmember Wilson the City Council introduced the ordinance, waived the first reading, and read by title only the ordinance creating the Antioch Police Oversight Commission. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe Noes: Barbanica Absent: Ogorchock

ON MOTION BY COUNCILMEMBER BARBANICA, SECONDED BY COUNCILMEMBER WILSON THE CITY COUNCIL MEMBERS PRESENT UNANIMOUSLY SUSPENDED THE RULES AND MOVED COUNCIL REGULAR AGENDA ITEM #9 TO BE HEARD AS THE NEXT ORDER OF BUSINESS. THE MOTION CARRIED THE FOLLOWING VOTE:

Ayes: Barbanica, Torres-Walker, Wilson, Thorpe Absent: Ogorchock

Mayor Thorpe declared a recess at 9:04 P.M. The meeting reconvened at 9:14 P.M. with all Councilmembers present with the exception of Councilmember Ogorchock who was previously noted as absent.

COUNCIL REGULAR AGENDA

9. RECREATIONAL VEHICLE PERMITTING UPDATE

Director of Community Development Ebbs presented the staff report dated May 10, 2022, recommending the City Council: 1) Receive the information on Recreational Vehicle Permits; and 2) Provide direction to staff.

Marlene Hartigan and Roshon Williams, Antioch resident, spoke in support of amending the Antioch Municipal Code (AMC) to allow recreational vehicles to be stored in front yards.

Michelle Barlow spoke in support of amending the AMC to allow recreational vehicles to be stored in the front yard or expanding the registration process.

Richard spoke in support of continuing the current process.

Mayor Thorpe thanked the speakers for their comments.

In response to Councilmember Barbanica, Director of Community Development Ebbs stated that given the City's resources, amending the AMC to eliminate restrictions would have the highest chance of successful enforcement.

Councilmembers Barbanica and Torres-Walker spoke in support of amending the AMC to eliminate the restrictions which would allow recreational vehicles to be stored in front yards.

In response to Councilmember Wilson, Director of Community Development Ebbs explained that the options to allow recreational vehicles and expand registration process required an ordinance amendment to include clear standards for lawfully storing an RV in the front yard. He noted the question was whether Council wanted to move forward with a new permitting process and fees. He commented that a 5-year sunset on permits could address tracking issues.

Mayor Thorpe stated his only concern was if a permitting process would fit into the workflow of Code Enforcement. He suggested a new registration process with a minimal fee and height/size restrictions could be considered.

Director of Community Development Ebbs suggested continuing the process and bringing forward some of the regulations for a permitting system and a process that would allow RVs by right. He noted Council could then decide on how to move forward.

Council consensus supported staff coming back to Council with models and based on those they could inform an ordinance as to how they wanted to move forward.

Director of Community Development Ebbs reported the City would not enforce the RV permit registration element of the ordinance until this item was resolved.

Councilmember Torres-Walker suggested staff bring back a more affordable option for residents.

Mayor Thorpe stated he wanted what was brought back to be as close to an ordinance as possible so it could be adopted at the following meeting.

PUBLIC HEARING – Continued

7. ORDINANCE AND MILITARY EQUIPMENT POLICY (#706) PURSUANT TO ASSEMBLY BILL 481

Interim Chief Ford and Captain Morefield presented the staff report dated May 10, 2022, recommending the City Council introduce, waive the first reading, and read by title only, the Ordinance adopting a Military Equipment Policy pursuant to Assembly Bill 481.

Mayor Thorpe opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Wilson, seconded by Councilmember Barbanica the City Council members present unanimously introduced, waived the first reading, and read by title only, the Ordinance adopting a Military Equipment Policy pursuant to Assembly Bill 481.

8. PUBLIC HEARING ON THE PROPOSED ORDINANCE AMENDMENT OF SECTION 4-5.411.1(C) OF THE ANTIOCH MUNICIPAL CODE AUTHORIZING ENFORCEMENT OF THE CALIFORNIA VEHICLE CODE TO PRIVATELY OWNED ROADS WITHIN THE LAUREL RANCH SUBDIVISION (P.W. 698)

Director of Public Works/City Engineer Samuelson presented the staff report dated May 10, 2022, recommending the City Council introduce, waive the first reading, and read by title only, the proposed Ordinance Amendment of Section 4-5.411.1(C) of the Antioch Municipal Code authorizing enforcement of the California Vehicle Code to Privately Owned Roads within the Laurel Ranch Subdivision.

Mayor Thorpe opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Wilson, seconded by Councilmember Barbanica the City Council members present unanimously introduced, waived the first reading, and read by title only, the proposed Ordinance Amendment of Section 4-5.411.1(C) of the Antioch Municipal Code authorizing enforcement of the California Vehicle Code to Privately Owned Roads within the Laurel Ranch Subdivision.

COUNCIL REGULAR AGENDA - Continued

10. UNHOUSED RESIDENT SERVICES – FALL 2022 CYCLE STATE OF CALIFORNIA HOMEKEY PROGRAM AND EXECUTIVE INN LOCATED AT 515 EAST 18TH STREET

Assistant City Manager Bayon Moore presented the staff report dated May 10, 2022, recommending the City Council receive the presentation and adopt the resolution: 1) Authorizing the City to pursue State of California Homekey Program funding for housing opportunities associated with the Executive Inn located at 515 East 18th Street; 2) Pledging the 5-year City commitment of a subsidy estimated at \$12.3 million dollars in local funds; and 3) Authorizing pursuit of the public procurement process to identify an experienced developer partner to assist with financing, development, long term ownership and operations of the future Homekey site.

Katie Felch and Edgar Martinez yielded their time to Andrew Becker.

Andrew Becker announced he had provided Council with documents from the City of Antioch's Housing Element. He discussed the opportunity that existed on the Delta Fair site and requested Council consider other opportunities. He expressed concern that discussions regarding other possibilities for round 2 of Homekey funding had not occurred.

Councilmember Barbanica applauded the City's efforts; however, he felt allocating \$82K for 30 rooms, per year, was not a good use of taxpayer money.

Councilmember Wilson stated she believed it was time to assist unhoused residents and noted that she was opened to discuss other possibilities in Antioch.

Councilmember Torres-Walker stated she had been clear regarding her concerns about this project. She noted that it would cost less to be proactive and move forward with this proposal. She also noted that she wanted to look at other opportunities.

Mayor Thorpe discussed the ongoing costs associated with addressing the unhoused. He noted investing \$12M a year would house several people and potentially move them to permanent housing. He reminded Council that \$12M would be the cost if the City did not pursue Homekey funding. He supported moving forward with this item.

RESOLUTION NO. 2022/83

On motion by Councilmember Wilson, seconded by Councilmember Torres-Walker the City Council adopted the resolution: 1) Authorizing the City to pursue State of California Homekey

Program funding for housing opportunities associated with the Executive Inn located at 515 East 18th Street; 2) Pledging the 5-year City commitment of a subsidy estimated at \$12.3 million dollars in local funds; and 3) Authorizing pursuit of the public procurement process to identify an experienced developer partner to assist with financing, development, long term ownership and operations of the future Homekey site. The motion carried the following vote:

Ayes: Torres-Walker, Wilson, Thorpe Noes: Barbanica Absent: Ogorchock

11. UNHOUSED RESIDENT SERVICES – PURSUIT OF ADDITIONAL HOUSING SOLUTIONS, INCLUDING THE HOMEKEY PROGRAM AND OTHER FUNDING OPPORTUNITIES

Assistant City Manager Bayon Moore presented the staff report dated May 10, 2022, recommending the City Council discuss and provide direction to City staff.

Councilmember Torres-Walker stated this item was important because it would give the City the opportunity to consider additional sites for temporary housing solutions with resources that would allow the unhoused to transition into permanent housing. She noted the hope was that they could have an RFP for city-owned parcels suitable to submit a second application for Homekey funding or future potential funding opportunities.

Mayor Thorpe reported that he along with Councilmember Torres-Walker met with staff and Focus Strategies and learned there were other opportunities that had a longer timeline through the state, to seek additional funding. He commented that he wanted to remain mindful of staff's capacity.

Katie Felch, Edgar Martinez and Lindsey Amezcua yielded their time to Andrew Becker.

Andrew Becker spoke in support of pursuing additional opportunities for housing solutions and the City selecting an independent project manager, to work on an application.

Councilmember Barbanica, Wilson and Councilmember Torres-Walker supported exploring additional options for housing solutions.

Councilmember Wilson expressed concern for staff capacity.

Councilmember Torres-Walker commented that she felt the City needed to act with a sense of urgency as requested by the community.

Mayor Thorpe suggested Council be specific with regards to what areas they were interested in looking into for housing options.

Councilmember Torres-Walker stated the community had voiced their support for exploring the Delta Fair site since there was sufficient infrastructure on the property.

Assistant City Manager Bayon Moore reported in discussions with Focus Strategies there was value placed in identifying city owned properties as well as other properties within the city limits so an RFP could be structured to encourage the private sector to examine the potential of certain parcels. She suggested as a follow-up they could return to the City Council with a report on how they proposed to structure the RFP with the intent of maximizing the quality and potential of a partner to work with the City.

Councilmember Torres-Walker thanked Assistant City Manager Bayon Moore and suggested the process start with the City's Housing Element document which provided details on city owned sites.

Councilmember Barbanica stated he was open for exploring options and talking with community groups such as the Delta Veterans.

Assistant City Manager Bayon Moore added that the benefit of coming back to Council was that if the city also wished to augment the RFP with a pledge of financial support, it could be included in the document.

Following discussion, Council directed staff to come back with a proposal to structure an RFP for additional opportunities.

12. FORMATION OF A HUMAN RIGHTS AND RACIAL EQUITY AD HOC COMMITTEE

City Attorney Smith presented the staff report dated May 10, 2022, recommending the City Council take the following actions: 1) Determine if the City Council wishes to form a Human Rights and Racial Equity Ad Hoc Committee for the purposes described in the resolution; 2) Confirm the appointment of two (2) members for the Human Rights and Racial Equity Ad Hoc Committee; 3) Confirm the duration of the Human Rights and Racial Equity Ad Hoc Committee; and 4) Adopt the resolution forming the Human Rights and Racial Equity Ad Hoc Committee.

RESOLUTION NO. 2022/84

On motion by Councilmember Barbanica, seconded by Councilmember Wilson the City Council Members present unanimously adopted the resolution forming the Human Rights and Racial Equity Ad Hoc Committee appointing Mayor Thorpe and Councilmember Torres-Walker for a duration of 6-months.

13. DISCUSSION ITEM: FORMATION OF THE PUBLIC SERVICES AND COMMUNITY RESOURCES DEPARTMENT

City Attorney Smith presented the staff report dated May 10, 2022, recommending the City Council provide direction whether staff should prepare an ordinance forming the Public Safety and Community Resources Department.

Following discussion, Council consensus directed staff to prepare an ordinance forming the Public Safety and Community Resources Department.

PUBLIC COMMENT

Lacey Brown expressed concern regarding discussions that occurred between staff and homeless advocates. She requested action be taken regarding this matter.

STAFF COMMUNICATIONS – None

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS

Councilmember Torres-Walker announced it was Mental Health Awareness Month and she was looking forward to a presentation from the Antioch Police Department on officer wellness at the Police Oversight Committee meeting. She announced May 12, 2022, was her 40th birthday and she was blessed. She encouraged others who woke up this morning to consider that they were blessed with the opportunity every day to do it over again.

ADJOURNMENT

On motion by Councilmember Barbanica, seconded by Councilmember Wilson the City Council unanimously adjourned the meeting at 10:37 P.M.

<u>Kítty Eíden</u> KITTY EIDEN. Minutes Clerk

Respectfully submitted:



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Christina Garcia, CMC, Deputy City Clerk Cq

APPROVED BY: Nickie Mastay, Administrative Services Director

SUBJECT: City Council Meeting Minutes of May 24, 2022

RECOMMENDED ACTION

It is recommended that the City Council continue the Meeting Minutes of May 24, 2022.

FISCAL IMPACT

None

DISCUSSION

N/A

ATTACHMENT

None.



100	General Fund		
Non Depai			
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,785.18
00400307	BAY CITIES PYROTECTOR	TESTING SERVICES	6,695.92
00400315	CALIFORNIA BUILDING COMMISSION	CBSC FEES	3,858.30
00400327	CONTRA COSTA COUNTY	PAYROLL	50.00
00400358	LAW OFFICE OF RUTHANN G ZIEGLER	LEGAL SERVICES	5,665.00
00400363	LIFE INSURANCE COMPANY	PAYROLL	4,232.98
00400372	MUNICIPAL POOLING AUTHORITY	PAYROLL	2,055.89
00400380	PARS	PAYROLL	4,288.78
00400382	RANEY PLANNING & MANAGEMENT	CONSULTING SERVICES	1,907.50
00400384	REYES JR, LEO	OVERPAYMENT REFUND	144.45
00400390	STANTEC CONSULTING SERVICES	CONSULTING SERVICES	5,133.33
00400392	STATE OF CALIFORNIA	PAYROLL	306.05
00400393	STATE OF CALIFORNIA	PAYROLL	200.00
00400394		PAYROLL	412.37
00400395	STATE OF CALIFORNIA	PAYROLL	460.89
00400507		CITATION REFUND	340.00
00942551	NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL	41,685.08
00942557		PAYROLL	8,274.86
00942558		PAYROLL	28,783.22
City Counc			,
•	VERIZON WIRELESS	DATA USAGE	103.24
City Attorr			
	COLE HUBER LLP	LEGAL SERVICES	292.00
	HANSON BRIDGETT LLP	LEGAL SERVICES	100,731.45
00400358		LEGAL SERVICES	2,117.50
00400360	LEONE AND ALBERTS CORPORATION	LEGAL SERVICES	1,850.63
00400362	LIEBERT CASSIDY WHITMORE	LEGAL SERVICES	186.00
00400397		LEGAL SERVICES	1,755.00
00400405	VERIZON WIRELESS	DATA USAGE	51.62
00400431	BEST BEST AND KRIEGER LLP	LEGAL SERVICES	8,118.76
	HANSON BRIDGETT LLP	LEGAL SERVICES	58,137.18
00400479	LEONE AND ALBERTS CORPORATION	LEGAL SERVICES	4,091.54
00942544	DELL COMPUTER CORP	SUPPLIES	24.36
City Manag			
00400288	AEI CONSULTANTS INC	SITE ASSESSMENT	13,150.00
00400331	CRYSTAL CLEAR LOGOS INC	UNIFORMS	30.91
00400405	VERIZON WIRELESS	DATA USAGE	151.23
00400406	VOLER STRATEGIC ADVISORS INC	PROFESSIONAL SERVICES	8,000.00
00400413	AMBIUS	PLANT SERVICE	322.24
00400419	ANTIOCH HISTORICAL SOCIETY	PROFESSIONAL SERVICES	8,952.30
00400425	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,567.42
00400505	RUDRAM LLC	MVP MARCH PAYMENT	945.00
	Finance Ac Prepared by: I	_	D
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June 14, 2022

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City Cleri	S EIDEN, KITTY J	DROFECCIONAL OFFINIOFO	4 000 00
		PROFESSIONAL SERVICES	1,200.00
	OFFICE DEPOT INC	SUPPLIES	35.47
	DELL COMPUTER CORP	SUPPLIES	2,056.57
City Trea		15110555 015 5101115	
	LOOMIS ARMORED LLC	ARMORED CAR PICKUP	525.59
Human R			
	INABNETT, KELLY	EXPENSE REIMBURSEMENT	800.00
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	2,500.00
	c Development		
	PROFESSIONAL SPORTS PUBLICATIONS	ADVERTISING SERVICE	6,000.00
	VERIZON WIRELESS	DATA USAGE	51.62
	Administration		
	CRYSTAL CLEAR LOGOS INC	UNIFORMS	71.50
00400376	OFFICE DEPOT INC	BUSINESS CARDS	37.52
Finance A	Accounting		
00400331	CRYSTAL CLEAR LOGOS INC	UNIFORMS	174.32
00400343	FEDEX	SHIPPING	104.55
00400399	THALES CONSULTING INC	PROFESSIONAL SERVICES	4,000.00
00400459	FEDEX	SHIPPING	63.02
Finance C	Operations		
00400331	CRYSTAL CLEAR LOGOS INC	UNIFORMS	670.22
00400376	OFFICE DEPOT INC	BUSINESS CARDS	37.53
00400408	ACCOUNTEMPS	TEMP SERVICES	854.64
00400459	FEDEX	SHIPPING	39.58
00400516	UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE FEE	6.00
	DELL COMPUTER CORP	SUPPLIES	24.35
Non Depa		33.13	233
•	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	66.37
	HOME DEPOT, THE	SUPPLIES	1,029.02
	ROBINS LOCK AND KEY	LOCKSMITH SERVICES	202.13
	orks Administration		202.10
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	92.25
	VERIZON WIRELESS	DATA USAGE	38.01
	orks Street Maintenance	5,11,100,102	00.01
	FASTENAL CO	SUPPLIES	94.07
00400351	HOME DEPOT, THE	SUPPLIES	295.53
00400405	•	DATA USAGE	76.02
00400491		SUPPLIES	54.06
00400503		SUPPLIES	91.03
	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	157.50
	orks-Signal/Street Lights	THE STATE OF THE S	107.00
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,753.34
J			.,. 55.54



	00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	7,602.91
		CONSOLIDATED ELECTRICAL DIST INC	SUPPLIES	506.06
	Public Wor	ks-Facilities Maintenance		
	00400336	DC ELECTRIC GROUP INC	PROFESSIONAL SERVICES	1,238.80
	00400337	DREAM RIDE ELEVATOR	ELEVATOR SERVICE	320.00
	00400351	HOME DEPOT, THE	SUPPLIES	2,105.60
	00400385	ROBINS LOCK AND KEY	LOCKSMITH SERVICES	120.00
	00400405	VERIZON WIRELESS	DATA USAGE	38.01
	00400412	ALTA FENCE	SUPPLIES	112.00
	00400428	BAY CITIES PYROTECTOR	TESTING SERVICES	1,090.00
	00400434	BRIGHT SECURITY INTEGRATIONS	PROFESSIONAL SERVICES	119.00
	00400491	OFFICE DEPOT INC	SUPPLIES	46.91
	00400496	PACIFIC GAS AND ELECTRIC CO	GAS	11,010.88
	00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	6,487.50
	Public Work	ks-Parks Maint		,
	00400294	ALTA FENCE	FENCE REPAIR	398.00
		ALTA FENCE	FENCE REPAIR	1,295.00
	00400414	AMERICAN PLUMBING INC	PROFESSIONAL SERVICES	270.58
1	00400418	ANTIOCH ACE HARDWARE	SUPPLIES	39.50
	00400488	MIRACLE PLAYSYSTEMS INC	PLAYGROUND REPAIRS	11,472.10
	00400491	OFFICE DEPOT INC	SUPPLIES	9.14
	00400495	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	126.75
	00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,012.80
	00400511	STEWARTS TREE SERVICE INC	TREE SERVICE	2,500.00
	00400512	TERRACARE ASSOCIATES	LANDSCAPE SERVICES	94,386.25
	00942559	BAY AREA NEWS GROUP - EAST BAY	LEGAL AD	432.00
	00942570	SITEONE LANDSCAPE SUPPLY HOLDING LLC	SUPPLIES	342.63
	Public Worl	ks-Median/General Land		
	00400418	ANTIOCH ACE HARDWARE	SUPPLIES	82.14
	00400495	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	13.25
	00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,898.36
	00942554	SITEONE LANDSCAPE SUPPLY HOLDING LLC	SUPPLIES	1,050.62
	Police Adm	inistration		
	00400303	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	3,833.06
	00400305	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	149.90
	00400306	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	4,723.92
	00400318	CHAPLIN AND HILL INVESTIGATIVE SERVICES	PROFESSIONAL SERVICES	6,100.00
	00400322	CLONINGER, NAHLEEN R	OT MEAL	84.33
	00400329	CONTRA COSTA FIRE EQUIPMENT	SUPPLIES	1,261.62
	00400333	D PREP INC	TRAINING	749.00
	00400334	D PREP INC	TRAINING	749.00
	00400345	GALLS LLC	SUPPLIES	107.16
		GREEN, ROBERT A	EXPENSE REIMBURSEMENT	45.55
		LATTUĆA, STEPHANIE	SUPPLIES	88.88
		•		



00400359	LC ACTION POLICE SUPPLY	SUPPLIES	2,740.15
00400367	LOS ANGELES COUNTY	TRAINING	999.00
00400368	MARTIN, RICHARD B	EXPENSE REIMBURSEMENT	175.62
00400374	NET TRANSCRIPTS	TRANSCRIPT SERVICES	54.20
00400375	NILSEN, ERIK ROBERT	EXPENSE REIMBURSEMENT	1,037.50
00400376	OFFICE DEPOT INC	SUPPLIES	230.69
00400383	REACH PROJECT INC	PROFESSIONAL SERVICES	17,083.00
00400386	SHRED IT INC	SHRED SERVICES	354.09
00400387	SMITH, THOMAS S	CLASS PER DIEM	370.00
00400388	SOUZA MELLONE, MICHAEL C	CLASS PER DIEM	222.00
00400427	BAY ALARM COMPANY	ALARM INSTALLATION	4,098.71
00400452	EAN SERVICES LLC	RENTAL VEHICLE	559.36
00400459	FEDEX	SHIPPING	66.57
00400464	GREEN, ROBERT A	MEAL ALLOWANCE	173.71
00400481	LEXIPOL LLC	PROFESSIONAL SERVICES	5,812.63
00400491	OFFICE DEPOT INC	SUPPLIES	631.29
00400499	PITNEY BOWES INC	POSTAGE LEASE	300.72
00400501	R GIORDANO CONSULTING	PROFESSIONAL SERVICES	5,831.50
00400506	SAFESTORE INC	EVIDENCE STORAGE	5,463.62
00400510	STATE OF CALIFORNIA	PRE-EMPLOYMENT	292.00
00942547	IMAGE SALES INC	BADGES-ID CARDS	63.60
00942550	MOBILE MINI LLC	EVIDENCE STORAGE	139.82
00942559	BAY AREA NEWS GROUP - EAST BAY	LEGAL AD	277.20
00942567	IMAGE SALES INC	ID CARDS	36.71
00942568	MOBILE MINI LLC	EVIDENCE STORAGE	325.31
Police Pris	soner Custody		
00400306	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	246.75
Police Cor	mmunity Policing		
	D TAC K9 LLC	TRAINING	1,850.00
00400352	HUNT AND SONS INC	FUEL	439.86
	ARROWHEAD 24 HOUR TOWING INC	TOW SERVICE	230.00
00400432	BHALLA SERVICES INC	CARWASH SERVICE	654.00
00400508	SP PLUS CORPORATION	PROFESSIONAL SERVICES	21,210.00
Police Inve	estigations		
	OFFICE DEPOT INC	SUPPLIES	119.51
00400401	TRANSUNION RISK	LEO DATABASE	185.50
	FARO TECHNOLOGIES INC	3D IMAGINING/CRIME SCENES	5,300.00
	LENDERMAN, THOMAS E	EXPENSE REIMBURSEMENT	120.00
	ecial Operations Unit		120.00
•	EAN SERVICES LLC	RENTAL VEHICLE	1,536.60
	mmunications		.,000.00
	OLD REPUBLIC TITLE CO	PROFESSIONAL SERVICES	400.00
	PACIFIC TELEMANAGEMENT SERVICES	PHONE SERVICE	78.00
00400476		PROFESSIONAL SERVICES	3,240.00
			-,



Office Of I	Emergency Management		
00400305	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	0.99
Police Fac	cilities Maintenance		
00400400	TMC SHOOTING RANGE SPECIALIST INC	MAINTENANCE	2,750.00
00400414	AMERICAN PLUMBING INC	PROFESSIONAL SERVICES	10,187.47
00400428	BAY CITIES PYROTECTOR	TESTING SERVICES	2,302.74
00400434	BRIGHT SECURITY INTEGRATIONS	PROFESSIONAL SERVICES	5,473.91
00400496	PACIFIC GAS AND ELECTRIC CO	GAS	22,422.26
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	5,580.00
Youth Net	work Services		
00400405	VERIZON WIRELESS	DATA USAGE	51.62
00400425	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	281.31
00942541	CANON FINANCIAL SERVICES	COPIER LEASE	301.42
	ty Development Land Planning Services		
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,599.90
	URBAN PLANNING PARTNERS	CONSULTING SERVICES	48,170.20
18	PLACEWORKS INC	PROFESSIONAL SERVICES	3,077.50
	URBAN PLANNING PARTNERS	CONSULTING SERVICES	12,317.50
	BAY AREA NEWS GROUP - EAST BAY	LEGAL AD	1,346.40
	Enforcement		
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	329.51
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	92.72
	CONTRA COSTA COUNTY	RECORDING FEES	200.00
	ALTA FENCE	PROFESSIONAL SERVICES	31,640.00
	KOLOKIHAKAUFISI, SANI KI-TUNGUA	EXPENSE REIMBURSEMENT	269.75
00400509	STAMM ENTERPRISES, LTD	RENTAL VEHICLE	235.00
	eer Land Development		
	BKF ENGINEERS INC	CONSULTING SERVICES	9,605.00
	OFFICE DEPOT INC	SUPPLIES	272.60
	VERIZON WIRELESS	DATA USAGE	76.02
	COASTLAND CIVIL ENGINEERING	PROFESSIONAL SERVICES	22,785.00
	INTERWEST CONSULTING GROUP INC	PROFESSIONAL SERVICES	68,808.75
	TESTING ENGINEERS INC	TESTING SERVICES	1,674.00
	y Development Building Inspection		
	OFFICE DEPOT INC	SUPPLIES	188.63
	p. Administration		
	OFFICE DEPOT INC	SUPPLIES	113.77
	VERIZON WIRELESS	DATA USAGE	38.01
209	RMRA Fund		
Streets			
00400484	LOCAL AGENCY FORM ASSISTANCE LLC	PROFESSIONAL SERVICES	2,520.00



211	Delta Fair Property Fund		
	pen Space		
	RRM DESIGN GROUP	PROFESSIONAL SERVICES	17,493.75
212	CDBG Fund		
CDBG			
00400376		SUPPLIES	1,835.01
213	Gas Tax Fund		
Streets			
00400495		ELECTRIC	828.99
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	41,622.63
214	Animal Services Fund		
Animal Se			
00400304		VARIOUS BUSINESS EXPENSES	1,997.45
00400313		VETERINARY SUPPLIES	532.20
00400340		VETERINARY SERVICE	1,409.85
	HILLS PET NUTRITION	SUPPLIES	360.19
	MWI VETERINARY SUPPLY CO	SUPPLIES	3,563.43
00400391	STARLINE SUPPLY COMPANY	SUPPLIES	135.64
00400407	WESTERN SCIENTIFIC FASTSERV	PROFESSIONAL SERVICES	729.65
00400410	AIRGAS USA LLC	CHEMICALS	69.73
00400454	EAST BAY VETERINARY EMERGENCY	VETERINARY SERIVCES	1,205.05
00400467	HILLS PET NUTRITION	SUPPLIES	990.10
00400473	KOEFRAN SERVICES INC	PROFESIONAL SERVICES	1,850.00
00400490	MWI VETERINARY SUPPLY CO	SUPPLIES	889.19
00400491	OFFICE DEPOT INC	SUPPLIES	347.21
00400496	PACIFIC GAS AND ELECTRIC CO	GAS	1,180.12
00400513	TONY LA RUSSA'S ANIMAL RESCUE	VETERINARY SERVICES	1,695.48
00400521	VICTOR MEDICAL COMPANY	SUPPLIES	2,081.50
00400523	ZOETIS LLC	VETERINARY SUPPLIES	1,486.61
00942566	IDEXX LABORATORIES INC	VETERINARY SUPPLIES	81.22
215	Civic Arts Fund		
Civic Arts			
00400424	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	2,799.42
219	Recreation Fund		
Non Depai	rtmental		
00400420	ANTIOCH ROTARY CLUB	DEPOSIT REFUND	500.00
00400424	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,160.02
00400444	CONERLY, LAQUISHA	DEPOSIT REFUND	1,000.00
00400448	DAVIS, KIMBERLY	DEPOSIT REFUND	500.00
00400475	LA CLINICA DE LA RAZA	DEPOSIT REFUND	500.00
00400477	LEMONS, TANISHA	INSURANCE REFUND	608.00
	guez Community Cent		
00400496	PACIFIC GAS AND ELECTRIC CO	GAS	2,296.07
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	500.00



Senior Pro	grams		
00400423	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,574.58
00400477	LEMONS, TANISHA	RENTAL FEE REFUND	865.00
00400496	PACIFIC GAS AND ELECTRIC CO	GAS	2,682.14
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	3.00
Recreation	n Sports Programs		
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	666.28
00400443	CONCORD SOFTBALL UMPIRES	PROFESSIONAL SERVICES	2,550.00
	GONZALEZ-ALSTON, ZONIA	CLASS FEE REFUND	691.20
00400486	MARTINEZ, JOSE	PERMIT REFUND	1,335.00
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	5,786.29
00400520	US FOODS INC	SUPPLIES	503.09
00942562	DELL COMPUTER CORP	SUPPLIES	1,220.81
Recreation	-Comm Center		
	CASEY PRINTING INC	PRINTING SERVICE	14,619.39
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	575.76
	BAY ALARM COMPANY	ALARM SERVICE	132.50
00400429	BE EXCEPTIONAL	CONTRACTOR PAYMENT	540.00
	CLEAN VENT INC	KITCHEN VENT CLEANING	1,437.00
	COLE SUPPLY CO INC	SUPPLIES	869.34
	LOOMIS ARMORED LLC	ARMORED CAR PICKUP	245.48
	OFFICE DEPOT INC	SUPPLIES	40.89
	PACIFIC GAS AND ELECTRIC CO	GAS	11,924.03
	UNIQUE PEST CONTROL	PEST CONTROL FEES	200.00
	DELL COMPUTER CORP	SUPPLIES	1,220.81
	Water Park		
	COLE SUPPLY CO INC	SUPPLIES	329.25
	KNORR SYSTEMS INC	CHEMICALS	551.82
	LINCOLN EQUIPMENT INC	SUPPLIES	1,266.50
	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	219.00
	DIPPIN DOTS LLC	SUPPLIES	2,944.20
	DPH SOUND	PROFESSIONAL SERVICES	630.60
	ICEE COMPANY, THE	SUPPLIES	675.34
	LESLIES POOL SUPPLIES	SUPPLIES	740.15
	LINCOLN EQUIPMENT INC	CHEMICALS	2,196.61
	PACIFIC GAS AND ELECTRIC CO		12,362.33
	PEPSI COLA COMPANY	SUPPLIES	699.62
	RODRIGUEZ, HANNAH	CLASS REFUND	110.00
	US FOODS INC	SUPPLIES	3,472.11
	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	500.00
00942565	GRAINGER INC	SUPPLIES	386.84



221	Asset Forfeiture Fund				
	Non Departmental				
	BELES AND BELES LAW GROUP	ASSET FORFEITURE	7,000.00		
	JUAREZ, JUAN	ASSET FORFEITURE	2,605.00		
226	Solid Waste Reduction Fund				
Solid Was					
	AMIO, CHRISTOPHER	WASTE MANAGEMENT REFUND	35.00		
	EASTERN CONTRA COSTA COUNTY TRANSIT		726.00		
	OROCIO, GUSTAVO	WASTE MANAGEMENT REFUND	35.00		
229	Pollution Elimination Fund				
	laintenance Operation				
	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	5,400.00		
	ANTIOCH ACE HARDWARE	SUPPLIES	362.44		
	TERMCO SPRAY TECHNOLOGY	PROFESSIONAL SERVICES	4,446.73		
	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,600.00		
00400489		LANDSCAPE SERVICES	2,990.00		
238	PEG Franchise Fee Fund				
Non Depai					
	EIDIM GROUP, INC	INSTALLATION & SETTING	1,799.64		
251	Lone Tree SLLMD Fund				
	flaintenance Zone 1				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	890.71		
	flaintenance Zone 2				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	786.95		
252	Downtown SLLMD Fund				
	Maintenance				
	ALTA FENCE	PROFESSIONAL SERVICES	430.00		
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	259.31		
253	Almondridge SLLMD Fund				
	ge Maintenance				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	236.35		
254	Hillcrest SLLMD Fund				
	aintenance Zone 1				
	EVERDE GROWERS	SUPPLIES	107.08		
	EVERDE GROWERS	SUPPLIES	2,589.60		
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	893.47		
	aintenance Zone 2				
	BELLECCI AND ASSOCIATES INC	PROFESSIONAL SERVICES	11,879.00		
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	833.28		
	aintenance Zone 4				
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	749.12		



255	Park 1A Maintenance District Fund				
Park 1A M	Park 1A Maintenance District				
	PACIFIC GAS AND ELECTRIC CO	GAS	61.42		
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	102.17		
256	Citywide 2A Maintenance District Fund		102.17		
Citywide 2	PA Maintenance Zone 3				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	87.82		
	2A Maintenance Zone 4				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	391.18		
Citywide 2	A Maintenance Zone 5				
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	560.09		
Citywide 2	A Maintenance Zone 6				
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	265.87		
Citywide 2	A Maintenance Zone 9				
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	542.73		
	A Maintenance Zone10				
	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	144.26		
257	SLLMD Administration Fund				
	<i>Iministration</i>				
	VERIZON WIRELESS	DATA USAGE	76.02		
311	Capital Improvement Fund				
	pen Space				
	ALLSTEEL INC	FURNITURE	1,915.47		
322	Development Impact-Public Wrks Fund				
	t - Public Works				
	PETERSON TRACTOR CO	SUPPLIES	74,238.77		
376	Lone Diamond Fund				
Assessme					
	CENTRAL SELF STORAGE ANTIOCH	STORAGE	370.00		
570	Equipment Maintenance Fund				
Non Depai					
	HUNT AND SONS INC	FUEL	5,112.75		
	t Maintenance	TOWN OFFINANCE			
	ARROWHEAD 24 HOUR TOWING INC BANK OF AMERICA	TOW SERVICE	230.00		
		VARIOUS BUSINESS EXPENSES	60.00		
00400311 00400320	BILL BRANDT FORD	VEHICLE REPAIR	496.07		
00400320	CHUCKS BRAKE AND WHEEL SERVICE INC LES SCHWAB TIRES OF CALIFORNIA	SUPPLIES	431.64		
00400361	LIM AUTOMOTIVE SUPPLY INC	TIRES	1,253.71		
00400304	MUNICIPAL MAINT EQUIPMENT INC	SUPPLIES SUPPLIES	1,134.82		
00400371	OFFICE DEPOT INC	SUPPLIES SUPPLIES	624.78		
00400378	OREILLY AUTO PARTS	SUPPLIES	72.31 1.253.31		
00400378	TRED SHED, THE	TIRES	1,253.31		
00400402	VERIZON WIRELESS	DATA USAGE	1,582.25		
30700703	A FLUIZON AAUVETEOO	DATA USAGE	38.01		



ı	00400418	ANTIOCH ACE HARDWARE	SUPPLIES	71.10
	00400438	CHUCKS BRAKE AND WHEEL SERVICE INC	SUPPLIES	281.23
	00400482	LIM AUTOMOTIVE SUPPLY INC	SUPPLIES	209.98
	00400492	OREILLY AUTO PARTS	SUPPLIES	1,355.44
	00400492	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	641.67
	00400490			
		PHILS DIESEL CLINIC INC	DIAGNOSTIC	730.00
	00400514	TRED SHED, THE	SUPPLIES	3,065.90
	00942548 00942552	KIMBALL MIDWEST	SUPPLIES	463.03
		PETERSON TRACTOR CO	SUPPLIES	169.72
		UNLIMITED GRAPHIC AND SIGN NETWORK	CITY VEHICLE DECALS	1,815.26
	00942560	BIG SKY ENVIRONMENTAL SOLUTIONS	WASTE OIL PICK UP	235.00
	573 Non Donor	Information Services Fund		
	Non Depar		VARIOUS RUCINEGO EVRENCEO	5 000 00
	00400301		VARIOUS BUSINESS EXPENSES	5,992.82
	Informatioi		DATA U0405	
		VERIZON WIRELESS	DATA USAGE	423.41
		upport & PCs	MONTHLYMANITENANCE	
- 9		AMS DOT NET INC	MONTHLY MAINTENANCE	1,715.36
		BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	956.60
		COMCAST	CONNECTION SERVICES	432.63
		rt Services		
		VERIZON WIRELESS	DATA USAGE	38.05
		GEOPHEX LTD	PROFESSIONAL SERVICES	9,448.00
		INTERWEST CONSULTING GROUP INC	PROFESSIONAL SERVICES	833.33
		DIGITAL SERVICES	SERVER LEASE	7,259.81
	577	Post Retirement Medical-Police Fund		
	Non Depar			
		EMPLOYEE	MEDICAL AFTER RETIREMENT	4,546.36
	611	Water Fund		
	Non Depar			
		ALL PRO PRINTING SOLUTIONS	SUPPLIES	1,792.24
		ALLIANT INSURANCE SERVICES	INSURANCE RENEWAL	51,838.89
		COLE SUPPLY CO INC	SUPPLIES	2,634.24
		GRAINGER INC	SUPPLIES	58.06
	Water Supe			
		ALLIANT INSURANCE SERVICES	INSURANCE RENEWAL	10,369.24
		VERIZON WIRELESS	DATA USAGE	152.04
	Water Prod			
		ANIMAL DAMAGE MANAGEMENT	PEST CONTROL	425.00
			SUPPLIES	113.56
		ARAMARK UNIFORM SERVICES	UNIFORM SERVICES	78.13
- 91	00400310	BENNETT, KORY C	EXPENSE REIMBURSEMENT	900.00
	00400316	CALLAHAN, STEVEN P	EXPENSE REIMBURSEMENT	311.74
(00400321	CITY OF BRENTWOOD	PROFESSIONAL SERVICES	1,729.00



	00400326	CONNELLY, BRIAN K	EXPENSE REIMBURSEMENT	398.04
		CSI METRICS LLC	PROFESSIONAL SERVICES	5,991.96
		DC ELECTRIC GROUP INC	PROFESSIONAL SERVICES	157.00
		FINBERG FENCING INC	FENCE REPAIR	345.00
	00400347	,	PROFESSIONAL SERVICES	4,004.55
	00400349		CHEMICALS	765.09
	00400403		CHEMICALS	13,788.45
	00400405		DATA USAGE	38.01
	00400418	ANTIOCH ACE HARDWARE	SUPPLIES	44.23
	00400421		UNIFORM SERVICES	78.13
	00400433		SUPPLIES	1,825.71
	00400446	CONTRA COSTA WATER DISTRICT	RAW WATER	1,214,443.88
	00400447		UNIFORMS	260.66
	00400453	EAST BAY MUNICIPAL UTILITY DISTRICT	BACC PARTICIPATION FEES	1,894.40
	00400461	FISHER SCIENTIFIC COMPANY	SUPPLIES	174.78
	00400465		SUPPLIES	490.04
	00400472	KARL NEEDHAM ENTERPRISES INC	PROFESSIONAL SERVICES	25,884.14
7	00400482	LIM AUTOMOTIVE SUPPLY INC	SUPPLIES	620.93
-	00400496	PACIFIC GAS AND ELECTRIC CO	GAS	123,250.27
	00400517	UNIVAR SOLUTIONS USA INC	CHEMICALS	3,535.99
	00400519	US BANK	COPIER LEASE	252.58
	00400522	WALTER BISHOP CONSULTING	CONSULTING SERVICES	5,420.84
	00942546	GRAINGER INC	SUPPLIES	41.82
	00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	300.00
	00942555	THATCHER COMPANY OF CALIFORNIA INC	CHEMICALS	3,059.00
	00942564	EUROFINS EATON ANALYTICAL INC	TESTING SERVICES	1,865.00
	00942565	GRAINGER INC	SUPPLIES	481.75
	00942572	THATCHER COMPANY OF CALIFORNIA INC	CHEMICALS	10,453.72
	Water Distr	ribution		•
	00400300	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	129.00
	00400314	C AND J FAVALORA TRUCKING INC	PROFESSIONAL SERVICES	22,769.25
	00400319	CHECK PROCESSORS INC	MONTHLY LOCKBOX PROCESSING	
	00400330	CRESCO EQUIPMENT RENTALS & AFFILIATES	SUPPLIES	2,382.95
	00400338	DU ALL SAFETY LLC	TRENCHING TRAINING	962.50
	00400364	LIM AUTOMOTIVE SUPPLY INC	SUPPLIES	52.71
	00400366	LOGRASSO, JOHN A	EXPENSE REIMBURSEMENT	165.53
	00400370	MT DIABLO LANDSCAPE CENTERS INC	SUPPLIES	106.52
	00400376	OFFICE DEPOT INC	SUPPLIES	203.85
	00400396	SYAR INDUSTRIES INC	SUPPLIES	2,427.19
	00400405	VERIZON WIRELESS	DATA USAGE	418.11
	00400417	ANE RACK AND SHELVING INC	SUPPLIES	1,344.21
	00400430	BECKER, ELLIOT JAMES	EXPENSE REIMBURSEMENT	130.00
	00400435	C AND J FAVALORA TRUCKING INC	PROFESSIONAL SERVICES	7,020.00
_	00400460	FIDO TECH LTD	SUPPLIES	3,000.00



00400494	PACIFIC CREDIT SERVICES	COLLECTION FEES	136.61
00400516	UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE FEE	6.00
00942540	BADGER METER INC	METERS	49,408.91
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	157.50
00942552	PETERSON TRACTOR CO	SUPPLIES	74,238.77
00942553	RAY MORGAN COMPANY	CANON COPIER	14,262.01
00942565	GRAINGER INC	SUPPLIES	573.43
Public Bu	ildings & Facilities		
00400436	CDM SMITH INC	CONSULTING SERVICES	263,162.24
00400445	CONSTRUCTION TESTING SERVICES	PROFESSIONAL SERVICES	36,698.80
00942542	CAROLLO ENGINEERS INC	PROFESSIONAL SERVICES	156,850.25
621	Sewer Fund		
Swr-Waste	ewater Administration		
00400300	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	486.72
	C AND J FAVALORA TRUCKING INC	PROFESSIONAL SERVICES	22,769.25
	CHECK PROCESSORS INC	MONTHLY LOCKBOX PROCESSING	733.51
	DU ALL SAFETY LLC	TRENCHING TRAINING	962.50
	OFFICE DEPOT INC	SUPPLIES	203.89
	SPARTAN TOOL LLC	SUPPLIES	43.71
	SYAR INDUSTRIES INC	SUPPLIES	2,427.20
	VERIZON WIRELESS	DATA USAGE	304.08
	ACP INTERNATIONAL	SIGNAGE	1,425.85
00400411	AL FRESCO LANDSCAPING INC	LANDSCAPE SERVICES	3,240.00
00400418	ANTIOCH ACE HARDWARE	SUPPLIES	25.64
00400435	C AND J FAVALORA TRUCKING INC	PROFESSIONAL SERVICES	12,145.00
00400450	DKF SOLUTIONS GROUP LLC	CONSULTING SERVICES	745.00
00400487	MCCAMPBELL ANALYTICAL INC	TESTING SERVICES	274.00
00400491	OFFICE DEPOT INC	SUPPLIES	200.42
00400496	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	464.65
00942546	GRAINGER INC	SUPPLIES	242.56
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	157.50
00942553	RAY MORGAN COMPANY	COPIER LEASE	212.77
00942561	CANON FINANCIAL SERVICES	PRINTER FEES	142.35
	GRAINGER INC	SUPPLIES	29.02
00942569	SCOTTO, CHARLES W AND DONNA F	RENT	
631	Marina Fund	NENT	5,000.00
Non Depai			
•	KOPPA, DARLENE	DEPOSIT REFUND	100.00
	ministration	DEFOSIT REFUND	168.00
	ALHAMBRA	WATER SERVICE	40.04
	COMCAST	WATER SERVICES	49.91
	VERIZON WIRELESS	CONNECTION SERVICES	404.43
	PACIFIC GAS AND ELECTRIC CO	DATA USAGE	38.01
		GAS	4,537.41
00942549	LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	1,300.00



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney 725

SUBJECT: REJECTION OF CLAIM: MARY BARKER

RECOMMENDED ACTION

It is recommended that the City Council reject the claim submitted by Mary Barker.

Should the City Council desire to discuss these matters, it would be scheduled for a future closed session.

ATTACHMENTS

None.



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Lauren Posada, City Treasurer J.P.

SUBJECT: Approval of Treasurer's Report for March of 2022

RECOMMENDED ACTION

It is recommended that the City Council receive and file the March 2022 Treasurer's Report.

FISCAL IMPACT

There is no fiscal impact of this action.

DISCUSSION

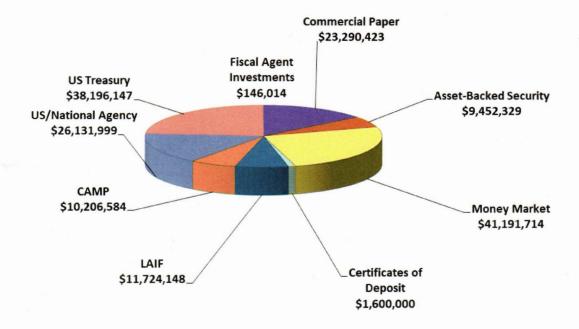
The City's *Statement of Investment Policy* (Policy) requires that the City Treasurer render, at least quarterly, an investment report to the City Council. The Policy also requires a monthly report of investment transactions to City Council. A monthly Treasurer's Report is provided with both reporting provisions of the Policy.

ATTACHMENTS

A. City Treasurer's Report

CITY OF ANTIOCH SUMMARY REPORT ON THE CITY'S INVESTMENTS

March 31, 2022



Total of City and Fiscal Agent Investments = \$161,939,358

All City investments are shown above and conform to the City Investment Policy. All investment transactions during this period are included in this report. As Treasurer of the City of Antioch and Finance Director of the City of Antioch, we hereby certify that sufficient investment liquidity and anticipated revenue are available to meet the next six (6) months' estimated expenditures.

Lauren Posada

City Treasurer

Dawn Merchant Finance Director

Summary of Fiscal Agent Balances by Debt Issue

	Amount
Antioch Public Financing Authority 2015 Bonds	1
Antioch Development Agency 2009 Tax Allocation Bonds	146,013
	\$146,014



Cash Dividends and Income

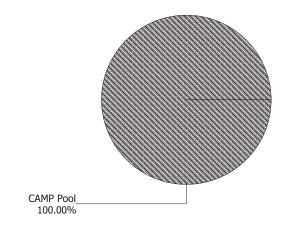
Account Statement - Transaction Summary

2,191.22

City of Antioch - City of Antioch - 6090-001

CAMP Pool	
Opening Market Value	10,204,392.77
Purchases	2,191.22
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$10,206,583.99

Asset Summary		
	March 31, 2022	February 28, 2022
CAMP Pool	10,206,583.99	10,204,392.77
Total	\$10,206,583.99	\$10,204,392.77
Asset Allocation		





Consolidated Summary Statement

Account Statement

For the Month Ending March 31, 2022

CITY OF ANTIOCH

Portfolio Summary		
	Cash Dividends	Closing
Portfolio Holdings	and Income	Market Value
PFMAM Managed Account	1,160.14	95,763,137.35
CAMP Pool	0.00	10,206,583.99
Local Agency Investment Fund	0.00	11,724,148.19
Total	\$1,160.14	\$117,693,869.53

Investment Allocation		
Investment Type	Closing Market Value	Percent
Asset-Backed Security	9,263,450.15	7.87
Federal Agency Bond / Note	18,589,730.12	15.79
Corporate Note	22,211,536.11	18.87
Bank Note	430,226.65	0.37
Certificate of Deposit	1,591,833.70	1.35
Federal Agency Commercial Mortgage-Backed Se	1,157,426.40	0.98
Municipal Bond / Note	2,651,310.70	2.25
Federal Agency Mortgage-Backed Security	312,100.98	0.27
Supra-National Agency Bond / Note	2,835,066.42	2.41
U.S. Treasury Bond / Note	36,720,456.12	31.21
CAMP Pool	10,206,583.99	8.67
Local Agency Investment Fund	11,724,148.19	9.96

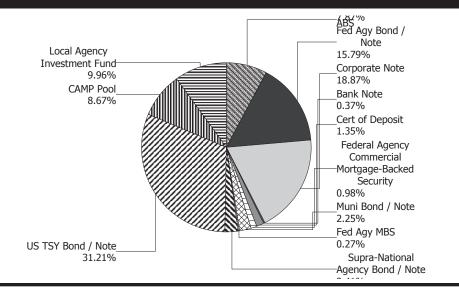
Total \$117,693,869.53 100.00%

Sector Allocation

Maturity Distribution (Fixed Income Holdings)

Portfolio Holdings	Closing Market Value	Percent
Under 30 days	21,930,732.18	18.62
31 to 60 days	0.00	0.00
61 to 90 days	161,912.37	0.14
91 to 180 days	489,522.98	0.42
181 days to 1 year	3,114,543.77	2.65
1 to 2 years	44,238,761.90	37.59
2 to 3 years	35,664,402.04	30.30
3 to 4 years	7,952,268.46	6.76
4 to 5 years	3,829,624.85	3.25
Over 5 years	312,100.98	0.27
Total	\$117,693,869.53	100.00%

631



Weighted Average Days to Maturity



Managed Account Summary Statement

|--|

Transaction Summary - Managed Account		Cash Transactions Summary -
Opening Market Value	. , ,	Maturities/Calls Sale Proceeds
Maturities/Calls Principal Dispositions Principal Acquisitions	(5 456 223 50)	Coupon/Interest/Dividend Income Principal Payments
Unsettled Trades Change in Current Value	16,071.15 (1.293.521.11)	Security Purchases Net Cash Contribution Reconciling Transactions
Closing Market Value	\$95,763,137.35	Reconciling Transactions

Cash Transactions Summary - Managed	Account
Maturities/Calls	0.00
Sale Proceeds	5,463,225.20
Coupon/Interest/Dividend Income	54,668.42
Principal Payments	558,904.28
Security Purchases	(6,136,859.83)
Net Cash Contribution	60,061.93
Reconciling Transactions	0.00

Earnings Reconciliation (Cash Basis) - Managed Account	
Interest/Dividends/Coupons Received	61,670.12
Less Purchased Interest Related to Interest/Coupons	(16,691.62)
Plus Net Realized Gains/Losses	(43,818.36)
Total Cash Basis Earnings	\$1,160.14

Cash Balance	
Closing Cash Balance	\$0.00

Earnings Reconciliation (Accrual Basis)	Total
Ending Amortized Value of Securities	98,670,898.06
Ending Accrued Interest	186,064.88
Plus Proceeds from Sales	6,188,151.61
Plus Proceeds of Maturities/Calls/Principal Payments	558,904.28
Plus Coupons/Dividends Received	54,668.42
Less Cost of New Purchases	(6,876,504.23)
Less Beginning Amortized Value of Securities	(98,574,168.64)
Less Beginning Accrued Interest	(158,901.19)

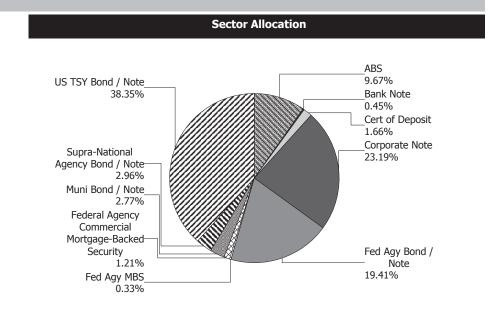
Total Accrual Basis Earnings	\$49,113.19
Less Beginning Accrued Interest	(158,901.19)
Less Beginning Amortized Value of Securities	(98,574,168.64)
Less Cost of New Purchases	(6,876,504.23)
Plus Coupons/Dividends Received	54,668.42
The troubles of the control of the c	222/2020



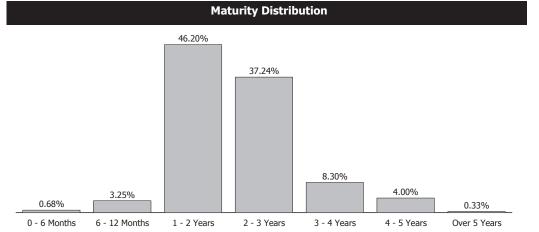
Portfolio Summary and Statistics

CITY OF ANTIOCH, CA - 04380500

Account Summary													
Description	Par Value	Market Value	Percent										
U.S. Treasury Bond / Note	38,055,000.00	36,720,456.12	38.35										
Supra-National Agency Bond / Note	2,925,000.00	2,835,066.42	2.96										
Municipal Bond / Note	2,735,000.00	2,651,310.70	2.77										
Federal Agency Mortgage-Backed Security	307,806.55	312,100.98	0.33										
Federal Agency Commercial	1,156,382.19	1,157,426.40	1.21										
Mortgage-Backed Security													
Federal Agency Bond / Note	19,000,000.00	18,589,730.12	19.41										
Corporate Note	22,641,000.00	22,211,536.11	23.19										
Certificate of Deposit	1,600,000.00	1,591,833.70	1.66										
Bank Note	425,000.00	430,226.65	0.45										
Asset-Backed Security	9,453,217.74	9,263,450.15	9.67										
Managed Account Sub-Total	98,298,406.48	95,763,137.35	100.00%										
Accrued Interest		186,064.88											
Total Portfolio	98,298,406.48	95,949,202.23											







Characteristics	
Yield to Maturity at Cost	0.77%
Yield to Maturity at Market	2.28%
Weighted Average Days to Maturity	776

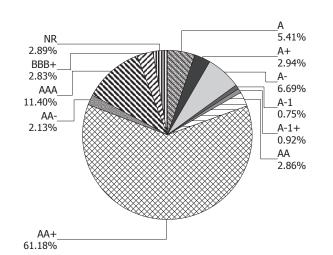


Managed Account Issuer Summary

CITY OF ANTIOCH, CA - 04380500

Issuer Summary										
	Market Value									
Issuer	of Holdings	Percent								
ABBOTT LABORATORIES	326,747.53	0.34								
ALLY AUTO RECEIVABLES TRUST	30,917.89	0.03								
AMAZON.COM INC	1,249,783.55	1.31								
AMERICAN EXPRESS CO	717,305.33	0.75								
AMERICAN HONDA FINANCE	743,970.58	0.78								
APPLE INC	276,189.48	0.29								
ASTRAZENECA PLC	474,730.25	0.50								
BANK OF AMERICA CO	1,273,926.84	1.33								
BMW FINANCIAL SERVICES NA LLC	609,517.75	0.64								
BMW VEHICLE OWNER TRUST	139,863.98	0.15								
BRISTOL-MYERS SQUIBB CO	390,028.85	0.41								
BURLINGTON NORTHERN SANTA FE	226,708.43	0.24								
CALIFORNIA DEPARTMENT OF WATER RESOURCES	435,240.00	0.45								
CALIFORNIA EARTHQUAKE AUTHORITY	189,982.90	0.20								
CAPITAL ONE FINANCIAL CORP	1,281,680.78	1.34								
CARMAX AUTO OWNER TRUST	951,461.93	0.99								
CATERPILLAR INC	454,065.33	0.47								
CHARLES SCHWAB	290,052.60	0.30								
CHEVRON CORPORATION	557,784.59	0.58								
CITIGROUP INC	680,151.85	0.71								
COMCAST CORP	306,579.00	0.32								
CREDIT SUISSE GROUP RK	714,430.95	0.75								
DEERE & COMPANY	722,439.27	0.75								
DISCOVER FINANCIAL SERVICES	251,297.72	0.26								
DNB ASA	877,402.75	0.92								
EXXON MOBIL CORP	224,403.08	0.23								
FANNIE MAE	6,304,940.91	6.58								
FIFTH THIRD AUTO TRUST	46,146.47	0.05								
FLORIDA STATE BOARD OF ADMIN FIN CORP	223,118.40	0.23								
FORD CREDIT AUTO OWNER TRUST	331,074.74	0.35								
FREDDIE MAC	13,754,316.59	14.35								
GENERAL DYNAMICS CORP	659,074.98	0.69								

Credit Quality (S&P Ratings)





Managed Account Issuer Summary

CITY OF ANTIOCH, CA - 04380500

	Market Value	
Issuer	of Holdings	Percent
GM FINANCIAL CONSUMER AUTOMOBILE TRUST	477,181.47	0.50
GM FINANCIAL LEASINGTRUST	544,271.81	0.57
GOLDMAN SACHS GROUP INC	742,113.70	0.77
GOOGLE INC	484,395.03	0.51
HARLEY-DAVIDSON MOTORCYCLE TRUST	146,005.03	0.15
HERSHEY COMPANY	235,468.00	0.25
HOME DEPOT INC	79,772.80	0.08
HONDA AUTO RECEIVABLES	342,315.47	0.36
HONEYWELL INTERNATIONAL	335,794.55	0.35
HORMEL FOODS CORP	336,399.70	0.35
HYUNDAI AUTO RECEIVABLES	953,530.54	1.00
IBM CORP	458,761.50	0.48
INTER-AMERICAN DEVELOPMENT BANK	1,534,391.48	1.60
INTL BANK OF RECONSTRUCTION AND DEV	1,300,674.94	1.36
JP MORGAN CHASE & CO	1,335,623.15	1.39
KUBOTA CREDIT OWNER TRUST	1,032,174.89	1.08
LOCKHEED MARTIN CORP	341,409.30	0.36
LOS ANGELES COMMUNITY COLLEGE DISTRICT	229,684.30	0.24
MERCEDES-BENZ AUTO LEASE TRUST	124,241.69	0.13
MERCEDES-BENZ AUTO RECEIVABLES	250,181.70	0.26
MERCK & CO INC	225,416.93	0.24
MORGAN STANLEY	567,643.05	0.59
NATIONAL RURAL UTILITIES CO FINANCE CORP	328,468.90	0.34
NESTLE SA	516,874.73	0.54
NEW JERSEY TURNPIKE AUTHORITY	184,785.90	0.19
NEW YORK ST URBAN DEVELOPMENT CORP	823,485.20	0.86
NISSAN AUTO RECEIVABLES	146,456.05	0.15
PACCAR FINANCIAL CORP	825,237.24	0.86
PNC FINANCIAL SERVICES GROUP	430,226.65	0.45
PRAXAIR INC	322,326.23	0.34
RABOBANK NEDERLAND	478,054.50	0.50
Roche Holding AG	1,269,077.99	1.33
STATE OF CONNECTICUT	99,818.00	0.10



Managed Account Issuer Summary

CITY OF ANTIOCH, CA - 04380500

	Market Value	
Issuer	of Holdings	Percent
STATE OF MARYLAND	465,196.00	0.49
STATE STREET CORPORATION	722,169.11	0.75
TARGET CORP	357,541.10	0.37
THE BANK OF NEW YORK MELLON CORPORATION	457,073.50	0.48
Toyota Lease Owner Trust	245,405.63	0.26
TOYOTA MOTOR CORP	1,003,945.81	1.05
TRUIST FIN CORP	483,068.83	0.50
UNILEVER PLC	262,021.10	0.27
UNITED STATES TREASURY	36,720,456.12	38.34
UNITEDHEALTH GROUP INC	311,357.80	0.33
VERIZON OWNER TRUST	965,662.01	1.01
WORLD OMNI AUTO REC TRUST	551,642.62	0.58
Total	\$95,763,137.35	100.00%



CITY OF ANTIOCH, CA - 04380500												
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value	
U.S. Treasury Bond / Note												
US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	650,000.00	AA+	Aaa	03/02/20	03/04/20	661,298.83	0.78	1,111.02	653,402.39	648,679.72	
US TREASURY NOTES DTD 08/01/2016 1.250% 07/31/2023	912828S92	464,000.00	AA+	Aaa	05/26/21	05/28/21	475,001.88	0.16	961.33	470,734.15	459,070.00	
US TREASURY NOTES DTD 09/30/2021 0.250% 09/30/2023	91282CDA6	2,500,000.00	AA+	Aaa	10/01/21	10/06/21	2,498,632.81	0.28	17.08	2,498,967.05	2,430,859.50	
US TREASURY N/B NOTES DTD 10/31/2021 0.375% 10/31/2023	91282CDD0	3,350,000.00	AA+	Aaa	11/01/21	11/03/21	3,340,316.41	0.52	5,274.86	3,342,301.08	3,256,828.13	
US TREASURY NOTES DTD 11/15/2020 0.250% 11/15/2023	91282CAW1	4,150,000.00	AA+	Aaa	12/01/20	12/03/20	4,153,890.63	0.22	3,926.45	4,152,142.19	4,020,960.73	
US TREASURY NOTES DTD 01/15/2021 0.125% 01/15/2024	91282CBE0	3,175,000.00	AA+	Aaa	02/02/21	02/03/21	3,169,915.04	0.18	833.22	3,171,909.33	3,055,441.57	
US TREASURY NOTES DTD 02/15/2021 0.125% 02/15/2024	91282CBM2	950,000.00	AA+	Aaa	02/23/21	02/25/21	947,328.13	0.22	147.62	948,313.15	912,296.88	
US TREASURY NOTES DTD 02/15/2021 0.125% 02/15/2024	91282CBM2	2,200,000.00	AA+	Aaa	03/01/21	03/03/21	2,190,460.94	0.27	341.85	2,193,944.16	2,112,687.50	
US TREASURY NOTES DTD 05/01/2017 2.000% 04/30/2024	912828X70	750,000.00	AA+	Aaa	04/01/21	04/05/21	787,236.33	0.37	6,298.34	775,244.97	744,140.63	
US TREASURY N/B NOTES DTD 06/15/2021 0.250% 06/15/2024	91282CCG4	246,000.00	AA+	Aaa	06/22/21	06/24/21	244,568.20	0.45	180.78	244,938.33	234,622.50	
US TREASURY N/B NOTES DTD 06/15/2021 0.250% 06/15/2024	91282CCG4	2,750,000.00	AA+	Aaa	07/01/21	07/07/21	2,732,167.97	0.47	2,020.95	2,736,617.68	2,622,812.50	
US TREASURY N/B NOTES DTD 07/15/2021 0.375% 07/15/2024	91282CCL3	520,000.00	AA+	Aaa	08/05/21	08/09/21	519,939.06	0.38	409.39	519,952.43	496,275.00	
US TREASURY N/B NOTES DTD 07/15/2021 0.375% 07/15/2024	91282CCL3	900,000.00	AA+	Aaa	08/09/21	08/10/21	899,050.78	0.41	708.56	899,258.37	858,937.50	
US TREASURY N/B NOTES DTD 07/15/2021 0.375% 07/15/2024	91282CCL3	4,350,000.00	AA+	Aaa	08/04/21	08/06/21	4,355,097.66	0.33	3,424.72	4,353,968.01	4,151,531.25	



Security Type/Description			S&P	Moody's	Trade	Settle	Original	YTM	Accrued	Amortized	Market
Dated Date/Coupon/Maturity	CUSIP	Par	Rating	•	Date	Date	Cost	at Cost	Interest	Cost	Value
U.S. Treasury Bond / Note											
US TREASURY N/B NOTES DTD 08/15/2021 0.375% 08/15/2024	91282CCT6	1,100,000.00	AA+	Aaa	09/01/21	09/03/21	1,098,796.88	0.41	512.78	1,099,031.47	1,047,578.18
US TREASURY N/B NOTES DTD 09/15/2021 0.375% 09/15/2024	91282CCX7	2,000,000.00	AA+	Aaa	10/01/21	10/06/21	1,991,875.00	0.51	346.47	1,993,212.79	1,900,000.00
US TREASURY NOTES DTD 10/31/2019 1.500% 10/31/2024	912828YM6	3,000,000.00) AA+	Aaa	05/04/21	05/06/21	3,109,570.31	0.44	18,895.03	3,081,188.68	2,926,406.40
US TREASURY NOTES DTD 11/30/2019 1.500% 11/30/2024	912828YV6	800,000.00	AA+	Aaa	06/15/21	06/17/21	829,093.75	0.44	4,021.98	822,454.29	779,250.00
US TREASURY NOTES DTD 11/30/2019 1.500% 11/30/2024	912828YV6	1,750,000.00) AA+	Aaa	06/02/21	06/07/21	1,814,941.41	0.42	8,798.07	1,799,727.15	1,704,609.38
US TREASURY N/B NOTES DTD 12/15/2021 1.000% 12/15/2024	91282CDN8	1,000,000.00	AA+	Aaa	01/03/22	01/05/22	999,296.88	1.02	2,939.56	999,353.13	960,937.50
US TREASURY N/B NOTES DTD 01/15/2022 1.125% 01/15/2025	91282CDS7	1,450,000.00	AA+	Aaa	02/01/22	02/03/22	1,438,898.44	1.39	3,424.72	1,439,485.99	1,396,531.25
Security Type Sub-Total		38,055,000.00)				38,257,377.34	0.42	64,594.78	38,196,146.79	36,720,456.12
Supra-National Agency Bond / Not	te										
INTL BK OF RECON AND DEV NOTE DTD 04/20/2021 0.126% 04/20/2023	459058JV6	665,000.00) AAA	Aaa	04/13/21	04/20/21	663,623.45	0.23	374.73	664,275.90	652,563.84
INTER-AMERICAN DEVEL BK NOTES DTD 04/24/2020 0.500% 05/24/2023	4581X0DM7	665,000.00) AAA	Aaa	04/17/20	04/24/20	664,773.90	0.51	1,172.99	664,915.99	653,656.43
INTL BK RECON & DEVELOP NOTES DTD 11/24/2020 0.250% 11/24/2023	459058JM6	670,000.00) AAA	Aaa	11/17/20	11/24/20	668,559.50	0.32	590.90	669,208.05	648,111.10
INTER-AMERICAN DEVEL BK NOTES DTD 09/23/2021 0.500% 09/23/2024	4581X0DZ8	925,000.00) AAA	Aaa	09/15/21	09/23/21	924,315.50	0.52	102.78	924,434.16	880,735.05
Security Type Sub-Total		2,925,000.00)				2,921,272.35	0.41	2,241.40	2,922,834.10	2,835,066.42



CITY OF ANTIOCH, CA - 04380	0500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Municipal Bond / Note											
CA ST EARTHQUAKE AUTH TXBL REV BONDS DTD 11/24/2020 1.327% 07/01/2022	13017HAJ5	190,000.00) NR	NR	11/13/20	11/24/20	190,000.00	1.33	630.33	190,000.00	189,982.9
NY ST URBAN DEV CORP TXBL REV BONDS DTD 12/23/2020 0.480% 03/15/2023	650036DR4	215,000.00) AA+	NR	12/16/20	12/23/20	215,000.00	0.48	45.87	215,000.00	211,818.0
CT ST TXBL GO BONDS DTD 06/11/2020 2.000% 07/01/2023	20772KJV2	100,000.00) A+	Aa3	05/29/20	06/11/20	100,597.00	1.80	500.00	100,244.15	99,818.00
LOS ANGELES CCD, CA TXBL GO BONDS DTD 11/10/2020 0.444% 08/01/2023	54438CYH9	235,000.00) AA+	Aaa	10/30/20	11/10/20	235,000.00	0.44	173.90	235,000.00	229,684.30
MD ST TXBL GO BONDS DTD 08/05/2020 0.410% 08/01/2023	574193TP3	475,000.00) AAA	Aaa	07/23/20	08/05/20	475,000.00	0.41	324.58	475,000.00	465,196.00
CA ST DEPT WTR RES WTR SYS TXBL REV BNDS DTD 08/06/2020 0.414% 12/01/2023	13067WRA2	450,000.00) AAA	Aa1	07/30/20	08/06/20	450,000.00	0.41	621.00	450,000.00	435,240.00
NY ST URBAN DEV CORP TXBL REV BONDS DTD 12/23/2020 0.620% 03/15/2024	650036DS2	640,000.00) AA+	NR	12/16/20	12/23/20	640,000.00	0.62	176.36	640,000.00	611,667.20
NJ TURNPIKE AUTHORITY TXBL REV BONDS DTD 02/04/2021 0.897% 01/01/2025	646140DN0	195,000.00) AA-	A1	01/22/21	02/04/21	195,000.00	0.90	437.29	195,000.00	184,785.90
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	235,000.00) AA	Aa3	09/03/20	09/16/20	235,000.00	1.26	739.08	235,000.00	223,118.40
Security Type Sub-Total		2,735,000.00)				2,735,597.00	0.69	3,648.41	2,735,244.15	2,651,310.70
Federal Agency Mortgage-Backed S	ecurity										
FN BM4614 DTD 10/01/2018 3.000% 03/01/2033	3140J9DU2	307,806.55	5 AA+	Aaa	08/03/21	08/17/21	328,006.36	2.35	769.52	326,918.24	312,100.98
Security Type Sub-Total		307,806.55					328,006.36	2.35	769.52	326,918.24	312,100.98



CITY OF ANTIOCH, CA - 04380500														
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value			
Federal Agency Commercial Mortg	Federal Agency Commercial Mortgage-Backed Security													
FHLMC MULTIFAMILY STRUCTURED P DTD 11/01/2015 2.716% 06/01/2022	3137BLUR7	161,917.54	AA+	Aaa	03/13/19	03/18/19	161,716.09	2.76	366.47	161,907.05	161,912.37			
FHLMC MULTIFAMILY STRUCTURED P DTD 12/01/2012 2.355% 07/01/2022	3137AVXN2	299,421.23	AA+	Aaa	06/12/19	06/17/19	300,520.68	2.23	587.61	299,511.37	299,540.08			
FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2013 2.510% 11/01/2022	3137B1BS0	374,556.24	AA+	Aaa	08/13/19	08/16/19	380,759.83	1.98	783.45	375,688.01	375,305.29			
FNA 2013-M7 A2 DTD 05/01/2013 2.280% 12/01/2022	3136AEGQ4	114,996.91	AA+	Aaa	09/11/19	09/16/19	115,713.46	2.08	218.50	115,146.09	115,057.18			
FNA 2013-M7 A2 DTD 05/01/2013 2.280% 12/01/2022	3136AEGQ4	152,333.57	' AA+	Aaa	09/04/19	09/09/19	154,329.29	1.86	289.43	152,746.59	152,413.41			
FHMS KP05 A DTD 12/01/2018 3.203% 07/01/2023	3137FKK39	10,927.77	' AA+	Aaa	12/07/18	12/17/18	10,927.74	3.20	29.17	10,927.76	10,978.14			
FHMS KJ27 A1 DTD 11/01/2019 2.092% 07/01/2024	3137FQ3V3	42,228.93	AA+	Aaa	11/20/19	11/26/19	42,227.91	2.09	73.62	42,228.43	42,219.93			
Security Type Sub-Total		1,156,382.19)				1,166,195.00	2.16	2,348.25	1,158,155.30	1,157,426.40			
Federal Agency Bond / Note														
FREDDIE MAC NOTES DTD 04/20/2020 0.375% 04/20/2023	3137EAEQ8	2,200,000.00	AA+	Aaa	04/17/20	04/20/20	2,194,500.00	0.46	3,689.58	2,198,071.23	2,168,999.80			
FREDDIE MAC NOTES DTD 05/07/2020 0.375% 05/05/2023	3137EAER6	950,000.00	AA+	Aaa	06/03/20	06/04/20	950,760.00	0.35	1,444.79	950,284.73	935,682.55			
FREDDIE MAC NOTES DTD 05/07/2020 0.375% 05/05/2023	3137EAER6	1,655,000.00	AA+	Aaa	05/05/20	05/07/20	1,654,304.90	0.39	2,516.98	1,654,746.25	1,630,057.50			
FANNIE MAE NOTES DTD 05/22/2020 0.250% 05/22/2023	3135G04Q3	925,000.00	AA+	Aaa	06/03/20	06/04/20	922,003.00	0.36	828.64	923,847.73	908,238.08			
FANNIE MAE NOTES DTD 05/22/2020 0.250% 05/22/2023	3135G04Q3	1,750,000.00	AA+	Aaa	05/20/20	05/22/20	1,744,732.50	0.35	1,567.71	1,747,998.83	1,718,288.25			
FREDDIE MAC NOTES DTD 06/26/2020 0.250% 06/26/2023	3137EAES4	1,620,000.00	AA+	Aaa	06/24/20	06/26/20	1,615,269.60	0.35	1,068.75	1,618,051.68	1,586,107.98			



CITY OF ANTIOCH, CA - 04380500											
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note											
FANNIE MAE NOTES DTD 07/10/2020 0.250% 07/10/2023	3135G05G4	1,375,000.00	AA+	Aaa	10/07/20	10/08/20	1,374,505.00	0.26	773.44	1,374,770.97	1,344,135.37
FANNIE MAE NOTES DTD 07/10/2020 0.250% 07/10/2023	3135G05G4	1,795,000.00	AA+	Aaa	07/08/20	07/10/20	1,791,140.75	0.32	1,009.69	1,793,361.14	1,754,707.64
FREDDIE MAC NOTES DTD 08/21/2020 0.250% 08/24/2023	3137EAEV7	700,000.00	AA+	Aaa	08/25/20	08/26/20	698,936.00	0.30	179.86	699,503.53	682,142.30
FREDDIE MAC NOTES DTD 08/21/2020 0.250% 08/24/2023	3137EAEV7	1,275,000.00	AA+	Aaa	08/19/20	08/21/20	1,273,699.50	0.28	327.61	1,274,395.94	1,242,473.48
FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	735,000.00	AA+	Aaa	09/02/20	09/04/20	735,134.22	0.24	117.40	735,064.12	715,431.36
FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	1,165,000.00	AA+	Aaa	09/02/20	09/04/20	1,164,615.55	0.26	186.08	1,164,816.35	1,133,983.04
FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	1,300,000.00	AA+	Aaa	10/07/20	10/08/20	1,299,584.00	0.26	207.64	1,299,794.93	1,265,388.80
FREDDIE MAC NOTES DTD 12/04/2020 0.250% 12/04/2023	3137EAFA2	1,555,000.00	AA+	Aaa	12/02/20	12/04/20	1,553,460.55	0.28	1,263.44	1,554,139.60	1,504,093.97
Security Type Sub-Total		19,000,000.00)				18,972,645.57	0.33	15,181.61	18,988,847.03	18,589,730.12
Corporate Note											
CHEVRON CORP CORPORATE NOTES DTD 05/11/2020 1.141% 05/11/2023	166764BV1	130,000.00	AA-	Aa2	05/07/20	05/11/20	130,000.00	1.14	576.84	130,000.00	128,527.36
APPLE INC CORPORATE NOTES DTD 05/11/2020 0.750% 05/11/2023	037833DV9	280,000.00	AA+	Aaa	05/04/20	05/11/20	279,238.40	0.84	816.67	279,718.31	276,189.48
GENERAL DYNAMICS CORP NOTES DTD 05/11/2018 3.375% 05/15/2023	369550BD9	325,000.00) A-	A3	05/11/20	05/13/20	347,642.75	1.02	4,143.75	333,042.74	328,656.25
AMAZON.COM INC CORPORATE NOTES DTD 06/03/2020 0.400% 06/03/2023	023135BP0	475,000.00) AA	A1	06/01/20	06/03/20	474,335.00	0.45	622.78	474,740.07	467,106.45



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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
PACCAR FINANCIAL CORP CORPORATE NOTES DTD 06/08/2020 0.800% 06/08/2023	69371RQ82	75,000.00) A+	A1	06/01/20	06/08/20	74,895.75	0.85	188.33	74,958.78	73,791.08
CHEVRON CORP DTD 06/24/2013 3.191% 06/24/2023	166764AH3	425,000.00) AA-	Aa2	02/25/20	02/27/20	446,560.25	1.62	3,654.14	432,980.67	429,257.23
TOYOTA MOTOR CREDIT CORP CORPORATE NOTES DTD 05/26/2020 1.350% 08/25/2023	89236THA6	150,000.00) A+	A1	05/20/20	05/26/20	149,944.50	1.36	202.50	149,976.09	148,060.50
GOLDMAN SACHS GROUP INC CORPORATE NOTES DTD 11/19/2020 0.627% 11/17/2023	38141GXL3	275,000.00	BBB+	A2	11/16/20	11/19/20	275,000.00	0.63	641.80	275,000.00	271,385.95
JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 03/04/2021 0.450% 01/17/2024	24422EVN6	380,000.00) А	A2	03/01/21	03/04/21	379,730.20	0.48	351.50	379,831.28	366,757.76
IBM CORP NOTES DTD 02/12/2014 3.625% 02/12/2024	459200HU8	150,000.00) A-	А3	11/16/21	11/18/21	158,691.00	0.99	740.10	157,263.80	152,920.50
IBM CORP NOTES DTD 02/12/2014 3.625% 02/12/2024	459200HU8	300,000.00) A-	A3	10/02/20	10/06/20	329,799.00	0.62	1,480.21	316,603.69	305,841.00
ALPHABET INC CORP NOTES DTD 04/27/2016 3.375% 02/25/2024	02079KAB3	475,000.00	AA+	Aa2	11/30/21	12/02/21	501,951.50	0.80	1,603.13	497,983.18	484,395.03
GOLDMAN SACHS CORP NOTES DTD 03/03/2014 4.000% 03/03/2024	38141GVM3	225,000.00	BBB+	A2	01/21/21	01/25/21	248,004.00	0.67	700.00	239,253.14	229,036.50
CHARLES SCHWAB CORP NOTES (CALLABLE) DTD 03/18/2021 0.750% 03/18/2024	808513BN4	300,000.00) А	A2	03/16/21	03/18/21	299,850.00	0.77	81.25	299,901.87	290,052.60
COMCAST CORP (CALLABLE) CORPORATE NOTES DTD 10/05/2018 3.700% 04/15/2024	20030NCR0	300,000.00) A-	A3	05/07/20	05/11/20	328,677.00	1.20	5,118.33	314,583.60	306,579.00
AMAZON.COM INC CORPORATE NOTES DTD 05/12/2021 0.450% 05/12/2024	023135BW5	815,000.00) AA	A1	05/10/21	05/12/21	813,810.10	0.50	1,416.06	814,161.86	782,677.10



CITY OF ANTIOCH, CA - 0438	0500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
CITIGROUP INC (CALLABLE) CORPORATE NOTES DTD 05/14/2020 1.678% 05/15/2024	172967MR9	50,000.00	BBB+	A3	10/02/20	10/06/20	51,235.50	0.98	316.96	50,531.36	49,530.30
CITIGROUP INC (CALLABLE) CORPORATE NOTES DTD 05/14/2020 1.678% 05/15/2024	172967MR9	300,000.00	BBB+	A3	05/07/20	05/14/20	300,000.00	1.68	1,901.73	300,000.00	297,181.80
UNITEDHEALTH GROUP INC (CALLABLE) CORP N DTD 05/19/2021 0.550% 05/15/2024	91324PEB4	325,000.00	A+	A3	05/17/21	05/19/21	324,662.00	0.59	675.28	324,760.12	311,357.80
CATERPILLAR FINL SERVICE CORPORATE NOTES DTD 05/17/2021 0.450% 05/17/2024	14913R2L0	475,000.00	Α	A2	05/10/21	05/17/21	474,363.50	0.50	795.63	474,548.76	454,065.33
ASTRAZENECA FINANCE LLC (CALLABLE) CORP DTD 05/28/2021 0.700% 05/28/2024	04636NAC7	495,000.00	A-	A3	05/25/21	05/28/21	494,955.45	0.70	1,183.88	494,967.97	474,730.25
HORMEL FOODS CORP NOTES (CALLABLE) DTD 06/03/2021 0.650% 06/03/2024	440452AG5	350,000.00	Α	A1	03/10/22	03/14/22	338,915.50	2.12	745.69	339,161.22	336,399.70
JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 06/10/2021 0.450% 06/07/2024	24422EVO9	130,000.00	Α	A2	06/07/21	06/10/21	129,837.50	0.49	185.25	129,881.36	124,363.72
TARGET CORP CORPORATE NOTES DTD 06/26/2014 3.500% 07/01/2024	87612EBD7	350,000.00	Α	A2	11/23/21	11/29/21	371,924.00	1.04	3,062.50	369,070.40	357,541.10
BANK OF AMERICA CORP NOTES DTD 07/23/2018 3.864% 07/23/2024	06051GHL6	100,000.00	A-	A2	09/28/20	10/01/20	108,415.00	1.58	729.87	105,162.37	101,159.10
BANK OF AMERICA CORP NOTES DTD 07/23/2018 3.864% 07/23/2024	06051GHL6	225,000.00	A-	A2	08/21/20	08/25/20	245,362.50	1.47	1,642.20	237,171.14	227,607.98
BRISTOL MYERS SQUIBB CO CORP NOTES (CALL DTD 01/26/2020 2.900% 07/26/2024	110122CM8	156,000.00	A+	A2	10/05/20	10/07/20	168,899.64	0.69	816.83	163,760.68	157,476.85



CITY OF ANTIOCH, CA - 0438	0500										
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Corporate Note											
AMERICAN EXPRESS CO CORP NOTES (CALLABLE DTD 07/30/2019 2.500% 07/30/2024	025816CG2	400,000.0	0 BBB+	A2	11/19/21	11/23/21	414,320.00	1.14	1,694.44	412,375.49	398,272.00
PACCAR FINANCIAL CORP CORPORATE NOTES DTD 08/09/2021 0.500% 08/09/2024	69371RR40	265,000.0	0 A+	A1	08/03/21	08/09/21	264,856.90	0.52	191.39	264,887.58	251,576.16
AMERICAN HONDA FINANCE CORPORATE NOTES DTD 09/09/2021 0.750% 08/09/2024	02665WDY4	275,000.0	0 A-	A3	09/07/21	09/09/21	274,818.50	0.77	297.92	274,853.27	262,012.58
UNILEVER CAPITAL CORP (CALLABLE) CORPORA DTD 08/12/2021 0.626% 08/12/2024	904764BN6	100,000.0	0 A+	A1	02/22/22	02/24/22	96,599.00	2.05	85.21	96,735.04	95,280.40
UNILEVER CAPITAL CORP (CALLABLE) CORPORA DTD 08/12/2021 0.626% 08/12/2024	904764BN6	175,000.0	0 A+	A1	08/09/21	08/12/21	175,000.00	0.63	149.11	175,000.00	166,740.70
BMW US CAPITAL LLC CORPORATE NOTES DTD 08/12/2021 0.750% 08/12/2024	05565EBU8	205,000.0	0 A	A2	08/09/21	08/12/21	204,981.55	0.75	209.27	204,985.46	195,535.36
GOLDMAN SACHS GROUP INC CORPORATE NOTES DTD 06/10/2021 0.657% 09/10/2024	38141GYE8	250,000.0	0 BBB+	A2	06/07/21	06/10/21	250,000.00	0.66	95.81	250,000.00	241,691.25
TOYOTA MOTOR CREDIT CORP CORPORATE NOTES DTD 09/13/2021 0.625% 09/13/2024	89236TJN6	250,000.0	0 A+	A1	09/08/21	09/13/21	249,882.50	0.64	78.13	249,903.94	237,687.50
NESTLE HOLDINGS INC CORP NOTES (CALLABLE DTD 09/14/2021 0.606% 09/14/2024	641062AU8	545,000.0	0 AA-	Aa3	09/07/21	09/14/21	545,000.00	0.61	155.96	545,000.00	516,874.73
BANK OF AMERICA CORP (CALLABLE) CORPORAT DTD 10/21/2020 0.810% 10/24/2024	06051GJH3	475,000.0	0 A-	A2	10/16/20	10/21/20	475,000.00	0.81	1,677.94	475,000.00	458,918.88



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Corporate Note											
COOPERATIEVE RABOBANK UA CORPORATE NOTES DTD 01/12/2022 1.375% 01/10/2025	21688AAS1	500,000.00	A+	Aa2	01/19/22	01/24/22	496,040.00	1.65	1,508.68	496,285.21	478,054.50
AMERICAN HONDA FINANCE CORPORATE NOTES DTD 01/13/2022 1.500% 01/13/2025	02665WEA5	500,000.00	A-	A3	01/11/22	01/13/22	499,605.00	1.53	1,625.00	499,633.11	481,958.00
LINDE INC/CT (CALLABLE) CORPORATE NOTES DTD 02/05/2015 2.650% 02/05/2025	74005PBN3	325,000.00	Α	A2	03/04/22	03/08/22	329,735.25	2.13	1,339.72	329,618.45	322,326.23
NATIONAL RURAL UTIL COOP CORPORATE NOTES DTD 02/07/2022 1.875% 02/07/2025	63743HFC1	125,000.00	A-	A2	02/22/22	02/24/22	123,847.50	2.20	351.56	123,885.95	120,760.62
NATIONAL RURAL UTIL COOP CORPORATE NOTES DTD 02/07/2022 1.875% 02/07/2025	63743HFC1	215,000.00	A-	A2	01/31/22	02/07/22	214,993.55	1.88	604.69	214,993.86	207,708.28
MERCK & CO INC CORP NOTES DTD 02/10/2015 2.750% 02/10/2025	58933YAR6	225,000.00	A+	A1	03/09/21	03/11/21	240,104.25	1.00	876.56	235,753.32	225,416.93
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	350,000.00	A+	A1	09/23/21	09/27/21	359,698.50	0.96	840.00	358,237.84	339,498.95
JPMORGAN CHASE & CO CORP NOTES (CALLABLE DTD 02/16/2021 0.563% 02/16/2025	46647PBY1	295,000.00	A-	A2	02/09/21	02/16/21	295,000.00	0.56	207.61	295,000.00	281,885.48
LOCKHEED MARTIN CORP NOTES (CALLABLE) DTD 02/20/2015 2.900% 03/01/2025	539830BE8	141,000.00	A-	A3	03/08/22	03/10/22	143,497.11	2.28	340.75	143,442.01	141,584.45
LOCKHEED MARTIN CORP NOTES (CALLABLE) DTD 02/20/2015 2.900% 03/01/2025	539830BE8	199,000.00	A-	A3	03/09/22	03/11/22	202,373.05	2.31	480.92	202,301.93	199,824.85



CITY OF ANTIOCH, CA - 04380500											
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Corporate Note											
AMERICAN EXPRESS CO CORP NOTES (CALLABLE DTD 03/04/2022 2.250% 03/04/2025	025816CQ0	120,000.00) BBB+	A2	03/01/22	03/04/22	119,878.80	2.29	202.50	119,881.90	117,796.92
AMERICAN EXPRESS CO CORP NOTES (CALLABLE DTD 03/04/2022 2.250% 03/04/2025	025816CO0	205,000.00) BBB+	A2	03/02/22	03/04/22	204,633.05	2.31	345.94	204,642.42	201,236.41
EXXON MOBIL CORP CORPORATE NT (CALLABLE) DTD 03/06/2015 2.709% 03/06/2025	30231GAF9	225,000.00) AA-	Aa2	03/26/21	03/30/21	238,932.00	1.10	423.28	235,136.12	224,403.08
JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 03/07/2022 2.125% 03/07/2025	24422EWB1	60,000.00) А	A2	03/02/22	03/07/22	59,974.20	2.14	85.00	59,974.79	59,059.86
JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 03/07/2022 2.125% 03/07/2025	24422EWB1	175,000.00) А	A2	03/03/22	03/07/22	175,350.00	2.06	247.92	175,342.02	172,257.93
ROCHE HOLDINGS INC (CALLABLE) CORPORATE DTD 03/10/2022 2.132% 03/10/2025	771196BT8	1,295,000.00) AA	Aa3	03/03/22	03/10/22	1,295,000.00	2.13	1,610.55	1,295,000.00	1,269,077.99
ABBOTT LABORATORIES CORP NOTE (CALLABLE) DTD 03/10/2015 2.950% 03/15/2025	002824BB5	325,000.00) AA-	A1	03/10/22	03/14/22	330,018.00	2.41	426.11	329,928.30	326,747.53
BURLINGTN NORTH SANTA FE CORP NOTES (CAL DTD 03/09/2015 3.000% 04/01/2025	12189LAV3	225,000.00) AA-	A3	03/05/21	03/09/21	242,156.25	1.08	3,375.00	237,381.05	226,708.43
BMW US CAPITAL LLC CORP NOTES (CALLABLE) DTD 04/01/2022 3.250% 04/01/2025	05565EBZ7	240,000.00) А	A2	03/28/22	04/01/22	239,774.40	3.28	0.00	239,774.40	240,743.52
PACCAR FINANCIAL CORP CORPORATE NOTES DTD 04/07/2022 2.850% 04/07/2025	69371RR73	500,000.00) NR	NR	03/31/22	04/07/22	499,870.00	2.86	0.00	499,870.00	499,870.00



CITY OF ANTIOCH, CA - 0438	0500										
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Corporate Note											
HOME DEPOT INC CORPORATE NOTES DTD 03/28/2022 2.700% 04/15/2025	437076CM2	80,000.00) A	NR	03/24/22	03/28/22	79,860.00	2.76	18.00	79,860.50	79,772.80
BANK OF NY MELLON (CALLABLE) CORP NOTES DTD 04/24/2020 1.600% 04/24/2025	06406RAN7	225,000.00) А	A1	03/09/21	03/11/21	230,337.00	1.01	1,570.00	228,939.39	216,508.50
BANK OF NY MELLON (CALLABLE) CORP NOTES DTD 04/24/2020 1.600% 04/24/2025	06406RAN7	250,000.00) А	A1	03/10/22	03/14/22	243,977.50	2.41	1,744.44	244,072.84	240,565.00
CITIGROUP INC CORPORATE NOTES DTD 05/04/2021 0.981% 05/01/2025	172967MX6	350,000.00) BBB+	A3	04/28/21	05/04/21	350,917.00	0.91	1,430.63	350,708.19	333,439.75
GENERAL DYNAMICS CORP (CALLABLE) CORP NO DTD 05/11/2018 3.500% 05/15/2025	369550BG2	325,000.00) A-	A3	03/02/22	03/04/22	336,576.50	2.34	4,297.22	336,283.69	330.418.73
HERSHEY CO CORP NOTES (CALLABLE) DTD 06/01/2020 0.900% 06/01/2025	427866BF4	250,000.00) А	A1	02/23/22	02/25/22	240,037.50	2.17	750.00	240,330.02	235,468.00
HONEYWELL INTL CORP NOTES (CALLABLE) DTD 05/18/2020 1.350% 06/01/2025	438516CB0	350,000.00) А	A2	02/24/22	02/28/22	340,658.50	2.20	1,575.00	340,909.91	335,794.55
JPMORGAN CHASE & CO CORPORATE NOTES DTD 06/01/2021 0.824% 06/01/2025	46647PCH7	595,000.00) A-	A2	05/24/21	06/01/21	595,000.00	0.82	1,634.27	595,000.00	567,080.22
TRUIST FINANCIAL CORP NOTES (CALLABLE) DTD 06/05/2018 3.700% 06/05/2025	05531FBE2	475,000.00) A-	А3	02/07/22	02/09/22	499,358.00	2.09	5,663.06	498,306.13	483,068.83
JP MORGAN CHASE CORP NOTES (CALLABLE) DTD 07/21/2015 3.900% 07/15/2025	46625HMN7	475,000.00) A-	A2	03/10/22	03/14/22	489,834.25	2.91	3,910.83	489,597.53	486,657.45
BANK OF AMERICA CORP NOTES DTD 07/30/2015 3.875% 08/01/2025	06051GFS3	475,000.00) A-	A2	03/10/22	03/14/22	490,665.50	2.84	3,067.71	490,437.36	486,240.88



CITY OF ANTIOCH, CA - 0438	30500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
BRISTOL-MYERS SQUIBB CO CORPORATE NOTES DTD 11/13/2020 0.750% 11/13/2025	110122DN5	250,000.00) A+	A2	02/22/22	02/24/22	236,870.00	2.23	718.75	237,218.07	232,552.00
STATE STREET CORP CORPORATE NOTES DTD 02/07/2022 1.746% 02/06/2026	857477BR3	225,000.00) А	A1	02/02/22	02/07/22	225,000.00	1.75	589.28	225,000.00	217,775.03
MORGAN STANLEY CORP NOTES (CALLABLE) DTD 02/18/2022 2.630% 02/18/2026	61747YEM3	585,000.00) BBB+	A1	02/16/22	02/18/22	585,000.00	2.63	1,837.71	585,000.00	567,643.05
STATE STREET CORP NOTES (CALLABLE) DTD 10/29/2020 2.901% 03/30/2026	857477BM4	510,000.00) A	A1	02/17/22	02/22/22	520,266.30	2.38	41.10	519,921.67	504,394.08
Security Type Sub-Total		22,641,000.00)				22,971,997.45	1.46	82,768.18	22,865,423.22	22,211,536.11
Certificate of Deposit											
DNB BANK ASA/NY LT CD DTD 12/06/2019 2.040% 12/02/2022	23341VZT1	875,000.00) A-1+	P-1	12/04/19	12/06/19	875,000.00	2.03	5,950.00	875,000.00	877,402.75
CREDIT SUISSE NEW YORK CERT DEPOS DTD 03/23/2021 0.590% 03/17/2023	22552G3C2	725,000.00) A-1	P-1	03/19/21	03/23/21	725,000.00	0.59	178.23	725,000.00	714,430.95
Security Type Sub-Total		1,600,000.00)				1,600,000.00	1.38	6,128.23	1,600,000.00	1,591,833.70
Bank Note											
PNC BANK NA CORP NOTES DTD 06/08/2018 3.500% 06/08/2023	69353RFL7	425,000.00) A	A2	03/06/20	03/10/20	454,818.00	1.28	4,669.10	425,000.00	430,226.65
Security Type Sub-Total		425,000.00)				454,818.00	1.28	4,669.10	425,000.00	430,226.65
Asset-Backed Security											
TOYOTA AUTO RECEIVABLES OWNER DTD 11/07/2018 3.180% 03/15/2023	89231PAD0	6,335.78	B AAA	Aaa	10/31/18	11/07/18	6,334.41	3.19	8.95	6,335.48	6,336.71
HAROT 2019-1 A3 DTD 02/27/2019 2.830% 03/20/2023	43814WAC9	13,078.56	5 AAA	NR	02/19/19	02/27/19	13,078.21	2.83	13.37	13,078.48	13,099.76



CITY OF ANTIOCH, CA - 0438	30500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	30,658.45	AAA	NR	04/03/19	04/10/19	30,654.41	2.66	36.25	30,657.29	30,679.07
NAROT 2018-C A3 DTD 12/12/2018 3.220% 06/15/2023	65478NAD7	58,133.79	AAA	Aaa	12/04/18	12/12/18	58,122.65	3.22	83.20	58,130.81	58,221.33
HAROT 2019-3 A3 DTD 08/27/2019 1.780% 08/15/2023	43815NAC8	67,694.92	AAA	Aaa	08/20/19	08/27/19	67,694.35	1.78	53.55	67,694.72	67,761.78
GMALT 2020-3 A3 DTD 09/29/2020 0.450% 08/21/2023	362569AC9	190,590.61	AAA	Aaa	09/22/20	09/29/20	190,572.35	0.45	26.21	190,581.84	190,024.75
ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	30,858.53	NR	Aaa	02/05/19	02/13/19	30,854.80	2.91	39.91	30,857.35	30,917.89
CARMAX AUTO OWNER TRUST DTD 10/24/2018 3.360% 09/15/2023	14315EAC4	34,036.51	AAA	NR	10/17/18	10/24/18	34,036.19	3.36	50.83	34,036.41	34,107.35
FORDO 2019-A A3 DTD 03/22/2019 2.780% 09/15/2023	34533FAD3	85,396.04	NR	Aaa	03/19/19	03/22/19	85,381.67	2.78	105.51	85,391.37	85,477.97
NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	88,066.41	NR	Aaa	02/05/19	02/13/19	88,053.07	2.90	113.51	88,062.01	88,234.72
COPAR 2019-1 A3 DTD 05/30/2019 2.510% 11/15/2023	14042WAC4	45,771.76	AAA	Aaa	05/21/19	05/30/19	45,762.49	2.51	51.06	45,768.39	45,880.43
MBALT 2020-B A3 DTD 09/23/2020 0.400% 11/15/2023	58769EAC2	125,000.00	AAA	NR	09/15/20	09/23/20	124,993.66	0.40	22.22	124,996.73	124,241.69
GMCAR 2019-1 A3 DTD 01/16/2019 2.970% 11/16/2023	36256XAD4	29,172.89	NR	Aaa	01/08/19	01/16/19	29,169.66	2.97	36.10	29,171.80	29,208.53
FIFTH THIRD AUTO TRUST DTD 05/08/2019 2.640% 12/15/2023	31680YAD9	46,076.68	AAA	Aaa	04/30/19	05/08/19	46,066.54	2.65	54.06	46,072.92	46,146.47
BMWLT 2021-1 A3 DTD 03/10/2021 0.290% 01/25/2024	05591RAC8	175,000.00	AAA	Aaa	03/02/21	03/10/21	174,994.45	0.29	8.46	174,996.49	173,238.87
HDMOT 2019-A A3 DTD 06/26/2019 2.340% 02/15/2024	41284WAC4	53,206.76	NR	Aaa	06/19/19	06/26/19	53,202.63	2.34	55.34	53,205.09	53,273.46



CITY OF ANTIOCH, CA - 0438	30500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
GMCAR 2019-2 A3 DTD 04/17/2019 2.650% 02/16/2024	36257FAD2	71,349.63	AAA	Aaa	04/09/19	04/17/19	71,343.83	2.65	78.78	71,347.38	71,539.89
CARMX 2019-2 A3 DTD 04/17/2019 2.680% 03/15/2024	14316LAC7	82,524.65	AAA	NR	04/09/19	04/17/19	82,516.22	2.68	98.30	82,521.29	82,813.92
TLOT 2021-A A3 DTD 04/21/2021 0.390% 04/22/2024	89238EAC0	250,000.00	AAA	Aaa	04/13/21	04/21/21	249,970.83	0.39	29.79	249,980.00	245,405.63
VZOT 2019-C A1A DTD 10/08/2019 1.940% 04/22/2024	92348AAA3	299,839.89	AAA	NR	10/01/19	10/08/19	299,816.77	1.94	177.74	299,829.40	300,184.65
GMALT 2021-2 A3 DTD 05/26/2021 0.340% 05/20/2024	380144AC9	360,000.00	AAA	NR	05/18/21	05/26/21	359,943.48	0.35	37.40	359,959.55	354,247.06
VZOT 2020-A A1A DTD 01/29/2020 1.850% 07/22/2024	92348TAA2	172,332.93	AAA	Aaa	01/21/20	01/29/20	172,312.75	1.85	97.42	172,322.53	172,354.66
HDMOT 2020-A A3 DTD 01/29/2020 1.870% 10/15/2024	41284UAD6	92,741.61	AAA	Aaa	01/21/20	01/29/20	92,721.38	1.87	77.08	92,730.70	92,731.57
TAOT 2020-C A3 DTD 07/27/2020 0.440% 10/15/2024	89237VAB5	275,083.05	AAA	Aaa	07/21/20	07/27/20	275,061.87	0.44	53.79	275,070.30	272,362.15
BMWOT 2020-A A3 DTD 07/15/2020 0.480% 10/25/2024	09661RAD3	141,016.18	AAA	NR	07/08/20	07/15/20	141,005.53	0.48	11.28	141,009.79	139,863.98
CARMX 2020-1 A3 DTD 01/22/2020 1.890% 12/16/2024	14315XAC2	183,207.79	AAA	NR	01/14/20	01/22/20	183,171.84	1.89	153.89	183,187.91	183,022.04
HART 2020-B A3 DTD 07/22/2020 0.480% 12/16/2024	44933FAC0	256,869.32	AAA	NR	07/14/20	07/22/20	256,821.23	0.48	54.80	256,839.71	254,695.33
MBART 2020-1 A3 DTD 06/23/2020 0.550% 02/18/2025	58769VAC4	252,434.65	AAA	NR	06/16/20	06/23/20	252,414.94	0.55	61.71	252,422.44	250,181.70
VZOT 2020-B A DTD 08/12/2020 0.470% 02/20/2025	92290BAA9	500,000.00	NR	Aaa	08/04/20	08/12/20	499,895.00	0.47	71.81	499,932.92	493,122.70
WOART 2020-B A3 DTD 06/24/2020 0.630% 05/15/2025	98163WAC0	236,740.35	AAA	NR	06/16/20	06/24/20	236,721.79	0.63	66.29	236,728.50	234,611.42



CITY OF ANTIOCH, CA - 0438	80500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
KCOT 2021-1A A3 DTD 04/14/2021 0.620% 08/15/2025	50117TAC5	210,000.00	NR	Aaa	04/06/21	04/14/21	209,957.03	0.62	57.87	209,966.58	201,623.73
HART 2021-A A3 DTD 04/28/2021 0.380% 09/15/2025	44933LAC7	200,000.00	AAA	NR	04/20/21	04/28/21	199,978.96	0.38	33.78	199,983.40	194,860.50
KCOT 2021-2A A3 DTD 07/28/2021 0.560% 11/17/2025	50117XAE2	350,000.00	NR	Aaa	07/20/21	07/28/21	349,986.81	0.56	87.11	349,988.88	332,101.57
HAROT 2021-4 A3 DTD 11/24/2021 0.880% 01/21/2026	43815GAC3	270,000.00	NR	Aaa	11/16/21	11/24/21	269,943.08	0.89	66.00	269,947.88	261,453.93
CARMX 2021-2 A3 DTD 04/21/2021 0.520% 02/17/2026	14314QAC8	225,000.00	AAA	NR	04/13/21	04/21/21	224,951.51	0.52	52.00	224,961.00	219,798.09
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	210,000.00	AAA	NR	11/09/21	11/17/21	209,953.13	0.75	69.07	209,956.99	201,671.90
FORDO 2022-A A3 DTD 01/24/2022 1.290% 06/15/2026	345286AC2	255,000.00	AAA	NR	01/19/22	01/24/22	254,969.71	1.29	146.20	254,970.98	245,596.77
CARMX 2021-3 A3 DTD 07/28/2021 0.550% 06/15/2026	14317DAC4	445,000.00	AAA	Aaa	07/21/21	07/28/21	444,926.80	0.55	108.78	444,936.94	431,720.53
DCENT 2021-A1 A1 DTD 09/27/2021 0.580% 09/15/2026	254683CP8	265,000.00	AAA	Aaa	09/20/21	09/27/21	264,943.26	0.58	68.31	264,949.08	251,297.72
COPAR 2021-1 A3 DTD 10/27/2021 0.770% 09/15/2026	14044CAC6	270,000.00	AAA	Aaa	10/19/21	10/27/21	269,994.90	0.77	92.40	269,995.35	258,243.47
GMCAR 2021-4 A3 DTD 10/21/2021 0.680% 09/16/2026	362554AC1	175,000.00	AAA	Aaa	10/13/21	10/21/21	174,995.54	0.68	49.58	174,995.94	167,174.28
HART 2022-A A3 DTD 03/16/2022 2.220% 10/15/2026	448977AD0	275,000.00	AAA	NR	03/09/22	03/16/22	274,989.41	2.22	254.38	274,989.51	271,623.74
WOART 2021-D A3 DTD 11/03/2021 0.810% 10/15/2026	98163KAC6	330,000.00	AAA	NR	10/26/21	11/03/21	329,955.05	0.81	118.80	329,958.76	317,031.20
KCOT 2022-1A A3 DTD 03/23/2022 2.670% 10/15/2026	50117EAC8	505,000.00	NR	Aaa	03/15/22	03/23/22	504,927.79	2.67	299.63	504,928.18	498,449.59



For the Month Ending March 31, 2022

CITY OF ANTIOCH, CA - 0438	30500										
Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
GMCAR 2022-1 A3 DTD 01/19/2022 1.260% 11/16/2026	380146AC4	215,000.00	AAA C	NR	01/11/22	01/19/22	214,981.32	1.26	112.88	214,982.08	209,258.77
COMET 2021-A3 A3 DTD 11/30/2021 1.040% 11/16/2026	14041NFY2	500,000.00	AAA C	NR	11/18/21	11/30/21	499,931.10	1.04	231.11	499,935.74	478,795.05
COMET 2022-A1 A1 DTD 03/30/2022 2.800% 03/15/2027	14041NFZ9	500,000.00	AAA C	NR	03/23/22	03/30/22	499,962.30	2.80	38.89	499,962.34	498,761.83
Security Type Sub-Total		9,453,217.74	1				9,452,036.70	1.18	3,715.40	9,452,329.23	9,263,450.15
Managed Account Sub-Total		98,298,406.48	3				98,859,945.77	0.77	186,064.88	98,670,898.06	95,763,137.35
Securities Sub-Total		\$98,298,406.48	3				\$98,859,945.77	0.77%	\$186,064.88	\$98,670,898.06	\$95,763,137.35
Accrued Interest											\$186,064.88
Total Investments											\$95,949,202.23

Bolded items are forward settling trades.



CITY O	F ANTIC	OCH, CA - 04380500								
Transact Trade	ion Type Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
BUY										
03/01/22	03/04/22	AMERICAN EXPRESS CO CORP NOTES (CALLABLE DTD 03/04/2022 2.250% 03/04/2025	025816CQ0	120,000.00	(119,878.80)	0.00	(119,878.80)			
03/02/22	03/04/22	GENERAL DYNAMICS CORP (CALLABLE) CORP NO DTD 05/11/2018 3.500% 05/15/2025	369550BG2	325,000.00	(336,576.50)	(3,444.10)	(340,020.60)			
03/02/22	03/04/22	AMERICAN EXPRESS CO CORP NOTES (CALLABLE DTD 03/04/2022 2.250% 03/04/2025	025816CQ0	205,000.00	(204,633.05)	0.00	(204,633.05)			
03/02/22	03/07/22	JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 03/07/2022 2.125% 03/07/2025	24422EWB1	60,000.00	(59,974.20)	0.00	(59,974.20)			
03/03/22	03/07/22	JOHN DEERE CAPITAL CORP CORPORATE NOTES DTD 03/07/2022 2.125% 03/07/2025	24422EWB1	175,000.00	(175,350.00)	0.00	(175,350.00)			
03/03/22	03/10/22	ROCHE HOLDINGS INC (CALLABLE) CORPORATE DTD 03/10/2022 2.132% 03/10/2025	771196BT8	1,295,000.00	(1,295,000.00)	0.00	(1,295,000.00)			
03/04/22	03/08/22	LINDE INC/CT (CALLABLE) CORPORATE NOTES DTD 02/05/2015 2.650% 02/05/2025	74005PBN3	325,000.00	(329,735.25)	(789.48)	(330,524.73)			
03/08/22	03/10/22	LOCKHEED MARTIN CORP NOTES (CALLABLE) DTD 02/20/2015 2.900% 03/01/2025	539830BE8	141,000.00	(143,497.11)	(102.23)	(143,599.34)			
03/09/22	03/11/22	LOCKHEED MARTIN CORP NOTES (CALLABLE) DTD 02/20/2015 2.900% 03/01/2025	539830BE8	199,000.00	(202,373.05)	(160.31)	(202,533.36)			
03/09/22	03/16/22	HART 2022-A A3 DTD 03/16/2022 2.220% 10/15/2026	448977AD0	275,000.00	(274,989.41)	0.00	(274,989.41)			
03/10/22	03/14/22	HORMEL FOODS CORP NOTES (CALLABLE) DTD 06/03/2021 0.650% 06/03/2024	440452AG5	350,000.00	(338,915.50)	(638.26)	(339,553.76)			



CITY O	F ANTIO	CH, CA - 04380500								
Transacti	ion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
BUY										
03/10/22	03/14/22	ABBOTT LABORATORIES CORP NOTE (CALLABLE) DTD 03/10/2015 2.950% 03/15/2025	002824BB5	325,000.00	(330,018.00)	(4,767.12)	(334,785.12)			
03/10/22	03/14/22	BANK OF AMERICA CORP NOTES DTD 07/30/2015 3.875% 08/01/2025	06051GFS3	475,000.00	(490,665.50)	(2,198.52)	(492,864.02)			
03/10/22	03/14/22	BANK OF NY MELLON (CALLABLE) CORP NOTES DTD 04/24/2020 1.600% 04/24/2025	06406RAN7	250,000.00	(243,977.50)	(1,555.56)	(245,533.06)			
03/10/22	03/14/22	JP MORGAN CHASE CORP NOTES (CALLABLE) DTD 07/21/2015 3.900% 07/15/2025	46625HMN7	475,000.00	(489,834.25)	(3,036.04)	(492,870.29)			
03/15/22	03/23/22	KCOT 2022-1A A3 DTD 03/23/2022 2.670% 10/15/2026	50117EAC8	505,000.00	(504,927.79)	0.00	(504,927.79)			
03/23/22	03/30/22	COMET 2022-A1 A1 DTD 03/30/2022 2.800% 03/15/2027	14041NFZ9	500,000.00	(499,962.30)	0.00	(499,962.30)			
03/24/22	03/28/22	HOME DEPOT INC CORPORATE NOTES DTD 03/28/2022 2.700% 04/15/2025	437076CM2	80,000.00	(79,860.00)	0.00	(79,860.00)			
03/28/22	04/01/22	BMW US CAPITAL LLC CORP NOTES (CALLABLE) DTD 04/01/2022 3.250% 04/01/2025	05565EBZ7	240,000.00	(239,774.40)	0.00	(239,774.40)			
03/31/22	04/07/22	PACCAR FINANCIAL CORP CORPORATE NOTES DTD 04/07/2022 2.850% 04/07/2025	69371RR73	500,000.00	(499,870.00)	0.00	(499,870.00)			
Transactio	on Type Sub	-Total		6,820,000.00	(6,859,812.61)	(16,691.62)	(6,876,504.23)			
INTERE	ST									
03/01/22	03/25/22	FHMS KJ27 A1 DTD 11/01/2019 2.092% 07/01/2024	3137FO3V3	51,816.11	0.00	132.47	132.47			
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 12/01/2012 2.355% 07/01/2022	3137AVXN2	339,366.31	0.00	666.01	666.01			
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 11/01/2015 2.716% 06/01/2022	3137BLUR7	216,405.76	0.00	489.80	489.80			



CITY O)F ANTIC	OCH, CA - 04380500								
Transact					Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
INTER	EST									
03/01/22	03/25/22	FNA 2013-M7 A2 DTD 05/01/2013 2.280% 12/01/2022	3136AEGQ4	268,011.16	0.00	509.22	509.22			
03/01/22	03/25/22	FN BM4614 DTD 10/01/2018 3.000% 03/01/2033	3140J9DU2	316,321.67	0.00	790.80	790.80			
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2013 2.510% 11/01/2022	3137B1BS0	375,000.00	0.00	802.56	802.56			
03/01/22	03/25/22	FHMS KP05 A DTD 12/01/2018 3.203% 07/01/2023	3137FKK39	10,961.70	0.00	29.26	29.26			
03/03/22	03/03/22	GOLDMAN SACHS CORP NOTES DTD 03/03/2014 4.000% 03/03/2024	38141GVM3	225,000.00	0.00	4,500.00	4,500.00			
03/06/22	03/06/22	EXXON MOBIL CORP CORPORATE NT (CALLABLE) DTD 03/06/2015 2.709% 03/06/2025	30231GAF9	225,000.00	0.00	3,047.63	3,047.63			
03/08/22	03/08/22	FREDDIE MAC NOTES DTD 09/04/2020 0.250% 09/08/2023	3137EAEW5	3,200,000.00	0.00	4,000.00	4,000.00			
03/10/22	03/10/22	GOLDMAN SACHS GROUP INC CORPORATE NOTES DTD 06/10/2021 0.657% 09/10/2024	38141GYE8	250,000.00	0.00	821.25	821.25			
03/13/22	03/13/22	TOYOTA MOTOR CREDIT CORP CORPORATE NOTES DTD 09/13/2021 0.625% 09/13/2024	89236TJN6	250,000.00	0.00	781.25	781.25			
03/14/22	03/14/22	NESTLE HOLDINGS INC CORP NOTES (CALLABLE DTD 09/14/2021 0.606% 09/14/2024	641062AU8	545,000.00	0.00	1,651.35	1,651.35			
03/15/22	03/15/22	DCENT 2021-A1 A1 DTD 09/27/2021 0.580% 09/15/2026	254683CP8	265,000.00	0.00	128.08	128.08			
03/15/22	03/15/22	HAROT 2019-3 A3 DTD 08/27/2019 1.780% 08/15/2023	43815NAC8	77,663.27	0.00	115.20	115.20			
03/15/22	03/15/22	ABBOTT LABORATORIES CORP NOTE (CALLABLE) DTD 03/10/2015 2.950% 03/15/2025	002824BB5	325,000.00	0.00	4,793.75	4,793.75			
03/15/22	03/15/22	FORDO 2022-A A3 DTD 01/24/2022 1.290% 06/15/2026	345286AC2	255,000.00	0.00	274.13	274.13			



CITY O)F ANTIC	OCH, CA - 04380500								
Transact	tion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
INTER	EST									
03/15/22	03/15/22	NY ST URBAN DEV CORP TXBL REV BONDS	650036DS2	640,000.00	0.00	1,984.00	1,984.00			
03/15/22	03/15/22	DTD 12/23/2020 0.620% 03/15/2024 WOART 2021-D A3	98163KAC6	330,000.00	0.00	222.75	222.75			
03/13/22	03/13/22	DTD 11/03/2021 0.810% 10/15/2026	90103NAC0	330,000.00	0.00	222.73	222.73			
03/15/22	03/15/22	CARMX 2021-2 A3 DTD 04/21/2021 0.520% 02/17/2026	14314QAC8	225,000.00	0.00	97.50	97.50			
03/15/22	03/15/22	CARMAX AUTO OWNER TRUST DTD 10/24/2018 3.360% 09/15/2023	14315EAC4	45,049.32	0.00	126.14	126.14			
03/15/22	03/15/22	MBALT 2020-B A3 DTD 09/23/2020 0.400% 11/15/2023	58769EAC2	125,000.00	0.00	41.67	41.67			
03/15/22	03/15/22	US TREASURY N/B NOTES DTD 09/15/2021 0.375% 09/15/2024	91282CCX7	2,000,000.00	0.00	3,750.00	3,750.00			
03/15/22	03/15/22	HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	210,000.00	0.00	129.50	129.50			
03/15/22	03/15/22	HDMOT 2019-A A3 DTD 06/26/2019 2.340% 02/15/2024	41284WAC4	69,202.72	0.00	134.95	134.95			
03/15/22	03/15/22	CARMX 2020-1 A3 DTD 01/22/2020 1.890% 12/16/2024	14315XAC2	196,608.69	0.00	309.66	309.66			
03/15/22	03/15/22	NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	106,565.66	0.00	257.53	257.53			
03/15/22	03/15/22	MBART 2020-1 A3 DTD 06/23/2020 0.550% 02/18/2025	58769VAC4	273,133.48	0.00	125.19	125.19			
03/15/22	03/15/22	HAROT 2018-4 A3 DTD 11/28/2018 3.160% 01/15/2023	43815AAC6	18,104.43	0.00	47.67	47.67			
03/15/22	03/15/22	HART 2020-B A3 DTD 07/22/2020 0.480% 12/16/2024	44933FAC0	278,067.21	0.00	111.23	111.23			
03/15/22	03/15/22	KCOT 2021-2A A3 DTD 07/28/2021 0.560% 11/17/2025	50117XAE2	350,000.00	0.00	163.33	163.33			
03/15/22	03/15/22	HART 2021-A A3 DTD 04/28/2021 0.380% 09/15/2025	44933LAC7	200,000.00	0.00	63.33	63.33			
03/15/22	03/15/22	HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	44,246.88	0.00	98.08	98.08			



CITY O)F ANTIC	OCH, CA - 04380500								
Transact	tion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
INTER	EST									
03/15/22	03/15/22	CARMAX AUTO OWNER TRUST DTD 07/25/2018 3.130% 06/15/2023	14313FAD1	7,415.09	0.00	19.34	19.34			
03/15/22	03/15/22	TAOT 2020-C A3 DTD 07/27/2020 0.440% 10/15/2024	89237VAB5	294,947.26	0.00	108.15	108.15			
03/15/22	03/15/22	FIFTH THIRD AUTO TRUST DTD 05/08/2019 2.640% 12/15/2023	31680YAD9	57,449.91	0.00	126.39	126.39			
03/15/22	03/15/22	COMET 2021-A3 A3 DTD 11/30/2021 1.040% 11/16/2026	14041NFY2	500,000.00	0.00	433.33	433.33			
03/15/22	03/15/22	FORDO 2019-A A3 DTD 03/22/2019 2.780% 09/15/2023	34533FAD3	112,052.72	0.00	259.59	259.59			
03/15/22	03/15/22	COPAR 2021-1 A3 DTD 10/27/2021 0.770% 09/15/2026	14044CAC6	270,000.00	0.00	173.25	173.25			
03/15/22	03/15/22	CARMX 2021-3 A3 DTD 07/28/2021 0.550% 06/15/2026	14317DAC4	445,000.00	0.00	203.96	203.96			
03/15/22	03/15/22	WOART 2020-B A3 DTD 06/24/2020 0.630% 05/15/2025	98163WAC0	251,924.21	0.00	132.26	132.26			
03/15/22	03/15/22	HDMOT 2020-A A3 DTD 01/29/2020 1.870% 10/15/2024	41284UAD6	102,545.51	0.00	159.80	159.80			
03/15/22	03/15/22	COPAR 2019-1 A3 DTD 05/30/2019 2.510% 11/15/2023	14042WAC4	55,100.47	0.00	115.25	115.25			
03/15/22	03/15/22	TOYOTA AUTO RECEIVABLES OWNER DTD 11/07/2018 3.180% 03/15/2023	89231PAD0	17,721.38	0.00	46.96	46.96			
03/15/22	03/15/22	ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	40,467.39	0.00	98.13	98.13			
03/15/22	03/15/22	NAROT 2018-C A3 DTD 12/12/2018 3.220% 06/15/2023	65478NAD7	85,541.86	0.00	229.54	229.54			
03/15/22	03/15/22	NY ST URBAN DEV CORP TXBL REV BONDS DTD 12/23/2020 0.480% 03/15/2023	650036DR4	215,000.00	0.00	516.00	516.00			
03/15/22	03/15/22	CARMX 2019-2 A3 DTD 04/17/2019 2.680% 03/15/2024	14316LAC7	94,055.79	0.00	210.06	210.06			
03/15/22	03/15/22	KCOT 2021-1A A3 DTD 04/14/2021 0.620% 08/15/2025	50117TAC5	210,000.00	0.00	108.50	108.50			



CITY C)F ANTIC	OCH, CA - 04380500								
	tion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
INTER	EST									
03/16/22	03/16/22	GMCAR 2022-1 A3 DTD 01/19/2022 1.260% 11/16/2026	380146AC4	215,000.00	0.00	225.75	225.75			
03/16/22	03/16/22	GMCAR 2019-1 A3 DTD 01/16/2019 2.970% 11/16/2023	36256XAD4	42,312.28	0.00	104.72	104.72			
03/16/22	03/16/22	GMCAR 2019-2 A3 DTD 04/17/2019 2.650% 02/16/2024	36257FAD2	86,207.93	0.00	190.38	190.38			
03/16/22	03/16/22	GMCAR 2021-4 A3 DTD 10/21/2021 0.680% 09/16/2026	362554AC1	175,000.00	0.00	99.17	99.17			
03/17/22	03/17/22	CREDIT SUISSE NEW YORK CERT DEPOS DTD 03/23/2021 0.590% 03/17/2023	22552G3C2	725,000.00	0.00	4,265.62	4,265.62			
03/18/22	03/18/22	CHARLES SCHWAB CORP NOTES (CALLABLE) DTD 03/18/2021 0.750% 03/18/2024	808513BN4	300,000.00	0.00	1,125.00	1,125.00			
03/18/22	03/18/22	HAROT 2019-1 A3 DTD 02/27/2019 2.830% 03/20/2023	43814WAC9	17,784.80	0.00	41.94	41.94			
03/20/22	03/20/22	VWALT 2019-A A3 DTD 10/04/2019 1.990% 11/21/2022	92867XAD8	17,619.56	0.00	29.22	29.22			
03/20/22	03/20/22	GMALT 2020-3 A3 DTD 09/29/2020 0.450% 08/21/2023	362569AC9	208,491.20	0.00	78.18	78.18			
03/20/22	03/20/22	VALET 2018-2 A3 DTD 11/21/2018 3.250% 04/20/2023	92869BAD4	5,154.45	0.00	13.96	13.96			
03/20/22	03/20/22	TLOT 2021-A A3 DTD 04/21/2021 0.390% 04/22/2024	89238EAC0	250,000.00	0.00	81.25	81.25			
03/20/22	03/20/22	VZOT 2019-C A1A DTD 10/08/2019 1.940% 04/22/2024	92348AAA3	337,938.67	0.00	546.33	546.33			
03/20/22	03/20/22	GMALT 2021-2 A3 DTD 05/26/2021 0.340% 05/20/2024	380144AC9	360,000.00	0.00	102.00	102.00			
03/20/22	03/20/22	VZOT 2020-B A DTD 08/12/2020 0.470% 02/20/2025	92290BAA9	500,000.00	0.00	195.83	195.83			
03/20/22	03/20/22	VZOT 2020-A A1A DTD 01/29/2020 1.850% 07/22/2024	92348TAA2	192,616.28	0.00	296.95	296.95			
03/21/22	03/21/22	HAROT 2021-4 A3 DTD 11/24/2021 0.880% 01/21/2026	43815GAC3	270,000.00	0.00	198.00	198.00			



CITY O	F ANTIC	OCH, CA - 04380500								
	ion Type	Consider December	CUSIP	Do.	Principal Proceeds	Accrued	Total	Realized G/L Cost	Realized G/L	Sale Method
INTER	Settle ≅ST	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
03/23/22	03/23/22	INTER-AMERICAN DEVEL BK NOTES DTD 09/23/2021 0.500% 09/23/2024	4581X0DZ8	925,000.00	0.00	2,312.50	2,312.50			
03/25/22	03/25/22	BMWOT 2020-A A3 DTD 07/15/2020 0.480% 10/25/2024	09661RAD3	152,439.63	0.00	60.98	60.98			
03/25/22	03/25/22	BMWLT 2021-1 A3 DTD 03/10/2021 0.290% 01/25/2024	05591RAC8	175,000.00	0.00	42.29	42.29			
03/30/22	03/30/22	STATE STREET CORP NOTES (CALLABLE) DTD 10/29/2020 2.901% 03/30/2026	857477BM4	510,000.00	0.00	7,397.55	7,397.55			
03/31/22	03/31/22	US TREASURY NOTES DTD 09/30/2021 0.250% 09/30/2023	91282CDA6	2,500,000.00	0.00	3,125.00	3,125.00			
Transacti	on Type Su	b-Total		23,031,310.76	0.00	54,668.42	54,668.42			
PAYDO	WNS									
03/01/22	03/25/22	FNA 2013-M7 A2 DTD 05/01/2013 2.280% 12/01/2022	3136AEGO4	292.81	292.81	0.00	292.81	(1.82)	0.00	
03/01/22	03/25/22	FN BM4614 DTD 10/01/2018 3.000% 03/01/2033	3140J9DU2	8,515.12	8,515.12	0.00	8,515.12	(558.81)	0.00	
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 11/01/2015 2.716% 06/01/2022	3137BLUR7	54,488.22	54,488.22	0.00	54,488.22	67.79	0.00	
03/01/22	03/25/22	FNA 2013-M7 A2 DTD 05/01/2013 2.280% 12/01/2022	3136AEGO4	387.87	387.87	0.00	387.87	(5.09)	0.00	
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 12/01/2012 2.355% 07/01/2022	3137AVXN2	39,945.08	39,945.08	0.00	39,945.08	(146.67)	0.00	
03/01/22	03/25/22	FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2013 2.510% 11/01/2022	3137B1BS0	443.76	443.76	0.00	443.76	(7.35)	0.00	
03/01/22	03/25/22	FHMS KP05 A DTD 12/01/2018 3.203% 07/01/2023	3137FKK39	33.93	33.93	0.00	33.93	0.00	0.00	
03/01/22	03/25/22	FHMS KJ27 A1 DTD 11/01/2019 2.092% 07/01/2024	3137FO3V3	9,587.18	9,587.18	0.00	9,587.18	0.23	0.00	
03/15/22	03/15/22	HART 2020-B A3 DTD 07/22/2020 0.480% 12/16/2024	44933FAC0	21,197.89	21,197.89	0.00	21,197.89	3.97	0.00	
03/15/22	03/15/22	NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	18,499.25	18,499.25	0.00	18,499.25	2.80	0.00	



CITY O	F ANTIC	OCH, CA - 04380500								
	ion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
PAYDO	WNS									
03/15/22	03/15/22	FIFTH THIRD AUTO TRUST DTD 05/08/2019 2.640% 12/15/2023	31680YAD9	11,373.23	11,373.23	0.00	11,373.23	2.50	0.00	
03/15/22	03/15/22	HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	13,588.43	13,588.43	0.00	13,588.43	1.79	0.00	
03/15/22	03/15/22	CARMX 2019-2 A3 DTD 04/17/2019 2.680% 03/15/2024	14316LAC7	11,531.14	11,531.14	0.00	11,531.14	1.18	0.00	
03/15/22	03/15/22	HAROT 2019-3 A3 DTD 08/27/2019 1.780% 08/15/2023	43815NAC8	9,968.35	9,968.35	0.00	9,968.35	0.08	0.00	
03/15/22	03/15/22	TOYOTA AUTO RECEIVABLES OWNER DTD 11/07/2018 3.180% 03/15/2023	89231PAD0	11,385.60	11,385.60	0.00	11,385.60	2.46	0.00	
03/15/22	03/15/22	WOART 2020-B A3 DTD 06/24/2020 0.630% 05/15/2025	98163WAC0	15,183.86	15,183.86	0.00	15,183.86	1.19	0.00	
03/15/22	03/15/22	HAROT 2018-4 A3 DTD 11/28/2018 3.160% 01/15/2023	43815AAC6	18,104.43	18,104.43	0.00	18,104.43	2.71	0.00	
03/15/22	03/15/22	MBART 2020-1 A3 DTD 06/23/2020 0.550% 02/18/2025	58769VAC4	20,698.83	20,698.83	0.00	20,698.83	1.62	0.00	
03/15/22	03/15/22	CARMAX AUTO OWNER TRUST DTD 10/24/2018 3.360% 09/15/2023	14315EAC4	11,012.81	11,012.81	0.00	11,012.81	0.10	0.00	
03/15/22	03/15/22	TAOT 2020-C A3 DTD 07/27/2020 0.440% 10/15/2024	89237VAB5	19,864.21	19,864.21	0.00	19,864.21	1.53	0.00	
03/15/22	03/15/22	HDMOT 2020-A A3 DTD 01/29/2020 1.870% 10/15/2024	41284UAD6	9,803.90	9,803.90	0.00	9,803.90	2.14	0.00	
03/15/22	03/15/22	CARMX 2020-1 A3 DTD 01/22/2020 1.890% 12/16/2024	14315XAC2	13,400.90	13,400.90	0.00	13,400.90	2.63	0.00	
03/15/22	03/15/22	HDMOT 2019-A A3 DTD 06/26/2019 2.340% 02/15/2024	41284WAC4	15,995.96	15,995.96	0.00	15,995.96	1.24	0.00	
03/15/22	03/15/22	CARMAX AUTO OWNER TRUST DTD 07/25/2018 3.130% 06/15/2023	14313FAD1	7,415.09	7,415.09	0.00	7,415.09	1.01	0.00	
03/15/22	03/15/22	ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	9,608.86	9,608.86	0.00	9,608.86	1.16	0.00	
03/15/22	03/15/22	FORDO 2019-A A3 DTD 03/22/2019 2.780% 09/15/2023	34533FAD3	26,656.68	26,656.68	0.00	26,656.68	4.48	0.00	
03/15/22	03/15/22	NAROT 2018-C A3 DTD 12/12/2018 3.220% 06/15/2023	65478NAD7	27,408.07	27,408.07	0.00	27,408.07	5.25	0.00	



F ANTIC	OCH, CA - 04380500								
ion Type				Principal	Accrued		Realized G/L	Realized G/L	Sale
	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
WNS									
03/15/22	COPAR 2019-1 A3	14042WAC4	9,328.71	9,328.71	0.00	9,328.71	1.89	0.00	
	DTD 05/30/2019 2.510% 11/15/2023								
03/16/22	GMCAR 2019-1 A3	36256XAD4	13,139.39	13,139.39	0.00	13,139.39	1.46	0.00	
00/46/00		262575452	44.050.00	11050.00	0.00	14.050.00		0.00	
03/16/22		3625/FAD2	14,858.30	14,858.30	0.00	14,858.30	1.21	0.00	
03/18/22		43814WAC9	4 706 24	4 706 24	0.00	4 706 24	0.12	0.00	
00, 10, 11	DTD 02/27/2019 2.830% 03/20/2023	.502	.,,	.,,	0.00	.,,	0.12	0.00	
03/20/22	VALET 2018-2 A3	92869BAD4	5,154.45	5,154.45	0.00	5,154.45	0.22	0.00	
	DTD 11/21/2018 3.250% 04/20/2023								
03/20/22	GMALT 2020-3 A3	362569AC9	17,900.59	17,900.59	0.00	17,900.59	1.71	0.00	
02/20/22		022407442	20 202 25	20 202 25	0.00	20 202 25	2.20	0.00	
03/20/22		92348TAA2	20,283.35	20,283.35	0.00	20,283.35	2.38	0.00	
03/20/22		92348AAA3	38.098.78	38.098.78	0.00	38.098.78	2.94	0.00	
00, 20, 22	DTD 10/08/2019 1.940% 04/22/2024	323 107 0 0 10	50,050 0	50,0505	0.00	30,030.70		0.00	
03/20/22	VWALT 2019-A A3	92867XAD8	17,619.56	17,619.56	0.00	17,619.56	0.28	0.00	
	DTD 10/04/2019 1.990% 11/21/2022								
03/25/22	BMWOT 2020-A A3	09661RAD3	11,423.45	11,423.45	0.00	11,423.45	0.86	0.00	
	DTD 07/15/2020 0.480% 10/25/2024								
on Type Sul	o-Total		558,904.28	558,904.28	0.00	558,904.28	(598.81)	0.00	
03/04/22	US TREASURY N/B NOTES	91282CDZ1	330,000.00	328.117.97	232.46	328.350.43	605.86	567.27	FIFO
00,01,22	•	312020221	550,000.00	020,117.137	252.10	520,5505	000.00	507.127	. 1. 0
03/04/22	US TREASURY N/B NOTES	91282CDZ1	200,000.00	199,570.31	140.88	199,711.19	1,078.12	1,054.73	FIFO
	DTD 02/15/2022 1.500% 02/15/2025								
03/07/22		24422EVH9	220,000.00	217,419.40	265.22	217,684.62	(2,400.20)	(2,502.90)	FIFO
03/10/22		Q12828P38	975 000 00	980 865 23	1 701 00	982 656 32	1 904 20	4 700 21	FIFO
03/10/22		312020F30	373,000.00	900,003.23	1,/31.03	302,030.32	1,504.29	7,703.01	1110
03/10/22	US TREASURY N/B NOTES	91282CDZ1	325,000.00	323,209.96	309.74	323,519.70	660.15	608.73	FIFO
-	DTD 02/15/2022 1.500% 02/15/2025			·					
	ion Type Settle WNS 03/15/22 03/16/22 03/16/22 03/18/22 03/20/22 03/20/22 03/20/22 03/20/22 03/25/22 on Type Substitute of the settle of the sett	Settle Security Description WNS 03/15/22 COPAR 2019-1 A3	Settle Security Description CUSIP WNS 03/15/22 COPAR 2019-1 A3 14042WAC4 DTD 05/30/2019 2.510% 11/15/2023 03/16/22 GMCAR 2019-1 A3 36256XAD4 DTD 01/16/2019 2.970% 11/16/2023 03/16/22 GMCAR 2019-2 A3 36257FAD2 DTD 04/17/2019 2.650% 02/16/2024 03/18/22 HAROT 2019-1 A3 43814WAC9 DTD 02/27/2019 2.830% 03/20/2023 03/20/22 VALET 2018-2 A3 92869BAD4 DTD 11/21/2018 3.250% 04/20/2023 03/20/22 GMALT 2020-3 A3 362569AC9 DTD 09/29/2020 0.450% 08/21/2023 03/20/22 VZOT 2020-A A1A 92348TAA2 DTD 01/29/2020 1.850% 07/22/2024 03/20/22 VZOT 2019-C A1A 92348AAA3 DTD 10/08/2019 1.940% 04/22/2024 03/20/22 VWALT 2019-A A3 92867XAD8 DTD 10/04/2019 1.990% 11/21/2022 03/25/22 BMWOT 2020-A A3 09661RAD3 DTD 07/15/2020 0.480% 10/25/2024 O3/04/22 US TREASURY N/B NOTES 91282CDZ1 DTD 02/15/2022 1.500% 02/15/2025 03/04/22 US TREASURY N/B NOTES 91282CDZ1 DTD 02/15/2022 1.500% 02/15/2025 03/07/22 JOHN DEERE CAPITAL CORP 24422EVH9 CORPORATE NOTES DTD 06/04/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/BES 91282CDZ1 US TREASURY NOTES 91282EDZ1 US TREASURY NOTES 91282EDZ3 03/10/22 US TREASURY NOTES 91282EDZ3	Settle Security Description CUSIP Par WNS 03/15/22 COPAR 2019-1 A3 14042WAC4 9,328.71 DTD 05/30/2019 2.510% 11/15/2023 36256XAD4 13.139.39 DTD 01/16/2019 2.970% 11/16/2023 36257FAD2 14.858.30 DTD 01/16/2019 2.970% 11/16/2024 36257FAD2 14.858.30 DTD 04/17/2019 2.650% 02/16/2024 4706.24 DTD 04/17/2019 2.830% 03/20/2023 92869BAD4 5.154.45 DTD 02/27/2019 2.830% 03/20/2023 36256PAC9 17,900.59 DTD 11/21/2018 3.250% 04/20/2023 36256PAC9 17,900.59 DTD 01/29/2020 0.450% 08/21/2023 36256PAC9 17,900.59 DTD 01/29/2020 1.850% 07/22/2024 92348TAA2 20.283.35 DTD 01/29/2020 1.850% 07/22/2024 03/20/22 VZOT 2019-C A1A 92348TAA2 20.283.35 DTD 10/08/2019 1.940% 04/22/2024 03/20/22 WALT 2019-A A3 DTD 10/08/2019 1.990% 11/21/2022 03/25/22 BMWOT 2020-A A3 09661RAD3 11,423.45 DTD 07/15/2020 0.480% 10/25/2024 07 DTD 07/15/2020 0.480% 10/25/2024 07 DTD 07/15/2020 1.550% 02/15/2025 03/04/22 US TREASURY N/B NOTES 91282CDZ1 330,000.00 DTD 07/15/2021 5.500% 02/15/2025 03/07/22 JOHN DEERE CAPITAL CORP 24422EVH9 220,000.00 DTD 02/15/2022 US TREASURY N/B NOTES DTD 06/04/2020 0.700% 07/05/2023 03/10/22 US TREASURY NOTES DTD 06/04/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 200.000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2020 0.700% 07/05/2023 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2025 03/10/22 US TREASURY N/B NOTES 91282EDZ1 325,000.00 DTD 02/15/2025 03/10/22	Settle Security Description CUSIP Par Proceeds WNS 03/15/22 COPAR 2019-1 A3	Settle Security Description CUSIP Par Principal Accrued Proceeds Interest	Principal Security Description CUSIP Par Proceeds Interest Total		



For the Month Ending March 31, 2022

CITY O	F ANTIO	CH, CA - 04380500								
Transacti Trade	on Type Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Metho
SELL										
03/04/22	03/08/22	US TREASURY NOTES DTD 02/01/2016 1.750% 01/31/2023	912828P38	325,000.00	327,107.42	565.61	327,673.03	787.11	1,719.92	FIFO
03/08/22	03/10/22	US TREASURY NOTES DTD 02/01/2016 1.750% 01/31/2023	912828P38	140,000.00	140,825.78	257.18	141,082.96	257.03	659.87	FIFO
03/09/22	03/11/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	150,000.00	150,386.72	136.74	150,523.46	(2,220.70)	(438.08)	FIFO
03/09/22	03/11/22	US TREASURY NOTES DTD 02/01/2016 1.750% 01/31/2023	912828P38	60,000.00	60,339.84	113.12	60,452.96	96.09	268.95	FIFO
03/10/22	03/14/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	350,000.00	350,656.25	358.94	351,015.19	(5,427.74)	(1,251.35)	FIFO
03/10/22	03/14/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	1,550,000.00	1,552,603.52	1,589.61	1,554,193.13	(24,339.84)	(5,844.40)	FIFO
03/15/22	03/23/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	400,000.00	400,453.13	546.96	401,000.09	(6,500.00)	(1,668.93)	FIFO
03/23/22	03/30/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	425,000.00	424,667.97	694.15	425,362.12	(7,719.72)	(2,538.74)	FIFO
03/28/22	04/01/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	225,000.00	224,569.34	384.58	224,953.92	(4,341.79)	(1,591.66)	FIFO
03/31/22	04/07/22	US TREASURY NOTES DTD 02/15/2020 1.375% 02/15/2023	912828Z86	500,000.00	499,003.91	968.58	499,972.49	(9,687.50)	(3,527.73)	FIFO
Transactio	n Type Sub	-Total		6,175,000.00	6,179,796.75	8,354.86	6,188,151.61	(57,248.84)	(9,774.51))
Managed A	Account Sul	o-Total			(121,111.58)	46,331.66	(74,779.92)	(57,847.65)	(9,774.51))
Total Security Transactions					(\$121,111.58)	\$46,331.66	(\$74,779.92)	(\$57,847.65)	(\$9,774.51)	

Bolded items are forward settling trades.



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney 745

SUBJECT: Second Reading: Ordinance Amending Ordinance 2207-C-S

(Relating to the Sale, Possession, or Provision of Specified Products by Tobacco Retailers or Businesses) By Providing a Grace Period Prior to the Effective Date of Ordinance 2207-C-S

RECOMMENDED ACTION

It is recommended that the City Council adopt the proposed ordinance ("Attachment A") amending Ordinance 2207-C-S by providing a grace period until December 1, 2022.

FISCAL IMPACT

The proposed action will have no effect on the City's budget.

DISCUSSION

The proposed ordinance would modify the effective date of Ordinance 2207-C-S by adding a grace period until December 1, 2022.

At its March 8, 2022 meeting, the City Council adopted Ordinance 2207-C-S. This Ordinance took effect thirty days after its date of adoption. Ordinance 2207-C-S related to the sale, possession, provision of specified products by tobacco retailers and businesses ("Attachment B"). Recently, several tobacco retailers and businesses have indicated to the City that the implementation of Ordinance 2207-C-S within thirty days of its adoption creates a financial hardship for them by prohibiting them from selling inventory they have already purchased.

To minimize this hardship, the attached Ordinance would modify the effective date of Ordinance 2207-C-S by adding a grace period until December 1, 2022.

ATTACHMENT

- A. Draft ordinance amending Ordinance 2207-C-S
- B. Ordinance 2207 -C-S

ORDINANO	E NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING ORDINANCE 2207-C-S (RELATING TO THE SALE, POSSESSION, OR
PROVISION OF SPECIFIED PRODUCTS BY TOBACCO RETAILERS OR
BUSINESSES) BY PROVIDING A GRACE PERIOD PRIOR TO THE EFFECTIVE
DATE OF ORDINANCE 2207-C-S

The City Council of the City of Antioch does ordain as follows:

SECTION 1:

The City Council is committed to taking the steps necessary to provide a healthy, safe environment for all City residents. Towards that goal, the City is concerned about the adverse effect of cigarettes and related tobacco products on its residents, including minors.

SECTION 2:

Over the years, the City Council has adopted various ordinances relating to the use of tobacco to protect the health of its residents. Consistent with this goal, the Council took additional steps restricting certain types of tobacco and tobacco products in the City by adopting Ordinance 2207-C-S with a second reading on March 8, 2022.

SECTION 3:

Immediate implementation of Ordinance 2207-C-S could cause a temporary economic hardship for tobacco retailers and businesses which have already purchased inventory that would otherwise be prohibited by Ordinance 2207-C-S. Accordingly, the Council is willing to provide a reasonable grace period prior to the effective date of Ordinance 2207-C-S.

SECTION 4:

Section 8 of Ordinance 2207-C-S regarding that Ordinance's effective date is hereby modified to state:

This ordinance shall take effect and be enforced on December 1, 2022 and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

SECTION 5: Severability:

If any section, subsection, provision or part of this ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this ordinance are severable.

SECTION 6. CEQA.

The above amendment is not a project under the California Environmental Quality Act under the common sense exemption (CEQA Guidelines §15061(b)(3) because the proposed amendment will not have a direct or reasonably foreseeable indirect physical change or effect on the environment.

<u>SECTION 7:</u>
This ordinance shall take effect and be enforced thirty (30) days from and after the date

of its adoption and adoption in a news	d shall be	publishe	ed once	e withir	n fifteer	า ์(15) ัด	days up	on passa	ge and
	*	*	*	*	*	*	*		
I HEREBY CE regular meeting of and passed and a 2022, by the follow	the City Co dopted at	ouncil of	f the Cit	y of An	itioch, h	neld on	the	_ of	_2022,
AYES: NOES: ABSENT: ABSTAIN:									
			 La	mar Th	norpe,	Mayor	of the C	City of An	tioch
ATTEST:									
Elizabeth Househ		tioch							

ORDINANCE NO. 2207-C-S

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AMENDING SECTION 6-8.02 OF THE ANTIOCH MUNICIPAL CODE TO ADD THE DEFINITIONS OF CHARACTERIZING FLAVOR, CIGAR, AND LITTLE CIGAR (INCLUDING CIGARILLO) AND AMENDING SECTION 6-8.14 OF THE ANTIOCH MUNICIPAL CODE BOTH TO RESTRICT TOBACCO RETAILERS OR BUSINESSES FROM SELLING OR PROVIDING TOBACCO WITH CHARACTERIZING FLAVOR, SELLING OR PROVIDING ELECTRONIC CIGARETTE OR E-CIGARETTE AND TO REGULATE THE SIZE AND PRICE OF SPECIFIED PACKAGES OF CIGARETTES, LITTLE CIGARS, AND CIGARS

The City Council of the City of Antioch does ordain as follows:

SECTION 1:

The City Council is committed to taking the steps necessary to provide a healthy, safe environment for all City residents. Towards that goal, the City is concerned about the adverse effect of cigarettes and related tobacco products on its residents, including minors.

SECTION 2:

Over the years, the City Council has adopted various ordinances relating to the use of tobacco to protect the health of its residents. The Council received an information presentation by community youth concerned about the effects of tobacco and requesting additional restrictions on tobacco and tobacco products.

SECTION 3:

Consistent with the goal referenced above, the Council wishes to take additional steps restricting tobacco and tobacco products in the City.

SECTION 4:

Section 6-8.02 is modified to add the following definitions:

CHARACTERIZING FLAVOR. A taste or aroma other than the taste or aroma of tobacco, imparted either prior to or during consumption of tobacco product or any byproduct produced by the tobacco product, including, but not limited to, tastes or aromas relating to menthol, mint, wintergreen, fruit, chocolate, vanilla, honey, candy, cocoa, dessert, alcoholic beverages, herb, or spice, provided, however, that a tobacco product shall not be determined to have a characterizing flavor solely because of the use of additives or flavorings or the provision of ingredient information.

CIGAR. Any roll of tobacco, other than a cigarette, wrapped entirely or in part in tobacco or in any substance containing tobacco and weighing more than three pounds per thousand.

LITTLE CIGAR. Any roll of tobacco, with or without a filter, other than a cigarette, wrapped entirely or in part in tobacco or in any substance containing tobacco and weighing no more than three pounds per thousand. "Little cigar" includes, but is not limited to, any tobacco product known or labeled as "small cigar" or "cigarillo."

SECTION 5:

Section 6-8.14 is modified to state:

Section 6-8.14 RESTRICTIONS ON TOBACCO RETAILERS AND BUSINESSES

- A. No tobacco retailer or business shall sell, offer for sale, possess with the intent to sell, offer in exchange for any form of consideration, or provide at no cost any tobacco or tobacco product with a characterizing flavor.
- B. No tobacco retailer or business shall sell, offer for sale, possess with the intent to sell, offer in exchange for any form of consideration, or provide at no cost any electronic cigarette or e-cigarette for use with tobacco or tobacco products.
- C. No tobacco retailer or business shall sell, offer for sale, possess with the intent to sell, offer in exchange for any form of consideration, or provide at no cost any of the following:
 - (1) Any package of fewer than twenty little cigars
 - (2) Any package of fewer than six cigars
 - (3) Any package of cigarettes, little cigars, or cigars at a price that is less than ten dollars per package, including applicable fees and taxes.

SECTION 6: Severability.

If any section, subsection, provision or part of this ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this ordinance are severable.

SECTION 7. CEQA.

The above amendments to the City's Municipal Code are not considered a project under the California Environmental Quality Act under the common sense exemption (CEQA Guidelines §15061(b)(3) because the proposed amendments will not have a direct or reasonably foreseeable indirect physical change or effect on the environment. The proposed ordinance does not change the existing zoning in the affected areas; rather, the proposed ordinance is an overlay on the existing zoning, already approved and adopted by the City.

SECTION 8:

This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

I HEREBY CERTIFY that the forgoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 22nd of February 2022, and passed and adopted at a regular meeting thereof, held on the 8th day of March 2022, by the following vote:

AYES:

Council Members District 3 Ogorchock, District 4 Wilson, and Mayor Thorpe

NOES:

Council Members District 1 Torres-Walker and Mayor Pro Tem (District 2)

Barbanica

ABSENT:

None

ABSTAIN:

None

LAMAR A. THORPE

MAYOR OF THE CITY OF ANTIOCH

ATTEST:

ELIZABETH HOUSEHOLDER

CITY CLERK OF THE CITY OF ANTIOCH



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney 745

SUBJECT: Second Reading: Ordinance Forming the Public Safety and

Community Resources Department

RECOMMENDED ACTION

It is recommended that the City Council adopt the proposed ordinance ("Attachment A") forming the Public Safety and Community Resources Department.

FISCAL IMPACT

The proposal for the Public Safety and Community Resources Department involves both existing and new staff positions. New staff positions may include the Public Safety and Community Resources Director, Public Safety Manager, Public Safety Coordinator, Youth Coordinator, Community Resource Specialists, Administrative Analysts, and an Executive Assistant. Existing positions moved into the new department include the Youth Services Network Manager, Unhoused Resident Coordinator, Environmental Resources Administrative Analyst, and CDBG & Housing Consultant. Community Resource Specialists are also expected to have dedicated City vehicles that can be used to perform their work within the City. The Public Safety and Community Resources Department will also require dedication and potential renovation of office space as well as purchase of furniture, supplies, and equipment.

The budget for the Public Safety and Community Resources Department is not under consideration at this meeting. The City Council will have the opportunity to consider the budget for new positions, office space, supplies, and equipment in its upcoming consideration of the fiscal year budget.

DISCUSSION

The Public Safety and Community Resources Department Ad Hoc Committee, consisting of Councilmember Torres-Walker and Councilmember Wilson, met with the City Attorney, City Manager, and several department heads to develop a new ordinance to form the Public Safety and Community Resources Department. The ordinance includes information about the Department's purpose, leadership, divisions, and personnel.

The Public Safety and Community Resources Department will be operated under the authority of the Director of Public Safety and Community Resources subject to the direction of the City Manager. The salary of the Public Safety and Community Resources Director will be as fixed from time to time by the City Council.

The Director of Public Safety and Community Resources will be responsible for supervision of the Department's divisions. The Department will include the following divisions: (1) Housing and Homelessness Division; (2) Violence Intervention and Prevention Division, (3) Youth Services Division; (4) Environmental Sustainability and Resilience Division; and (5) Community Engagement Division.

The Housing and Homelessness Division will provide housing services to the City's low income and unhoused residents. The division will actively work with local school districts, county, state, and federal governments, housing providers, law enforcement and non-profit community-based organizations to develop policies and strategies to address the needs of persons experiencing homelessness or housing insecurity. The Housing and Homeless Division will work closely with the City's Community Development Block Grant Unit, Environmental Sustainability and Resilience Division, and housing consultants in soliciting and identifying additional funding.

The Violence Intervention and Prevention Division will work to improve public health and safety by developing programs that resolve conflicts, interrupt violence, and achieve peace. The division will work with community leaders in various diverse neighborhoods throughout the City to achieve peace by implementing initiatives that provide community-based and trauma-informed services to residents with a focus on communities that are disproportionately impacted by violence. The division will apply for support from state and county grants and contract funding to design and implement initiatives that provide community-focused, and trauma-informed responses to public health and safety issues. The division will also support and partner with community leaders, currently embedded in the various diverse neighborhoods throughout the City to make positive, proactive and reactive changes within the City.

The Youth Services Division will create equitable opportunities that uplift the value of youth voice and engage youth as influencing members of the City. The division will conduct youth-centered programs, events, and initiatives. Its activities will help youth build positive relationships, gain self-confidence, and meet their personal, educational, vocational, and life goals. The division's programs will address incidental, emotional, and educational barriers that youth encounter. Programs will also build the capacity of youth to build positive relationships with their families and other positive role models in their lives. The division will collaborate with families, school districts, charter schools, non-profit

organizations, the police department, and faith-based communities. The Youth Services Division will be operated under the supervision of the Youth Services Network Manager, subject to the direction of the Public Safety and Community Resources Director.

The Environmental Sustainability and Resilience Division will manage the City's sustainability programs, including water conservation, climate change and resilience, energy efficiency, pollution, and waste prevention. The division will advance partnerships for waste collection, recycling grants, the City's Climate Action and Resilience Plan, and coordinate with other departments and partner agencies.

The Community Engagement Division will proactively engage with the community to address critical public health and safety issues through events, initiatives, public forums, and panel discussions. The division will link residents to resources that resolve community public health and safety issues. The division will collaborate with other divisions within the Public Safety and Community Resources Department on matters concerning housing and homelessness, violence intervention and prevention, youth services, environmental sustainability, and resilience. The division is dedicated to establishing meaningful and sustainable programs that promote diversity, equity, inclusion, and community pride by fostering a sense of belonging for every person.

ATTACHMENTS

A. Draft Ordinance

ORDINANCE NO.		

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AMENDING AND RESTATING ARTICLE 8 AND ADDING ARTICLE 9 TO CHAPTER 3 OF TITLE 2 OF THE ANTIOCH MUNICIPAL CODE CREATING THE PUBLIC SAFETY AND COMMUNITY RESOURCES DEPARTMENT

WHEREAS, the City Council formed the Public Safety and Community Resources Ad Hoc Committee to work with City staff to research and make recommendations to the City Council on the potential formation of the Public Safety and Community Resources Department (the "Department");

WHEREAS, the City Council directed the City Attorney to prepare an ordinance forming the Public Safety and Community Resources Department;

WHEREAS, Public Safety and Community Resources Department shall include divisions addressing housing and homelessness, violence intervention and prevention, youth services, environmental resources, and community engagement; and

WHEREAS, the Public Safety and Community Resources Department shall be led by the Public Safety and Community Resources Director whose duties shall include planning, directing, managing, and overseeing the activities and operations of the Department.

The City Council of the City of Antioch, California, hereby ordains as follows:

SECTION 4. Recitals. The above recitals are incorporated as though set forth in this section.

SECTION 5. The table of contents for Chapter 3 of Title 2 of the Antioch Municipal Code is hereby amended and restated to add Articles 8 and 9 as follows:

CHAPTER 3: DEPARTMENTS

Section

Article 1: Community Development [No change]

Article 2: Public Works [No change]

Article 3: Department of Finance [No change]

Article 4: [Reserved] [No change]

Article 5: Department of Leisure Services [No change]

Article 6: Legal Services [No change]

Article 7: Information Systems [No change]

Article 8: Promulgation of Rules by Department Heads Public Safety and Community Resources Department

2-3.801	Authorization Created.
2-3.802	Operation.
2-3.803	Housing and Homelessness Division.
2-3.804	Violence Intervention and Prevention Division.
2-3.805	Youth Services Division.
2-3.806	Environmental Resources Division.
2-3.807	Community Engagement Division.

Article 9: Promulgation of Rules by Department Heads

2-3.901 Authorization.

SECTION 6. Articles 8 and 9 of Chapter 3 to Title 2 of the Antioch Municipal Code are hereby amended and restated to read as follows:

ARTICLE 8: Public Safety and Community Resources Department

§ 2-3.801 AUTHORIZATION.CREATED.

Each department head may prepare written rules and regulations for the conduct of his department. After approval by the City Manager, such rules and regulations shall be the policy of that department and shall be enforceable under the provisions of this code and the personnel rules. Such rules and regulations shall in no way conflict with the policies of the Council or the provisions of this code, the personnel rules of the city, or state laws, and any such conflict shall be resolved in favor of said latter policies, rules, and laws.

There is hereby created in the government of the City a Public Safety and Community Resources Department, which shall consist of the following functions:

- (A) Housing and Homelessness
- (B) Violence Intervention and Prevention
- (C) Youth Services
- (D) Environmental Sustainability and Resilience
- (E) Community Engagement

§ 2-3.802 OPERATION.

The Public Safety and Community Resources Department shall be operated under the authority of the Public Safety and Community Resources Director subject to the direction of the City Manager. The Public Safety and Community Resources Director shall be responsible for supervision of the department's divisions.

§ 2-3.803 HOUSING AND HOMELESSNESS DIVISION.

The Housing and Homelessness Division shall provide housing services to the City's low income and unhoused residents. The division shall actively work with local school districts, county, state, and federal governments, housing providers, law enforcement and non-profit community-based organizations to develop policies and strategies to address the needs of persons experiencing homelessness or housing insecurity.

§ 2-3.804 VIOLENCE INTERVENTION AND PREVENTION DIVISION.

The Violence Intervention and Prevention Division shall work to improve public health and safety by developing programs that resolve conflicts, interrupt violence, and achieve peace. The division shall work with community leaders in various diverse neighborhoods throughout the City to achieve peace by implementing initiatives that provide community-based and trauma-informed services to residents with a focus on communities that are disproportionately impacted by violence.

§ 2-3.805 YOUTH SERVICES DIVISION.

The Youth Services Division shall create equitable opportunities that uplift the value of youth voice and engage youth as influencing members of the City. The division shall conduct youth-centered programs, events, and initiatives. Its activities shall help youth build positive relationships, gain self-confidence, and meet their personal, educational, vocational, and life goals. The division's programs shall address incidental, emotional, and educational barriers that youth encounter. Programs shall also build the capacity of youth to build positive relationships with their families and other positive role models in their lives. The division shall collaborate with families, school districts, charter schools, non-profit organizations, the police department, and faith-based communities. The Youth Services Division shall be operated under the supervision of the Youth Services Network Manager, subject to the direction of the Public Safety and Community Resources Director.

§ 2-3.806 ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE DIVISION.

The Environmental Sustainability and Resilience Division shall manage the City's sustainability programs, including water conservation, climate change and resilience, energy efficiency, pollution, and waste prevention. The division shall advance partnerships for waste collection, recycling grants, the City's Climate Action and Resilience Plan, and coordinate with other departments and partner agencies.

§ 2-3.807 COMMUNITY ENGAGEMENT DIVISION.

The Community Engagement Division shall proactively engage with the community to address critical public health and safety issues through events, initiatives, public forums, and panel discussions. The division shall link residents to resources that resolve community public health and safety issues. The division shall collaborate with other divisions within the Public Safety and Community Resources Department on matters concerning housing and homelessness, violence intervention and prevention, youth services, environmental sustainability, and resilience. The division is dedicated to establishing meaningful and sustainable programs that promote diversity, equity, inclusion, and community pride by fostering a sense of belonging for every person.

§ 2-3.808 OFFICERS AND EMPLOYEES.

The Public Safety and Community Resources Department shall consist of the Public Safety and Community Resources Director and such other employees with such titles and duties as may from time to time be fixed by resolution of the Council.

§ 2-3.809 DIRECTOR DUTIES.

The duties of the Public Safety and Community Resources Director shall include planning, directing, managing, and overseeing the activities and operations of the Public Safety and Community Resources Department including the Housing and Homelessness Division, the Violence Intervention and Prevention Division, the Youth Services Division, the Environmental Sustainability and Resilience Division, and the Community Engagement Division and such other duties as may be assigned by the City Manager.

§ 2-3.910 DIRECTOR SALARY.

The salary of the Public Safety and Community Resources Director shall be as fixed from time to time by the Council.

ARTICLE 9: PROMULGATION OF RULES BY DEPARTMENT HEADS

§ 2-3.9801 AUTHORIZATION.

Each department head may prepare written rules and regulations for the conduct of his department. After approval by the City Manager, such rules and regulations shall be the policy of that department and shall be enforceable under the provisions of this code and the personnel rules. Such rules and regulations shall in no way conflict with the policies

4

of the Council or the provisions of this code, the personnel rules of the City, or state laws, and any such conflict shall be resolved in favor of said latter policies, rules, and laws.

SECTION 7. 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 authorizes the City Council to create an Antioch Police Oversight Commission 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.

<u>SECTION 8.</u> 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.

<u>SECTION 9.</u> 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.

* * * * *

ATTACHMENT A

of the City CertIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch held on the day of, 2022 and passed and adopted at a regular meeting thereof held on the day of
AYES:
NOES:
ABSENT:
ABSTAIN:
Lamar A. Thorpe, Mayor
ATTEST:
Flizabeth Householder City Clark



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney 745

SUBJECT: AB 361: Resolution Making Findings Necessary to Conduct Brown

Act Meetings by Teleconference for the City Council, Boards,

Commissions, and Committees

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution authorizing remote teleconference/virtual meetings of the legislative bodies of the City of Antioch, which includes the City Council, boards, commissions, and committees.

FISCAL IMPACT

There is no anticipated direct or indirect fiscal impact as a result of this item.

DISCUSSION

Even though cases of COVID-19 have dropped, AB 361 is expressly intended "to protect the health and safety of civil servants and the public and does not preference the experience of members of the public who might be able to attend a meeting in a physical location over members of the public who cannot travel or attend that meeting in a physical location" because of physical status.

The City of Antioch has utilized teleconference technology for some time, and since the State of Emergency is still in effect and state officials are still recommending measures to promote social distancing, especially for immunocompromised and sensitive groups (as described in the attached Resolution), the City's legislative bodies, which include the City Council, boards, commissions, and committees can continue to meet while providing access to the public via teleconference. This resolution makes the findings required by AB 361, and would apply Citywide – i.e., not just to the City Council but to all City commissions and committees subject to the Brown Act as well. Staff requests passage of the attached resolution, which enables "hybrid meetings" including in-person and teleconference public participation or virtual meetings via teleconference for the City Council, boards, commissions, and committees.

Under this resolution, City Council, commissions, boards, and committees can continue holding virtual meetings or hybrid meetings in compliance with the following more flexible standards:

- The City is not required to provide a physical location for the public to attend or provide comments.
- Public access to the meeting via a call-in or an internet-based service option must be allowed, but the City is not required to have members of the public attend at each teleconference location.
- The City is only required to notice and post an agenda in accordance with the Brown Act provisions for in-person meetings. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internetbased service option.
- When notice of the time of the teleconferenced meeting given or the agenda for the meeting is posted, the City shall also give notice of the means by which members of the public may access the meeting and offer public comment.
- The City must provide an opportunity for the public to address and offer comment in real time and cannot require all public comments to be submitted in advance of the meeting.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH MAKING THE REQUIRED FINDINGS TO AUTHORIZE REMOTE TELECONFERENCE/VIRTUAL MEETINGS OF THE LEGISLATIVE BODIES OF THE CITY OF ANTIOCH FOR A PERIOD OF THIRTY DAYS PURSUANT TO BROWN ACT PROVISIONS

WHEREAS, the City of Antioch is committed to preserving and nurturing public access and participation in public meetings under the Ralph M. Brown Act;

WHEREAS, all meetings of the City's legislative bodies, which includes the City Council, boards, commissions, and committees, are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), such that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business;

WHEREAS, as recently amended by AB 361, Government Code section 54953(e) of the Brown Act makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions;

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558;

WHEREAS, it is further required that state or local officials have recommended or imposed measures to promote social distancing, or the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees;

WHEREAS, such conditions now exist in the City; specifically, on March 4, 2020, the Governor of the State of California proclaimed a State of Emergency, and such proclamation remains in effect and has not been rescinded or cancelled, and the "SMARTER" plan that the Governor unveiled specifically indicates that the State of Emergency will not be terminated;

WHEREAS, in addition to the above, state officials have issued orders recommending social distancing measures for certain individuals and in certain situations. For example, and not by way of limitation, social distancing is referenced in guidance on vaccine doses for persons who are immunocompromised and in certain situations under general industry safety orders;

WHEREAS, the state legislature has also made findings that by removing the requirement that public meetings be conducted at a primary physical location with a quorum of members present, AB 361 protects the health and safety of civil servants and

the public and does not preference the experience of members of the public who might be able to attend a meeting in a physical location over members of the public who cannot travel or attend that meeting in a physical location;

WHEREAS, the City Council does hereby find that all of the legislative bodies of the City shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, the City will provide live call-in and/or internet service-based option for remote public participation and will provide notice for such participation in the agendas posted in advance of the meetings.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ANTIOCH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. <u>Findings</u>. The City Council hereby finds that, as set forth above, due to the novel coronavirus a State of Emergency declared by the Governor of the State of California is currently in effect, and that state or local officials are recommending measures promote social distancing.

Section 3. Remote Teleconference Meetings. The City Manager and City Attorney are hereby authorized and directed to take all actions necessary to conduct open and public meetings for all the legislative bodies of the City in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall be effective immediately upon its adoption and shall remain in effect until the earlier of 30 days from the effective date of this Resolution, or such time the City Council adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of the City may continue to teleconference.

* * * * * * * * *

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 14th day of June, 2022 by the following vote:

AYES:
NOES:
ABSTAIN:
ARSENT.

ATTACHMENT A

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Dawn Merchant, Finance Director

Lauren Posada, City Treasurer

SUBJECT: Statement of Investment Policy

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution approving the Statement of Investment Policy.

FISCAL IMPACT

There is no fiscal impact associated with this action.

DISCUSSION

State law requires that cities adopt investment guidelines and the City's investment policy further requires that the City Treasurer render the policy to City Council for review when any changes are made, or at least every two years. The existing policy was last updated and approved by City Council in June 2020. The policy was provided to the City's investment advisors, PFM, for review to ensure it is in compliance with current government codes. PFM has proposed changes to update our policy with current government code provisions that the Finance Director and City Treasurer have reviewed and concur with. It is recommended City Council adopt the resolution approving the policy. See Exhibit 1 to Attachment A for the policy with changes red-lined on the document.

ATTACHMENT

A. Resolution of the City Council of the City of Antioch Approving the Statement of Investment Policy

Exhibit 1 – Statement of Investment Policy

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE STATEMENT OF INVESTMENT POLICY

WHEREAS, California Government Code sections 53600 et seq. allow a city to make investments with money not required for immediate needs, but limits the kinds of investments that a city can make; and

WHEREAS, when investing, State law requires that the primary objective of a trustee shall be to safeguard the principal of the funds under its control; the secondary objective shall be to meet the liquidity needs of the depositor; and the third objective shall be to achieve a return on the funds under its control.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of

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I. INTRODUCTION

The purpose of this document is to identify various policies and procedures that enhance opportunities for a prudent and systematic investment process. The initial step toward a prudent investment policy is to organize and formalize investment related activities. Related activities which comprise good cash management include accurate cash projection, the expeditious collection of revenue, the control of disbursements, cost effective banking relations, and a short term borrowing program which coordinates working capital requirements and investment opportunity. In concert with these requirements are the many facets of an appropriate and secure short term investment program.

II. OBJECTIVES

- A. Safety of principal is the foremost objective of the City, followed by liquidity and yield. Each investment transaction shall seek to first ensure that capital losses are avoided, whether they are from securities defaults or erosion of market value.
- B. Investment decisions should not incur unreasonable investment risks in order to obtain current investment income.
- C. The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements which might be reasonably anticipated. This need for investment liquidity may be tempered to the extent that the City is able to issue short term notes to meet its operating requirements.
- D. The investment portfolio shall be managed to attain a market average rate of return throughout budgetary and economic cycles, taking into account the City's investment risk constraints and cash flow requirements, and state and local law, ordinances or resolutions that restrict the placement of short term funds.
- E. Portfolio performance will be measured against a total return index with securities with similar attributes and similar average maturity, e.g., the Merrill Lynch 1-3 Year U.S. Treasury Index.
- F. The City's investment portfolio will be diversified to avoid incurring unreasonable and avoidable risks associated with concentrating investments in specific security types or in individual financial institutions.
- G. While the City will not make investments for the purpose of trading or speculation as the dominant criterion, the City Treasurer shall seek to enhance total portfolio return by means of active portfolio management. The prohibition of speculative investments precludes pursuit of gain or profit through unusual risk and precludes investments primarily directed at gains or profits from conjectural fluctuations in market prices. However, as long as the original investments can be justified by their ordinary earning power, trading in response to changes in market value or market direction is a requirement of portfolio management.
- H. The City adheres to the guidance provided by the "prudent investor rule", which states that, "when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."
- I. All participants in the investment process shall act responsibly as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. The overall program shall be designed and managed with a degree of professionalism that is worthy of the public trust. Nevertheless, in a diversified portfolio, it must be recognized that occasional measured losses are inevitable, and must be considered within the context of the overall portfolio's investment return, provided that adequate diversification has been implemented.

III. DELEGATION OF AUTHORITY

The responsibility for conducting the City's investment program resides with the City Treasurer, who shall establish written procedures for the operation of the investment program, consistent with this investment policy.

Such procedures shall include explicit delegation of authority for all investment activities. Transactions may be delegated to an independent investment advisor registered with the SEC who will meet at least quarterly with the City Treasurer and Finance Director to review general strategies and monitor results.

IV. PERMITTED INVESTMENT INSTRUMENTS

The City of Antioch shall strive to maintain the level of investment of all idle funds as near 100% as possible, through daily and projected cash flow determinations. Idle cash management and investment transactions are the responsibility of the City Treasurer. The City Treasurer, or designee, is authorized to purchase the following investment instruments.

Where this section specifies a percentage limitation for a particular security type, that percentage is applied on the date of purchase. Credit criteria listed in this section refers to the credit rating at the time the security is purchased. If an investment's credit rating falls below the minimum rating required at the time of purchase, the City Treasurer, or designee, will perform a timely review and decide whether to sell or hold the investment.

- A. U.S. Treasury, notes, bonds, bills, or other certificates of indebtedness, or those for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- B. Federal agency or United States government-sponsored enterprise obligations, participation, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
- C. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
- D. Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California.
- E. Repurchase Agreements. Repurchase agreements are to be used solely as short-term investments not to exceed 30 days. The City may enter into repurchase agreements with primary government securities dealers rated "A" or better by two nationally recognized rating organizations (NRSRO). Counterparties should also have (i) a short-term credit rating in the highest category by an NRSRO; (ii) minimum assets and capital size of \$25 billion in assets and \$350 million in capital; (iii) five years of acceptable audited financial results; and (iv) a strong reputation among market participants.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities will be acceptable collateral. All securities underlying repurchase agreements must be delivered to the City's custodian bank versus payment or be handled under a properly executed tri-party repurchase agreement. The total market value of all collateral for each repurchase agreement must equal or exceed 102% of the total dollar value of the money invested by the City for the term of the investment. For any repurchase agreement with a term of more than one day, the value of the underlying securities must be reviewed on an on-going basis according to market conditions. Market value must be calculated each time there is a substitution of collateral.

The City or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to repurchase agreement. The City shall have properly executed a SIFMA agreement with each counter party with which it enters into repurchase agreements.

F. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as bankers' acceptances. Purchases of bankers' acceptances may not exceed 180 days' maturity, or 40% of the City's surplus money that may be invested. Eligible bankers' acceptances are restricted to issuing financial institutions with short-term paper rated in the highest category by an NRSRO.

- G. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by an NRSRO. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2) below:
 - The entity meets the following criteria: (A) is organized and operating in the United States as a general corporation. (B) has total assets in excess of five hundred million dollars (\$500,000,000).
 (C) has debt other than commercial paper, if any, that is rated in a rating category of "A" or its equivalent or higher by an NRSRO.
 - 2. The entity meets the following criteria: (a) is organized within the United States as a special purpose corporation, trust, or limited liability company. (b) Has program wide credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond. (c) Has commercial paper that is rated "A-1", or its equivalent or higher by an NRSRO.

Eligible commercial paper shall have a maximum maturity of 270 days or less. The City may invest no more than 2540% of its money in eligible commercial paper, and the City may purchase no more than 10% of the outstanding commercial paper of any single issuer. If the City's investable assets fall below \$100 million, the City may invest no more than 25% of its money in eligible commercial paper.

- H. Medium term notes with a maximum maturity of five years issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States shall be rated in a rating category of- "A" or its equivalent or better by an NRSRO. Purchases of medium term notes may not exceed 30% of the City's portfolio.
- I. FDIC-insured or fully collateralized time certificates of deposit in financial institutions located in California, including U.S. branches of foreign banks licensed to do business in California. All time deposits must be collateralized in accordance with California Government Code Section 53561, either at 150% by promissory notes secured by first mortgages and first trust deeds upon improved residential property in California eligible under Section (m) or at 110% by eligible marketable securities listed in Subsections (a) through (l) and (n) and (o). To be eligible to receive local agency deposits, a financial institution must have received a minimum overall satisfactory rating for meeting the credit needs of California Communities its most recent evaluation.
- J. Negotiable Certificates of Deposit issued by a nationally or state-chartered bank or a state or federal savings and loan association, a state or federal credit union, or by a federally- or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit may not exceed 30% of the City's surplus money.
 - 1. Certificates with maturities up to one year shall have an "A-1" rating, or its equivalent or higher, as provided for by an NRSRO.
 - 2. Certificates with maturities greater than one year and through five years shall be rated in a rating category of "A," its equivalent or better by an NRSRO.
- K. State of California's Local Agency Investment Fund (LAIF). Investment in LAIF may not exceed the amount specified by the State Treasurer.
 - 1. The LAIF portfolio should be reviewed periodically.
- L. California Asset Management Program (CAMP).
- M. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision these companies shall either:

- 1. Attain the highest ranking letter or numerical rating provided by not less than two of the three largest NRSROs or
- 2. Have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds and with assets under management in excess of \$500,000,000.

The purchase price of shares shall not exceed 20 percent of the investment portfolio of the City.

- N. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other paythrough bond, equipment lease-back certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond of a maximum of five years maturity. Eligible securities shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO, and have a maximum remaining maturity of five years or less. No more than 20 percent of the agency's surplus funds may be invested in this type of security.
- O. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), or Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO.

Purchases of these securities shall not exceed 30 percent of the investment portfolio of the City.

P. Insured savings account or money market account. To be eligible to receive local agency deposits, a financial institution must have received a minimum overall satisfactory rating for meeting the credit needs of California Communities in its most recent evaluation.

V. PROHIBITED INVESTMENTS

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

- 1. Reverse repurchase agreements.
- 2. The City shall not invest any funds in inverse floaters, range notes, or interest only strips that are derived from a pool of mortgages, or in any security that could result in zero interest accrual if held to maturity.
- 3. The City will not invest in any companies that produce alcohol for public consumption or tobacco products.

3.

Notwithstanding the prohibitions stated in the above paragraph, the City may invest in securities issued by, or backed by, the United States government that could result in zero- or negative-interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates. The City may hold these instruments until their maturity dates.

VI. MATURITY

Investment maturities shall be based on a review of cash flow forecasts. Maturities will be scheduled as to permit the City to meet all projected obligations. No investment shall be made in any security, other than a security underlying a repurchase or reverse repurchase agreement as authorized by this section that at the time of the investment has a term remaining to maturity in excess of five years unless City Council has provided approval for a specific purpose at least three months before the investment is made. The City Council has approved agency mortgage-backed securities (MBS) as permitted by Section IV.B. of this Policy to have a final maturity longer than five years. The weighted average life (WAL) of agency MBS may not exceed five years.

VII. DIVERSIFICATION

It is City policy to diversify the investment portfolio in order to reduce the risk of loss resulting from other concentration of assets in a specific maturity, a specific issuer, or a specific class of securities. The following strategies and constraints shall apply:

- A. Maturities shall be selected which provide for stability of income and reasonable liquidity.
- B. Concern for liquidity shall be insured through practices that include covering the next vendor disbursement date and payroll date through maturing investments.
- C. Risks of market price volatility shall be controlled through the appropriate management of the portfolio's duration versus the benchmark duration. Whereby duration is used as a measure of the portfolio's sensitivity to changes in interest rates which cause market price volatility.
 - D. Specific diversification limitation shall be imposed on the portfolio as follows:
- 1. The portfolio's duration should be appropriately positioned relative to benchmark duration during rising and falling interest rate environments.
- 2. Except for fully collateralized deposits, investments in pooled funds such as LAIF, CAMP, and money market funds, instruments of the U.S. Government or its Agencies and securities issued by the IBRD, IFC, and IADB, no more than 5% of the overall portfolio may be invested in the securities of a single financial institution.
- 3. In accordance with California statutes, City deposits including collateralized certificates of deposit shall not exceed the total paid up capital (to include capital notes and debentures) and surplus of any depository bank, or the total of the net worth of any savings and loan association.

VIII. RISK TOLERANCE

The City recognizes that investment risks can result from issuer defaults, market price changes or various technical complications leading to temporary illiquidity. Portfolio diversification is employed as a way to control risk. No individual investment transaction shall be undertaken which jeopardizes the total capital position of the overall portfolio. The City Treasurer shall periodically establish guidelines and strategies to control risks of default, market price changes and illiquidity.

In addition to these general policy considerations, the following specific policies will be strictly observed.

- A. All investment funds will be placed directly with qualified financial institutions. The City will not deposit or invest funds through third parties or money brokers.
- B. All transactions will be executed on a delivery versus payment basis with one exception: Upon the City's receipt of an account number from an authorized official, a California savings and loan institution and Bay Area banks shall have 48 hours from the transaction settlement date in which to deliver the certificate of deposit for a collateralized deposit to the City's safekeeping, even though payment is made by the City on the settlement date.
- C. A competitive bid process, utilizing a minimum of three financial institutions deemed eligible by the City's Investment Advisor, will be used to place all investment purchases. Based on a quarterly evaluation, securities dealers, banks and other financial institutions will be dropped or continued on the eligibility list. The following criteria will be used in the quarterly evaluation:
 - 1. Number of transactions competitively won.
 - 2. Prompt and accurate confirmation of transactions.
 - 3. Efficient securities delivery.
 - 4. Accurate market information account servicing.

D. The City Treasurer shall forward a copy of and updates to the City's Investment Policy to the City's Investment Advisor and require written acknowledgment of the Policy.

IX. SAFEKEEPING AND CUSTODY

To protect against potential fraud and embezzlement, the assets of the City shall be held in the City's vault or secured through third party custody and safekeeping procedures. City Treasurer or designee shall be bonded to protect the public against possible embezzlement and malfeasance. Safekeeping procedures shall be reviewed annually by an independent auditor. The auditor may conduct surprise audits of safekeeping and custodial procedures.

All securities will be received and delivered using standard delivery versus payment procedures.

X. REPORTING REQUIREMENTS

The City Treasurer shall render to the City Council at least a quarterly investment report, which shall include, at a minimum, the following information for each individual investment:

- 1. Type of investment instrument (i.e., Treasury Bill, medium term note);
- 2. Issuer name (i.e., General Electric Credit Corporation);
- 3. Purchase date (trade and settlement date);
- 4. Maturity date;
- 5. Par value;
- 6. Purchase price;
- 7. Current market value and the source of the valuation;
- 8. Overall portfolio yield based on cost.

The quarterly report also shall (a) state compliance of the portfolio to the statement of investment policy, or manner in which the portfolio is not in compliance; (b) include a description of any of the City's funds, investments, or programs that are under the management of contracted parties, including lending programs; and (c) include a statement denoting the ability of the City to meet its expenditure requirements for the next six months, or provide an explanation as to why sufficient money shall, or may, not be available.

The Treasurer will submit to City Council a monthly report of investment transactions.

XI. INVESTMENT POLICY REVIEW

The Statement of Investment Policy shall be reviewed annually by the City Treasurer and shall be rendered to the City Council at a public meeting when any changes are proposed or at least every two years.

XII. INTERNAL CONTROLS

The Finance Director and Treasurer are responsible for establishing and maintaining an internal control structure designed to ensure that the financial assets of the City are protected from loss, theft, fraud and misuse.

XIII. INVESTMENT POOLS/MUTUAL FUNDS

The Treasurer will perform due diligence reviews of pools and funds prior to investing, and on a continual basis.



STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

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 June 28, 2022 as the date for the Public Hearing.

FISCAL IMPACT

Street Light and Landscape Maintenance District ("SLLMD") assessment revenues for Fiscal Year 2022/23 are estimated at approximately \$2,195,676 and maintenance costs are estimated at approximately \$6,800,114. After applying available SLLMD balances, \$3,916,153 will be needed from the General Fund to cover remaining costs, which is already incorporated into the proposed General Fund budget for Fiscal Year 2022/23.

DISCUSSION

In Fiscal Year 2001/02, a Citywide Proposition 218 ballot to create one citywide SLLMD, subdivided into four benefit zones, failed by a 70% margin. Following that failed election, the City 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 Fiscal Year 2022/23 budgets and approximately \$2,195,676 in collected assessments. None of the assessments exceeds the 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 to arterials and medians. Any shortfalls are shown as a contribution by the General Fund.

The potential action of the City Council is to approve the receipt of the Engineer's Report and to set a Public Hearing to consider it fully on June 28, 2022. At that time, staff will recommend that the 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. 2022/**

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;

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;

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 2022/23.

- 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 encompasses 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. 2022/**

June 14, 2022 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 June 28, 2022 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 June 28, 2022. Written protests may also be filed via email to: 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/citycouncil-meetings/live/, (2) by emailing the City Clerk prior to or during the meeting at 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 at any time prior to the hearing and to be heard thereon.

June 14, Page 3			2022/*	ĸ							
		*	*	*	*	*	*	*	*	*	*
Council of 2022 by		e City c	of Antio			_	•				y the City y of June,
AYES:											
NOES:											
ABSTAIN	l:										
ABSENT	<u>_</u>										

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 2022/23 FISCAL YEAR

City of Antioch

May 27, 2022

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		Ву	
		,	John Samuelson, P.E. License Expires 6/30/22
	CERTIFY that the enclosed Engine ment Diagram thereto attached, wa, 2022.		
	Elizabeth Householder, City Cler City of Antioch Contra Costa County, California	k	
and Assessr	CERTIFY that the enclosed Engine ment Diagram thereto attached, wa se City of Antioch, California on the	as app	roved and confirmed by the City
	Elizabeth Householder, City Cler City of Antioch Contra Costa County, California	k	
and Assessr	CERTIFY that the enclosed Engine ment Diagram thereto attached, was ontra Costa, California on the	as filed	I with the County Auditor of the
	Elizabeth Householder, City Cler City of Antioch	k	

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Mr.

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I. <u>INTRODUCTION</u>

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

BY

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. <u>Consolidated Engineer's Report</u>

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. <u>ASSESSMENT DIAGRAM</u>

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

District Number	Common Name
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

District Number	Common Name
4.4	Hillcrest Park
1-1	Nelson Ranch Park
	Country Manor Park
1-2	Deerfield Park
1-2	Knoll Park
	Prewett Community Park
1-4	Meadow Creek Park
	Contra Loma Estates Park
2A-1	Fairview Park
	Prosserville Park
2A-2	City Park
2A-3	Jacobsen Park
ZA-3	Meadowbrook Park
2A-4	Harbour Park
2/1-4	Mountaire Park
2A-5	Chichibu Park
	Canal Park
2A-6	Gentrytown Park
ZA-0	Mira Vista Park
	Village East Park
2A-7	Marchetti Park
2A-8	Antioch Community Park
2/\-0	Mira Vista Hills Park
2A-9	Eagleridge Park



2A-10	Markley Creek Park
4-1	
5-1	Almondridge Park
9-1	Williamson Ranch Park
9-1	Chaparral Park
9-2	Diablo West Park
9-3	Hansen Park
9-3	Dallas Ranch Park
9-4	Heidorn Park
10	

IV. <u>COST ESTIMATES</u>

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									
COST ESTIMATE 2022/2023									
District 1, Zone 1 Hi	District 1, Zone 1 Hillcrest Avenue District								
The following schedule shows the allocation of costs to be)						
		Base Rate I	Benefit Units						
		1,6	81						
		District	Assessments						
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied						
Parks	\$213,598	\$213,598	\$0						
Arterial Medians and Roadside	\$45,911	\$45,911	\$0						
Local Landscaping, Trails, Open Space	\$369,419	\$196,492	\$172,927						
Administration	\$102,136	\$0	\$102,136						
SUBTOTAL:	\$731,064	\$456,001	\$275,063						
505 D 1 A 1 4 4040			A445 500						
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 \$94 131 Parcels Assessed at \$64	per unit =		\$19,458						
12.	per unit =		\$8,384						
112 Parcels Assessed at \$58	per unit =		\$6,496						
TOTAL ASSESSED:	TOTAL ACCECCED.								
TOTAL ASSESSED.	\$275,063								
Ending FY21/22 Fund Balance (Estimated):			\$39,122						
GENERAL FUND PORTION OF MAINTENANCE	COST:		\$416,879						

District/Zone Benefits:

Parks: HillIcrest, Nelson Ranch Arterial Landscaping: Hillcrest Avenue

Roadway Landscaping: Larkspur Drive, Wild Horse Road and cul-de-sac bulbs

Miscellaneous: Open space and trails



BO

Table 3A
District 1, Zone 1
Base Assessment Allocation

			Benefit		FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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 22-23 Assessment" column are for the forthcoming Fiscal Year. Assessments for the previous year (FY 21-22) are included for comparison.

Table 4 **COST ESTIMATE -- 2022/2023** District 1, Zone 2 -- Hillcrest Avenue District

The following schedule shows the allocation of costs to be spread to this District/Zone (254-4542)

		3,2	237
	economic della della	District	Assessments
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$302,255	\$302,255	\$0
Arterial Medians and Roadside	\$148,024	\$148,024	\$0
Local Landscaping, Trails, Open Space	\$362,850	\$68,945	\$293,905
Administration	\$69,321	\$0	\$69,321
SUBTOTAL:	\$882,450	\$519,224	\$363,226

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
		1		

\$363,226 TOTAL ASSESSED:

Ending FY21/22 Fund Balance (Estimated):	\$30,464
GENERAL FUND PORTION OF MAINTENANCE COST:	\$488,760

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



Base Rate Benefit Units

Table 4A
District 1, Zone 2
Base Assessment Allocation

			T 5 "			T
D:7		-	Benefit		FY21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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

1/1/1/

Table 5 COST ESTIMATE -- 2022/2023 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

		1,6	507
1 -1		District	Assessments
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$38,825	\$38,825	\$0
Arterial Medians and Roadside	\$50,124	\$50,124	\$0
Local Landscaping, Trails, Open Space	\$321,882	\$218,099	\$103,783
Administration	\$82,038	\$0	\$82,038
SUBTOTAL:	\$492,869	\$307,048	\$185,821

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 FY21/22 Fund Balance (Estimated):	\$20,707
GENERAL FUND PORTION OF MAINTENANCE COST:	\$286,341

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 District 1, Zone 4 Base Assessment Allocation

			Benefit		FY 21-22	FY22-23	
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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	
	T-t-1. 1 007 105 004						

Total: 1,607 185,821

Table 6								
COST ESTIMAT	COST ESTIMATE 2022/2023							
District 2A, Zone 1	Citywide D	istrict						
The following schedule shows the allocation of costs to b	e spread to this Dis							
		Base Rate	Benefit Units 0					
		District	Assessments					
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied					
Parks	\$74,566	\$74,566	\$0					
Arterial Medians and Roadside	\$49,562	\$49,562	\$0					
Local Landscaping, Trails, Open Space	\$0	\$0	\$0					
Administration	\$0	\$0	\$0					
SUBTOTAL:	\$0							
TOTAL ASSESSED:	\$0							
Ending FY21/22 Fund Balance (Estimated):			\$0					
GENERAL FUND PORTION OF MAINTENANC	E COST:	23,12	\$124,128					

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 COST ESTIMATE -- 2022/2023 District 2A, Zone 2 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4562)

MAINTENANCE AND SERVICES:
Parks
Arterial Medians and Roadside
Local Landscaping, Trails, Open Space
Administration

SUBTOTAL:

	0				
	District				
Total Cost	Need	Assessed			
\$39,185	\$39,185	\$0			
\$10,311	\$10,311	\$0			
\$0	\$0	\$0			
\$0	\$0	\$0			
\$49,496	\$49,496	\$0			

Base Rate Benefit Units

TOTAL ASSESSED:

\$0

Ending FY21/22 Fund Balance (Estimated):
GENERAL FUND PORTION OF MAINTENANCE COST:

\$0 \$49,496

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

B16

COST ESTIMATE -- 2022/2023 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 230 District Assessments MAINTENANCE AND SERVICES: **Total Cost** Need Applied \$32,877 \$32,877 \$0 Parks Arterial Medians and Roadside \$26,961 \$26,961 \$0 \$56,259 \$54,889 \$1,370 Local Landscaping, Trails, Open Space \$13,126 \$0 \$13,126 Administration SUBTOTAL: \$129,223 \$114,727 \$14,496

Table 8

1	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

TOTAL ASSESSED:

\$14,496

Ending FY21/22 Fund Balance (Estimated):
GENERAL FUND PORTION OF MAINTENANCE COST:

\$8,710 \$106,017

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

818

BIT

Table 8A District 2A, Zone 3 Base Assessment Allocation							
Benefit FY 21-22 FY 21-22							
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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 2022/2023							
District 2A, Zone 4	Citywide D	istrict					
The following schedule shows the allocation of costs to be	e spread to this Di	AND DESCRIPTION OF THE PARTY OF					
		Base Rate I 33	Benefit Units 37				
		District	Assessments				
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied				
Parks	\$100,925	\$100,925	\$0				
Arterial Medians and Roadside	\$65,826	\$65,826	\$0				
Local Landscaping, Trails, Open Space	\$97,092	\$88,278	\$8,814				
Administration	\$4,102	\$0	\$4,102				
SUBTOTAL:	\$267,945	\$255,029	\$12,916				
	, .						
171 Parcels Assessed at \$60	per unit =		\$10,260				
166 Parcels Assessed at \$16	per unit =		\$2,656				
TOTAL ASSESSED:	\$12,916						
Ending FY21/22 Fund Balance (Estimated):			\$9,300				
GENERAL FUND PORTION OF MAINTENANC		\$245,729					

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 District 2A, Zone 4 Base Assessment Allocation							
			Benefit		FY 21-22	FY 21-22	
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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						
COST ESTIMATE 2022/2023						
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					
		District	Assessments			
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied			
Parks	\$48,916	\$48,916	\$0			
Arterial Medians and Roadside	\$68,761	\$68,761	\$0			
Local Landscaping, Trails, Open Space	\$84,451	\$84,451	\$0			
Administration	\$19,279	\$17,787	\$1,492			
SUBTOTAL:	\$221,407	\$219,915	\$1,492			
4 Parcels Assessed at \$139	per unit =		\$556			
9 Parcels Assessed at \$104	per unit =		\$936			
TOTAL ASSESSED:	\$1,492					
*						
Ending FY21/22 Fund Balance (Estimated):	\$14,441					
GENERAL FUND PORTION OF MAINTENANC	\$205,474					

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 District 2A, Zone 5 Base Assessment Allocation						
			Benefit		FY 21-22	FY 22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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 2022/2023						
District 2A, Zone 6 Citywide District						
The following schedule shows the allocation of costs to be spread to this District/Zone (256-4566)						
	Benefit Units					
{	274					
		District	Assessments			
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied			
Parks	\$236,369	\$236,369	\$0			
Arterial Medians and Roadside	\$83,440	\$83,440	\$0			
Local Landscaping, Trails, Open Space	\$76,315	\$53,886	\$22,429			
Administration	\$6,153	\$0	\$6,153			
SUBTOTAL:	\$402,277	\$373,695	\$28,582			
148 Parcels Assessed at \$139		\$20,572				
18 Parcels Assessed at \$103	\$1,854					
108 Parcels Assessed at \$57	per unit =		\$6,156			
TOTAL ASSESSED:	\$28,582					
Ending FY21/22 Fund Balance (Estimated):	\$11,023					
GENERAL FUND PORTION OF MAINTENANCI	\$362,672					

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

N-88

Table 11A District 2A, Zone 6 Base Assessment Allocation						
Dase Assessment Allocation						
			Benefit		FY 21-22	FY 22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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:	R.	274			28,582

Table 12 **COST ESTIMATE -- 2022/2023** District 2A, Zone 7 -- Citywide District

The following schedule shows the allocation of costs to be	e spread to this Di	strict/Zone (256-45	67)
The last of the state of the st		Base Rate	Benefit Units
		(0
		District	Assements
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$39,715	\$39,715	\$0
Arterial Medians and Roadside	\$27,392	\$27,392	\$0
Local Landscaping, Trails, Open Space	\$0	\$0	\$0
Administration	\$0	\$0	\$0
	1		No. 71 14 - 244
SUBTOTAL:	\$67,107	\$67,107	\$0
TOTAL ASSESSED:			\$0
			9 55 -
[
Ending FY21/22 Fund Balance (Estimated):	\$0		
GENERAL FUND PORTION OF MAINTENANG	JE COST:		\$67,107

District/Zone Benefits:

Parks: Marchetti

Arterial: Somersville Road, Delta Fair Boulevard

Roadway Landscaping: None

Miscellaneous: open space and trails





Table 13 **COST ESTIMATE -- 2022/2023** 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 I 42	Benefit Units 26
NTENANCE AND SERVICES:	Total Cost	District Need	Assessments Applied
Parks Arterial Medians and Roadside Local Landscaping, Trails, Open Space Administration	\$403,895 \$49,890 \$133,363 \$30,764	\$403,895 \$49,890 \$89,361 \$0	\$0 \$0 \$44,002 \$30,764
TOTAL:	\$617,912	\$543,146	\$74,766
261 Parcels Assessed at \$216.00	per unit =		\$56.376

CI	ID-	$\Gamma \cap \Gamma$	$T \Lambda$	٠.
SC	D	LO.		Ц,

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
	·			

TOTAL ASSESSED:

\$74,766

Ending FY21/22 Fund Balance (Estimated):	
GENERAL FUND PORTION OF MAINTENANCE COS	T:

\$25,267 \$517,879

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

MAINTENANCE AND SERVICES:



Table 13A District 2A, Zone 8 Base Assessment Allocation

	et leven et .		Benefit		FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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

8-9-

Table 14 COST ESTIMATE -- 2022/2023

District 2A, Zone 9 -- Citywide District

The following schedule shows the allocation of costs to be spread to this Dis	strict/Zone (256-4569)
	Base Rate Benefit Units

	1,3	79
	District	Assessments
Total Cost	Need	Applied
\$41,909	\$41,909	\$0
\$89,843	\$89,843	\$0
\$170,269	\$82,990	\$87,279
\$28,713	\$0 \$28,71	
\$330 734	\$214 742	\$115,002

MAINTENANCE AND SERVICES:

Parks

Arterial Medians and Roadside Local Landscaping, Trails, Open Space Administration

SUBTOTAL:

F				
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 FY21/22 Fund Balance (Estimated):	\$20,389
GENERAL FUND PORTION OF MAINTENANCE COST:	\$194,353

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

543			Benefit	Base	FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Assmnt	Assmnt	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

058

Table 15 COST ESTIMATE -- 2022/2023 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

		29	95
		District	Assessments
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$31,519	\$31,519	\$0
Arterial Medians and Roadside	\$23,435	\$23,435	\$0
Local Landscaping, Trails, Open Space	\$184,390	\$32,730	\$151,660
Channel Maintenance	\$10,000	\$0	\$10,000
Administration	\$0	\$0	\$0
SUBTOTAL:	\$249,344	\$87,684	\$161,660

	295 Parcels Assessed at	\$548.00 per unit =	\$161,660
ï	ACCECCED		4101000

TOTAL ASSESSED:

\$161,660

Ending FY21/22 Fund Balance (Estimated):	\$124,892
GENERAL FUND PORTION OF MAINTENANCE COST:	\$0

District/Zone Benefits:

Parks: Markley Creek

Arterial: James Donlan, Somersville Roadway Landscaping: cul-de-sac bulbs





Table 15A District 2A, Zone 10 **Base Assessment Allocation** Benefit Base FY 21-22 FY21-22 Dist/Zone Sub'd Units Fee Assmnt Assesment Tract 2A-10 Black Diamond Ranch Un 1 7487 58 737.86 548 548 2A-10 Black Diamond Ranch Un 2 8585 117 737.86 548 548 548 2A-10 Black Diamond Ranch Un 3 8586 111 737.86 548 2A-10 Black Diamond Ranch Un 4 9370 9 737.86 548

Total:

295

161,660



Table 16 COST ESTIMATE -- 2022/2023

District 4, Zone 1 -- Downtown District

The following schedule shows the allocation of costs to be spread to this District/Zone (252-4521)

MAINTENANCE AND SERVICES:
Parks
Arterial Medians and Roadside
Local Landscaping, Trails, Open Space
Administration

	C	
	District	Assessments
Total Cost	Need	Applied
\$0	\$0	\$0
\$0	\$0	\$0
\$235,508	\$235,508	\$0
\$3,281	\$3,281	\$0
\$238,789	\$238,789	\$0

Base Rate Benefit Units

TOTAL ASSESSED:

SUBTOTAL:

\$0

Ending FY21/22 Fund Balance (Estimated): GENERAL FUND PORTION OF MAINTENANCE COST:

\$4,301 \$234,488

District/Zone Benefits:

Roadway Landscaping: Waldie Plaza, Rivertown Promenade, public parking lots, A Street extension, train station





Table 17 COST ESTIMATE -- 2022/2023 istrict 5, Zone 1 -- Almondridge Distric

District 5, Zone 1 -- Almondridge District
The following schedule shows the allocation of costs to be spread to this District/Zone (253-4531)

		56	30
		District	Assessments
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$66,761	\$66,761	\$0
Arterial Medians and Roadside	\$0	\$0	\$0
Local Landscaping, Trails, Open Space	\$111,210	\$13,392	\$97,818
Administration	\$4,102	\$0	\$4,102
SUBTOTAL:	\$182,073	\$80,153	\$101,920

560 Parcels Assessed at \$182.00 per unit =	\$101,920
TOTAL ASSESSED:	\$101,920
Ending FY21/22 Fund Balance (Estimated):	\$66,911
GENERAL FUND PORTION OF MAINTENANCE COST:	\$13,242

District/Zone Benefits:

Parks: Almondridge

Arterial: None

Roadway Landscaping: Viera Avenue, Willow Avenue and cul-de-sac bulbs

Miscellaneous: open space and trails



B 33

Base Rate Benefit Units

Table 17A District 5, Zone 1 Base Assessment Allocation

Benefit FY 21-22 FY22-						EV00 00
					FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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

4.14

COST ESTIMATE -- 2022/2023 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 1,200 District Assessments MAINTENANCE AND SERVICES: **Total Cost** Need Applied Parks \$69,905 \$69,905 \$0 Arterial Medians and Roadside \$54,840 \$54,840 \$0 \$154,970 \$29,449 Local Landscaping, Trails, Open Space \$125,521 Administration \$22,479 \$22,479 \$0 SUBTOTAL: \$302,194 \$154,194 \$148,000

Table 18

ozo i directo i tescopo di dili propo poi dilita	40.,000
TOTAL ASSESSED:	\$148,000
Ending FY21/22 Fund Balance (Estimated):	\$89,201
GENERAL FUND PORTION OF MAINTENANCE COST:	\$64,993

\$140 per unit =

District/Zone Benefits:

Parks: Chapparal, Williamson Ranch

Arterial: Hillcrest Avenue, Lone Tree Way, Deer Valley Road, Prewett Ranch

625 Parcels Assessed at \$108 per unit =

575 Parcels Assessed at

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails





\$80,500

\$67.500

Table 18A District 9, Zone 1 Base Assessment Allocation

	Benefit FY 21-22				EV00.00	
		_			FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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	e 19			
COST ESTIMAT		3		
District 9, Zone 2 Lo				
The following schedule shows the allocation of costs to be s				
The following scriedule shows the allocation of costs to be s	spread to this District		Benefit Units	
		The second second	024	
		District	Assessments	
MAINTENANCE AND SERVICES:	Total Cost	Need		
Parks			Applied	
Medians and Roadside	\$32,298	\$32,298	\$0	
	\$65,738	\$65,738	\$0	
Local Landscaping, Trails, Open Space Administration	\$347,720	\$238,913	\$108,807	
Administration	\$88,355	\$0	\$88,355	
SUBTOTAL:	\$534,111	\$336,949	\$197,162	
	1 702 4 .1		- a - a - a - a - a - a - a - a - a - a	
229 Parcels Assessed at \$216.00			\$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			\$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 FY21/22 Fund Balance (Estimated):			\$38,701	

District/Zone Benefits:

Parks: Diablo West

Arterial: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

GENERAL FUND PORTION OF MAINTENANCE COST:

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails



837

\$298,248

Table 19A District 9, Zone 2 Base Assessment Allocation

			Benefit		FY 21-22	FY21-22
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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 **COST ESTIMATE -- 2022/2023** 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 1,953 District Assessments MAINTENANCE AND SERVICES: **Total Cost** Need **Applied** \$77,630 \$77,630 Parks \$0 Arterial Medians and Roadside \$36,048 \$36,048 \$0 Local Landscaping, Trails, Open Space \$309,328 \$172,743 \$136,585 Administration \$79,084 \$0 \$79,084 SUBTOTAL: \$502,090 \$286,421 \$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 \$5,400 \$216.00 per unit = \$2,400 300 Parcels Assessed at \$8.00 per unit = TOTAL ASSESSED: \$215,669 Ending FY21/22 Fund Balance (Estimated) \$46,073

District/Zone Benefits:

Parks: Hansen and Dallas Ranch Park Arterial: Lone Tree Way, Dallas Ranch Road

GENERAL FUND PORTION OF MAINTENANCE COST:

Roadway Landscaping: Prewett Ranch Road, Golf Course Road, Frederickson Lane and cul-de-sac bulbs

Miscellaneous: Open space and trails



839

\$240,348

Table 20A District 9, Zone 3 Base Assessment Allocation

			Benefit		FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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

B40

Table 21 COST ESTIMATE -- 2022/2023 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)

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4514)

Base Rate Benefit Units

MAINTENANCE AND SERVICES:	Total Cost	District Need	Assessments Applied
Parks Arterial Medians and Roadside	\$23,295 \$20,542	\$23,295 \$20,542	\$0 \$0
Local Landscaping, Trails, Open Space Administration	\$81,820	\$9,797	\$72,023
Administration	\$4,102	\$0	\$4,102
SUBTOTAL:	\$129,759	\$53,634	\$76,125
435 Parcels Assessed at \$175.00	per unit =		\$76,125
TOTAL ASSESSED:			\$76,125

District/Zone Benefits:

Park: Heidorn

Arterial: Lone Tree Way, Hillcrest Avenue

Ending FY21/22 Fund Balance (Estimated):

Roadway Landscaping: Vista Grande Drive and cul-de-sac bulbs

GENERAL FUND PORTION OF MAINTENANCE COST:

Miscellaneous: Open space and trails



B41

\$56,650

Table 21A District 9, Zone 4 Base Assessment Allocation								
			D 6'4		E) / 04 00	E) (00 00		
			Benefit		FY 21-22	FY22-23		
Dist/Zone	Sub'd	Tract	Units	Base Fee	Assmnt	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								
	Total: 435 76,125							

Table 22 COST ESTIMATE -- 2022/2023 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

		87	4.5
		District	Assessments
MAINTENANCE AND SERVICES:	Total Cost	Need	Applied
Parks	\$0	\$0	\$0
Arterial Medians and Roadside	\$17,615	\$17,615	\$0
Local Landscaping, Trails, Open Space	\$267,527	\$104,741	\$162,786
Channel Maintenance	\$60,000	\$0	\$60,000
Administration	\$0	\$0	\$0
SUBTOTAL:	\$345,142	\$122,356	\$222,786

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
	T		+ 1,000

TOTAL ASSESSED:

\$222,786

Ending FY21/22 Fund Balance (Estimated):	
GENERAL FUND PORTION OF MAINTENANCE COST:	

\$140,337 \$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

HB

Table 22A District 10 Base Assessment Allocation

			Benefit	Base	FY 21-22	FY22-23
Dist/Zone	Sub'd	Tract	Units	Fee	Assmnt	Assessment
10-1	Sand Creek Ranch 1	8114	57	591.92	278	278
10-1	Sand Creek Ranch 2	8958	27	591.92	278	278
10-1	Sand Creek Ranch 4	8640	97	591.92	278	278
10-1	Sand Creek Ranch 5	8885	42	591.92	278	278
10-1	Sand Creek Ranch 6	8886	31	591.92	278	278
10-1	Sand Creek Ranch 7	8948	52	591.92	278	278
10-1	Sand Creek Ranch 8	8951	156	591.92	278	278
10-1	Park Ridge 1	8846	90	591.92	-	278
10-1	Park Ridge 2	9485	58	591.92	-	278
10-1	Park Ridge 3	9517	66	591.92	-	278
10-1	Multi-Family Apts	-	152	413.43	190	190
10-1	Commercial parcel	-	12.6	343.25	157	157
10-1	Business Park	-	33.9	266.97	118	118
	7 ()		0745			000 700

Total: 874.5 222,786

Table 23
Summary of Costs, Benefits and Assessments by Zone -- Fiscal Year 2022/2023

District/	Benefit	Ending Bal	Est. Cost	Estimated	Zone	Assessment
Zone	Units	FY21/22	of Maintenance	Assessments	Deficit	per BU
1-1	1,681	\$39,122	\$731,064	\$275,063	(\$416,879)	\$58 to \$216
1-2	3,237	\$30,464	\$882,450	\$363,226	(\$488,760)	\$27 to \$216
1-4	1,607	\$20,707	\$492,869	\$185,821	(\$286,341)	\$23 to \$216
2A-1	0	\$0	\$124,128	\$0	(\$124,128)	\$0
2A-2	0	\$0	\$49,496	\$0	(\$49,496)	\$0
2A-3	230	\$8,710	\$129,223	\$14,496	(\$106,017)	\$22 to \$216
2A-4	337	\$9,300	\$267,945	\$12,916	(\$245,729)	\$16 to \$60
2A-5	13	\$14,441	\$221,407	\$1,492	(\$205,474)	\$104 to \$139
2A-6	274	\$11,023	\$402,277	\$28,582	(\$362,672)	\$57 to \$139
2A-7	0	\$0	\$67,107	\$0	(\$67,107)	\$0
2A-8	426	\$25,267	\$617,912	\$74,766	(\$517,879)	\$58 to \$216
2A-9	1,379	\$20,389	\$330,734	\$115,992	(\$194,353)	\$36 to \$144
2A-10	295	\$124,892	\$249,344	\$161,660	\$0	\$548
4-1	0	\$4,301	\$238,789	\$0	(\$234,488)	\$0
5-1	560	\$66,911	\$182,073	\$101,920	(\$13,242)	\$182
9-1	1,200	\$89,201	\$302,194	\$148,000	(\$64,993)	\$108 to \$140
9-2	2,024	\$38,701	\$534,111	\$197,162	(\$298,248)	\$39 to \$216
9-3	1,953	\$46,073	\$502,090	\$215,669	(\$240,348)	\$8 to \$216
9-4	435	\$56,650	\$129,759	\$76,125	\$0	\$175
10-1	874.5	\$140,337	\$345,142	\$222,786	\$0	\$118 to \$278
	Totals	\$746.491	\$6,800,114	\$2 105 676	(\$3.016.153)	

Totals \$746,491 \$6,800,114 \$2,195,676 (\$3,916,153)

PHIO

V. <u>ASSESSMENT METHODS</u>

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.

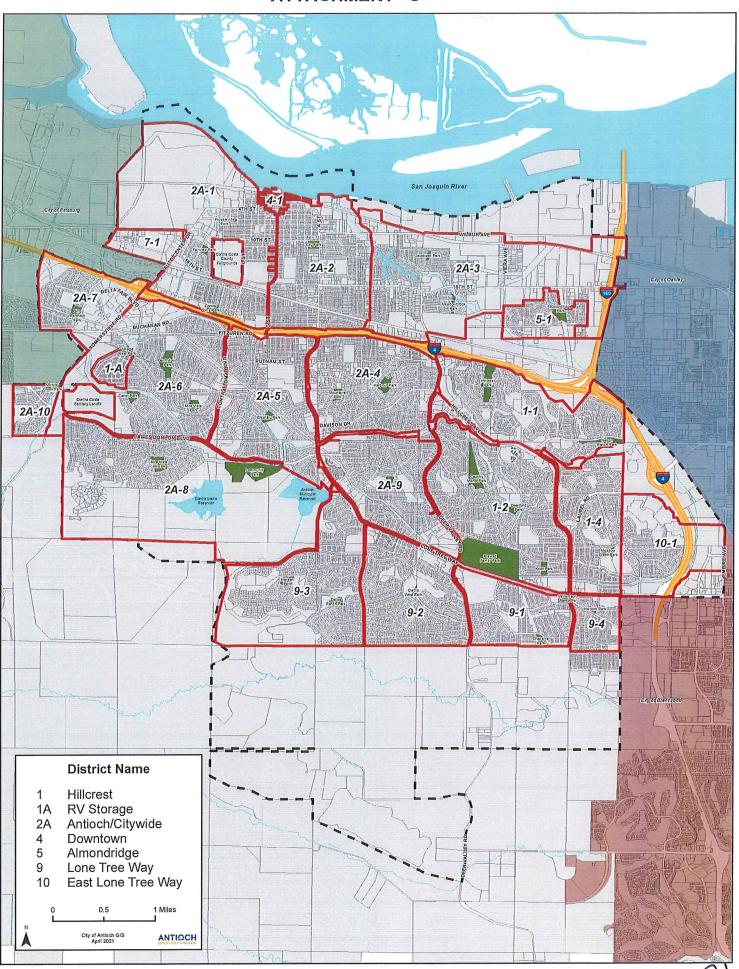
VII. ASSESSMENT ROLL

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.

Calledon

ATTACHMENT "C"





STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY: Shaun Connelly, Water Distribution Superintendent

APPROVED BY:

John Samuelson, Public Works Director/City Engineer

SUBJECT:

Consideration of Bids for the Purchase of Meter Box Lids With

Cellular Network Probe Holes for Advanced Metering Infrastructure

(AMI) Cellular Meter Reading Upgrade, Bid No. 670-0510-22A

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution:

- 1. Approving an amendment to increase the fiscal year 2022/23 Water Enterprise Fund budget for the purchase of meter box lids with cellular network probe holes for Advanced Metering Infrastructure Cellular Meter Reading Upgrade in the amount of \$300,000;
- 2. Awarding the bid for the supply of concrete meter box lids with cellular network probe holes to the lowest, responsive, and responsible bidder, Pace Supply Co.; and
- 3. Authorizing the City Manager to approve the purchase of the concrete meter box lids with Pace Supply Co., for an amount not to exceed \$300,000 per fiscal year, and a total project cost of \$1,500,000 for the entire 5-Year project term starting July 1, 2022, and ending June 30, 2027.

FISCAL IMPACT

While funding for the Advanced Metering Infrastructure ("AMI") Water Meter Reading Upgrade is included in the City's 5-Year CIP, 2022-2027, funding for the special concrete meter lids with external cellular network probe holes which facilitate endpoint communication will require an increase to the Water Enterprise Fund budget in the amount of \$300,000, in fiscal year 2022/23, and will be subsequently included as part of the City's next 2-Year budget process.

DISCUSSION

The Department of Public Works published the concrete water meter box lids request for bids on May 6, 2022; the bid closed on May 25, 2022. Four (4) complete and qualified bids were received. Upon review, Pace Supply Co. was determined to be the lowest, responsive and responsible bidder.

New development and proactive meter testing throughout the City have nearly doubled causing a greater need for replacement of meters and related parts to ensure more efficient meter reading. The AMI Water Meter Reading Upgrade (cellular live-reading) will replace the existing Automatic Meter Reading drive-by meter reading program, resulting in real-time, online meter readings to residents, less meter replacement/transponder failures, better customer service, greater staff productivity, more impactful water conservation efforts and continued provision of safe, reliable water service. The AMI water meter transponders require a special meter box lids with probe holes, and no metal or wire reinforcement to obstruct endpoint communication.

ATTACHMENTS

- A. Resolution
- B. Bid Tabulations

ATTACHMENT "A"

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING AN INCREASE TO THE WATER ENTERPRISE FUND BUDGET FOR FY 2022/23, AWARDING THE BID FOR THE PURCHASE OF CONCRETE METER BOX LIDS FOR ADVANCE METERING INFRASTRUCTURE CELLULAR METER READING UPGRADE TO PACE SUPPLY CO., AND AUTHORIZING THE CITY MANAGER TO APPROVE THE PURCHASE IN THE AMOUNT OF \$300,000 PER FISCAL YEAR, FOR A 5-YEAR PROJECT TERM STARTING JULY 1, 2022, AND ENDING JUNE 30, 2027

WHEREAS, proactive meter testing throughout the City has nearly doubled causing a greater need for replacement of meters and related parts, and better technology to ensure more efficient meter reading;

WHEREAS, the City's 2022-2027, 5-Year Capital Improvement Program (CIP) includes the Advanced Metering Infrastructure ("AMI") Water Meter Reading Upgrade (Cellular live reading) which will replace the existing Automatic Meter Reading system (drive-by reading), resulting in real-time, online meter readings to residents, less meter replacement/transponder failures, more impactful conservation efforts, greater staff productivity and continued provision of safe, reliable water service;

WHEREAS, the AMI upgrade includes water meter transponders that require special meter box lids with a probe holes and no metal or wire reinforcement to obstruct communication;

WHEREAS, the City solicited bids for the supply of concrete meter box lids with probe holes, and Pace Supply Co. was determined to be the lowest, responsive and responsible bidder; and

WHEREAS, the approval of this purchase will ensure the AMI Cellular Meter Reading Upgrade can be complete with the required equipment.

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

- Approve an amendment to increase the fiscal year 2022/23 Water Enterprise Fund budget for the purchase of meter box lids with cellular network probe holes for Advanced Metering Infrastructure (AMI) Cellular Meter Reading Upgrade in the amount of \$300,000;
- 2. Award the bid for the supply of concrete meter box lids with cellular network probe holes to the lowest, responsive, and responsible bidder, Pace Supply Co.; and
- 3. Authorize the City Manager to approve the purchase of the concrete meter box lids with Pace Supply Co., for an amount not to exceed \$300,000 per fiscal year, and a total project cost of \$1,500,000 for the entire 5-Year project term, starting July 1, 2022, and ending June 30, 2027.

RESOLUT June 14, 2 Page 2		. 2022	<i> </i> **								
	*	*	*	*	*	*	*	*	*	*	
I HI City Coun June 2022	cil of the	e City o	of Antio	och at a	regoing a regul	ı resoli ar mee	ution w eting th	as pas nereof,	sed and held on	adopted the 14 th	l by the day of
AYES:											
NOES:											
ABSTAIN	:										
ABSENT:											
					:	CITY				OUSEHOY OF AN	

ATTACHMENT "B"

CITY OF ANTIOCH

TABULATION OF BIDS

JOB TITLE: Concrete Meter Box Lids

BIDS OPENED: May 25, 2022 ~ 2:00 p.m. City Hall Council Chambers



Responsive-Lowest Bidder:

Pace Supply Co

TOTAL BID PRICE

BID SUBMISSIONS:

PROSPECTIVE BIDS: ORGANIZATION	BID BASE TOTAL COST:	OPTION 1 COST:	OPTION 2 COST:	COMMENTS:
CORE AND MAIN	\$941,655			
PACE SUPPLY CO	\$925,900	\$1,174,980		
FERGUSON ENTERPRISES	\$957,020			
AQUA-METRIC CO (THIRKETTLE CORP)	\$1,211,201			



STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY:

Scott Buenting, Project Manager

REVIEWED BY:

Carlton Thompson, Assistant City Engineer CT

APPROVED BY:

John Samuelson, Public Works Director/City Engineer 35

SUBJECT:

Road Maintenance and Rehabilitation Account, P.W. 707

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution approving and adopting a list of projects for submittal to the California Transportation Commission for Fiscal Year 2022/23 that are eligible for funding by SB 1: the Road Repair and Accountability Act of 2017.

FISCAL IMPACT

The City is expected to receive approximately \$2,498,920 in Road Maintenance and Rehabilitation Account (RMRA) funds in Fiscal Year 2022/23. Approval of the attached Resolution is required to receive the RMRA funds.

DISCUSSION

On April 28, 2017, the Governor signed Senate Bill SB 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017. To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (the "Commission").

The City must submit a list of projects proposed to be funded with RMRA funds to the Commission prior to receiving an apportionment of funds in a fiscal year. The project list does not limit the flexibility of the City to fund projects in accordance with its local needs so long as the projects are consistent with RMRA priorities. All projects proposed to receive funding must be included in the City's budget that is adopted by the City Council at a regular public meeting.

At this time, the following projects will be included in the list submitted to the Commission for RMRA Projects:

 Pavement Surface Treatments – consisting of cape seals, micro surfacing, and other pavement maintenance treatments on streets in the Garrow Estates, Meadowbrook, Hillsdale, Sunnyridge, Delta Estates, New Delta Estates, Hillcrest and Ridgeview neighborhoods.

ATTACHMENTS

A: Resolution

ATTACHMENT "A"

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING AND ADOPTING A LIST OF PROJECTS FOR SUBMITTAL TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR FISCAL YEAR 2022/23 TO BE FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide;

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Antioch are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year;

WHEREAS, the City of Antioch must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement;

WHEREAS, the City of Antioch, will receive an estimated \$2,498,920 in RMRA funding in Fiscal Year 2022/23 from SB 1;

WHEREAS, this is the sixth year in which the City of Antioch is receiving SB 1 funding, which will enable the City of Antioch to continue essential road maintenance and rehabilitation projects, safety improvements, repair and replacement of aging bridges, and provide increased access and mobility options for the traveling public that would not have otherwise been possible without SB 1;

WHEREAS, the City of Antioch has received public input into our community's transportation priorities/project list;

WHEREAS, the City of Antioch used a pavement management system to develop the SB 1 project list to ensure that revenues are being used on the most high-priority and cost-effective projects that also align with the community's priorities for transportation investment;

WHEREAS, the funding from SB 1 will help the City of Antioch maintain and rehabilitate many roads throughout the City of Antioch this year; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, and investment in complete streets infrastructure, will have significant positive co-benefits statewide.

RESOLUTION NO. 2022/** June 14, 2022 Page 2

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

- 1. The foregoing recitals are true and correct.
- 2. The following proposed projects will be funded in-part or solely with Fiscal Year 2022/23 Road Maintenance and Rehabilitation Account revenues:
 - Pavement Surface Treatments consisting of cape seals, micro surfacing, and other pavement maintenance treatments on streets in the Garrow Estates, Meadowbrook, Hillsdale, Sunnyridge, Delta Estates, New Delta Estates, Hillcrest and Ridgeview neighborhoods.

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 14th day of June, 2022 by the following vote:

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
	ELIZABETH HOUSEHOLDER
	CITY CLERK OF THE CITY OF ANTIOCH



STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY:

Phil Hoffmeister, Administrative Analyst II

REVIEWED BY:

Carlton Thompson, Assistant City Engineer

APPROVED BY:

John Samuelson, Director of Public Works/City Engineer

SUBJECT:

Formation of a Community Facilities District for the Promenade

Sand Creek Residential Project (PW 697)

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution:

- 1. Authorizing the California Statewide Communities Development Authority to form a Community Facilities District within the City of Antioch to finance certain public improvements,
- 2. Incorporating a Joint Community Facilities Agreement setting forth the terms and conditions of the Community Facilities District financing,
- 3. Approving an acquisition agreement between the City and the Developer or its assignee, and
- 4. Authorizing City staff to cooperate with California Statewide Communities Development Authority and its consultants in connection with the Community Facilities District formation and financing.

FISCAL IMPACT

There is no fiscal impact related to this item. The Developer is responsible for all the costs associated with forming the Community Facilities District ("CFD") and issuing the bonds. There is no cost to the City's General Fund related to the adoption of the attached resolution. The Promenade Sand Creek residential project will promote economic development, the stimulation of economic activity, and the increase of the tax base within the City.

DISCUSSION

The Developer of the Promenade Sand Creek Project has requested public financing of certain public improvements needed to facilitate the construction of 296 single-family homes within the Project Area. To accomplish this, the Developer has requested the California Statewide Communities Development Authority ("CSCDA") form a community facilities district (the "Promenade CFD"). CSCDA would issue bonds to pay for improvements and levy a special tax on the property to pay debt service on the bonds. The Project had originally been an annexation area of the Sand Creek CFD 2020-01 which issued bonds in February, 2021. However, the scope of public improvements has changed necessitating a revised Resolution.

Authorized Improvements that may be funded through the CFD include certain infrastructure improvements including transportation, water and wastewater, drainage, parks, wet utilities, traffic signals and signage, and landscaping. The total tax burden with the CFD is estimated at 1.50% (exclusive of Home Owners Association fees) for tax exempt bonds. This is based on an average home value of \$835,000 and includes the City's Public and Police Services (i.e., CFD No. 2018-01 and CFD No. 2018-02) charges.

The following table provides an estimated budget for the project and the estimated funding to be provided by the CFD.

Authorized Improvements – Sand Creek and Hillcrest (Phases 5 & 6)					
(a) Grading, Rocks and Paving	\$2,548,527				
(b) Wet Utilities	\$3,325,172				
(c) Street Concrete	\$556,771				
(d) Landscape, Flatwork & Site Furnishing	\$1,635,149				
(e) Traffic Signals, Signage and Striping	\$806,155				
(f) Payment and City for DeNova Hillcrest Improvements	<u>\$376,956</u>				
Subtotal – Sand Creek and Hillcrest (Phases 5 & 6)	\$9,248,730				
Authorized Improvements - Heidorn Ranch Road (Phase 4)					
(a) Grading, Rocks and Paving	\$1,417,692				
(b) Wet Utilities	\$713,185				
(c) Street Concrete	\$23,700				
(d) Landscape, Flatwork & Site Furnishing	\$302,000				
(e) Traffic Signals, Signage and Striping	<u>\$123,705</u>				
Subtotal - Heidorn Ranch Road (Phase 4)	\$2,580,282				
Total Authorized [1] \$11,829,07					
Developer's Contribution*	\$5,752,874				
Estimated Net Funded Amount*	\$6,076,138				
Par Amount of CFD Bonds* [2]	\$7,530,000				

^{*}Preliminary; subject to change

[1] Source: Development Planning & Financing Group, Inc.

^[2] Assumes funding of: Debt Service Reserve Fund sized to 125% Average Annual Debt Service; Capitalized Interest for 1 year; and Costs of Issuance including legal, special tax consultant, CSCDA issuance fee, underwriter's discount and other costs associated with the issuance of the CFD bonds.

For CSCDA to proceed, the City Council, as the legislative body of the jurisdiction in which the project is located, is required to authorize the formation of the Promenade CFD, approve related agreements and authorize actions related to the improvements to be constructed. While the City has the same authority to form Special Districts, to issue the bonds and to levy assessments or special taxes to pay such bonds as CSCDA under the Statewide Communities Infrastructure Program ("SCIP") program, there is an administrative advantage in allowing CSCDA to be the lead agency in the process. By allowing developers to use the SCIP CFD process, the City avoids all of the administrative responsibility in (1) establishing a Special District and (2) issuing and administering the municipal bonds used to finance the public improvements or development impact fees secured by the property within the Special District. CSCDA assumes all responsibility for the issuance and payment of the municipal bonds and placing the annual assessments or special taxes on the property tax roll. The liability for the bonds is secured by a lien on the property included in the Special District, and therefore, if necessary, CSCDA would initiate foreclosure on property with delinquent payments. Per the attached resolution, the City acknowledges that CSCDA has adopted Local Goals and Policies and approves the use of those Local Goals and Policies in connection with the CFD.

The City does not desire to allocate City resources and City staff time to the formation and administration of a community facilities district and to the issuance of bonds. Staff is proposing that the CFD be formed through the CSCDA. CSCDA offers CFD financing through the Statewide Communities Infrastructure Program, of which the City has been a member since March 14, 2017.

The resolution, included as Attachment A, accomplishes the following:

- Authorizes the CSCDA to form a CFD, with boundaries substantially as shown in Exhibit A, to finance a proposed list of City facilities and public improvements at no cost to the City and without binding or obligating the City's general fund or taxing authority;
- Approves the list of improvements and fees to be financed (Exhibit B);
- Provides that CSCDA is the issuer of any bonds and is fully responsible for their issuance and administration;
- Contains the provisions necessary to embody the requirements of and to constitute, along with the Joint Powers Agreement governing CSCDA (to which the City is a party), a joint community facilities agreement between the City and the Authority under the Mello-Roos Act;
- Authorizes the City Manager or designee to execute the form of Acquisition Agreement (Exhibit C) on behalf of the City in substantially the form as attached, with such changes as shall be approved by the City Manager approval of form by the City Attorney; and
- Authorizes the City Manager or their designee to cooperate with CSCDA and to execute certificates and documents in connection with a future bond issuance for the CFD.

ATTACHMENTS

A. Resolution

Exhibit A: Community Facilities District Boundary Map Exhibit B: Authorized Improvements and Fees Exhibit C: Form of Acquisition Agreement

ATTACHMENT "A"

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
(1) AUTHORIZING THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT
AUTHORITY (THE "AUTHORITY") TO FORM A COMMUNITY FACILITIES DISTRICT
WITHIN THE TERRITORIAL LIMITS OF THE CITY OF ANTIOCH TO FINANCE
CERTAIN PUBLIC IMPROVEMENTS; (2) EMBODYING A JOINT COMMUNITY
FACILITIES AGREEMENT SETTING FORTH THE TERMS AND CONDITIONS OF
THE COMMUNITY FACILITIES DISTRICT FINANCING; (3) APPROVING AN
ACQUISITION AGREEMENT BETWEEN THE CITY AND THE DEVELOPER; AND (4)
AUTHORIZING STAFF TO COOPERATE WITH THE AUTHORITY AND ITS
CONSULTANTS IN CONNECTION THEREWITH.

WHEREAS, the City of Antioch (the "City") is a municipal corporation duly organized and existing under and by virtue of the laws of the State of California (the "State");

WHEREAS, the California Statewide Communities Development Authority (the "Authority") is a California joint-exercise of powers authority lawfully formed and operating within the State pursuant to an agreement (the "Joint Powers Agreement") entered into as of June 1, 1988 under the authority of Title 1, Division 7, Chapter 5 (commencing with Section 6500) of the California Government Code;

WHEREAS, the City is a party to the Joint Powers Agreement and by virtue thereof a member (a "Program Participant") of the Authority;

WHEREAS, the Joint Powers Agreement was entered into to establish the Authority as an agency authorized to issue bonds to finance projects within the territorial limits of its Program Participants;

WHEREAS, the Joint Powers Agreement authorizes the Authority to undertake financing programs under any applicable provisions of State law to promote economic development, the stimulation of economic activity, and the increase of the tax base within the jurisdictional boundaries of its Program Participants;

WHEREAS, the "Mello-Roos Community Facilities Act of 1982," being Chapter 2.5, Part 1, Division 2, Title 5 (beginning with Section 53311) of the Government Code of the State (the "Act") is an applicable provision of State law available to, among other things, finance public improvements necessary to meet increased demands placed upon local agencies as a result of development;

WHEREAS, there is a development project in the City known as "Promenade at Sand Creek" (the "Development Project") and Tri Pointe Homes Holdings, Inc., a Delaware corporation, the developer of the Development Project ("Tri Pointe"), has requested the City to consider formation of a community facilities district for the Development Project under the Act in order to finance certain capital improvements of the City that are required for the Development Project (the "Improvements");

WHEREAS, the City does not desire to allocate City resources and City staff time to the formation and administration of a community facilities district and to the issuance of bonds;

WHEREAS, the Development Project will promote economic development, the stimulation of economic activity, and the increase of the tax base within the City;

WHEREAS, both the Authority and the City are "local agencies" under the Act;

WHEREAS, the Act permits two or more local agencies to enter into a joint community facilities agreement to exercise any power authorized by the Act;

WHEREAS, the City desires to enter into such an agreement with the Authority to authorize the Authority to form a community facilities district within the territorial limits of the City to finance the Improvements;

WHEREAS, a form of Acquisition Agreement between the City and Tri Pointe relating to certain Improvements to be constructed by Tri Pointe (the "Acquisition Agreement") has been presented to the City Council and is on file with the City Clerk;

WHEREAS, nothing herein constitutes the City's approval of any applications, Development Project entitlements and/or permits, and such, to the extent required in the future, are subject to and contingent upon City Council approval following, to the extent applicable, environmental review in compliance with the California Environmental Quality Act ("CEQA");

WHEREAS, nothing herein affects, without limitation, requirements for and/or compliance with any and all applicable and/or necessary improvement standards, land use requirements or subdivision requirements relating to the Development Project or any portion thereof, which obligations are and shall remain independent and subsisting; and

WHEREAS, the City Council is fully advised in this matter;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Antioch that it does hereby find, determine, declare and resolve as follows:



RESOLUTION NO. 2022/** June 14, 2022 Page 3 of 7

Section 1. The City hereby specifically finds and declares that the actions authorized hereby constitute and are with respect to municipal affairs of the City and the statements, findings and determinations of the City set forth in the recitals above and in the preambles of the documents approved herein are true and correct.

Section 2. This resolution shall constitute full "local approval," under Section 9 of the Joint Powers Agreement, and under the Authority's Local Goals and Policies (see below), for the Authority to undertake and conduct proceedings in accordance herewith and under the Act to form a community facilities district (the "Community Facilities District") with boundaries substantially as shown on Exhibit A, attached hereto, and to authorize a special tax and to issue bonds with respect thereto. The Community Facilities District may be segregated into one or more improvement areas at the discretion of the Authority and Tri Pointe or its successor in interest or assignee.

Section 3. The Joint Powers Agreement, together with the terms and provisions of this resolution, shall together constitute a joint community facilities agreement between the City and the Authority under the Act. As, without this resolution, the Authority has no power to conduct proceedings under the Act to form the Community Facilities District, adoption by the Commission of the Authority of the Resolution of Intention to form the Community Facilities District under the Act shall constitute acceptance of the terms hereof by the Authority.

Section 4. This resolution and the agreement it embodies are determined to be beneficial to the residents/customers of the City and are in the best interests of the residents of the City, and of the future residents of the area within the Community Facilities District.

Section 5. The Authority has adopted Local Goals and Policies as required by Section 53312.7 of the Act. The City approves the use of those Local Goals and Policies in connection with the Community Facilities District. The City hereby agrees that the Authority may act in lieu of the City under those Local Goals and Policies in forming and administering the Community Facilities District.

Section 6. Pursuant to the Act and this resolution, the Authority may conduct proceedings under the Act to form the Community Facilities District and to have it authorize the financing of the facilities and fees set forth on Exhibit B, attached hereto. All of the facilities (whether to be financed directly or through fees) are facilities that have an expected useful life of five years or longer and are facilities that the City is authorized by law to construct, own or operate, or to which it may contribute revenue. The facilities (including facilities to be financed through the fees) are referred to herein as the "Improvements" and the fees are referred to herein as the "Fees."

Section 7. The City Council certifies to the Commission of the Authority that all of the Improvements (including improvements to be constructed or acquired with the proceeds allocated to the Fees) are necessary to meet increased demands placed upon the City as a result of development occurring or expected to occur within the Community Facilities District.



RESOLUTION NO. 2022/**
June 14, 2022
Page 4 of 7

Section 8. The Authority will apply the special tax collections initially as required by the Acquisition Agreement and then pursuant to the documents under which any bonds are issued; and thereafter, to the extent not provided in the bond documents, the Authority may pay its own reasonable administrative costs incurred in the administration of the Community Facilities District. The Authority will remit any special tax revenues remaining after the final retirement of all bonds to the City in the proportions specified in the Authority's proceedings. The City will apply any such special tax revenues it receives for authorized Improvements and its own administrative costs only as permitted by the Act.

Section 9. The Authority will administer the Community Facilities District, including employing and paying all consultants, annually levying the special tax and all aspects of paying and administering the bonds, and complying with all State and Federal requirements appertaining to the proceedings, including the requirements of the United States Internal Revenue Code. The City will cooperate fully with the Authority in respect of the requirements of the Internal Revenue Code and to the extent information is required of the City to enable the Authority to perform its disclosure and continuing disclosure obligations with respect to the bonds, although the City will not participate in nor be considered to be a participant in the proceedings respecting the Community Facilities District (other than as a party to the agreement embodied by this resolution) nor will the City be or be considered to be an issuer of the bonds.

Section 10. In the event the Authority completes issuance and sale of bonds, and bond proceeds become available to finance the Improvements, the Authority shall establish and maintain a special fund for a portion of such proceeds (the "Acquisition and Construction Fund"). The portion of bond proceeds which is intended to be utilized to finance the Improvements shall be deposited in the Acquisition and Construction Fund. The Acquisition and Construction Fund will be available both for Improvements (including Improvements funded from Fees). The City shall provide a pro rata credit to the property owner(s) in respect of the amount of any Fees for which bond proceeds are allocated and deposited in a separate account of the Acquisition and Construction Fund.

Section 11. As respects the Authority, the City agrees to fully administer, and to take full governmental responsibility for, the construction or acquisition of the Improvements including the administration and expenditure of the Fees, including but not limited to environmental review, approval of plans and specifications, bid requirements, performance and payment bond requirements, insurance requirements, contract and construction administration, staking, inspection, acquisition of necessary property interests in real or personal property, the holding back and administration of retention payments, punch list administration, and the Authority shall have no responsibility in that regard. The City reserves the right, as respects Tri Pointe, to require Tri Pointe to contract with the City to assume any portion or all of this responsibility, which the City intends to do pursuant to the Acquisition Agreement.



RESOLUTION NO. 2022/**
June 14, 2022
Page 5 of 7

Section 12. The City agrees to indemnify and to hold the Authority, its other members, and its other members' officers, agents and employees (collectively, the "Indemnified Parties") harmless from any and all claims, suits and damages (including costs and reasonable attorneys' fees) arising out of the design, engineering, construction and installation of the Improvements, including Improvements funded from Fees. The City reserves the right, as respects Tri Pointe, to require Tri Pointe to assume by contract with the City any portion or all of this responsibility with respect to Improvements constructed by or on behalf of Tri Pointe.

Section 13. As respects the Authority, the City agrees – once the Improvements are constructed according to the approved plans and specifications, and the City and Tri Pointe have put in place their agreed arrangements for the funding of maintenance of Improvements – to accept ownership of the Improvements, to take maintenance responsibility for the Improvements, and to indemnify and hold harmless the Indemnified Parties to the extent provided in the preceding paragraph from any and all claims, etc., arising out of the use and maintenance of the Improvements. The City reserves the right, as respects Tri Pointe, to require Tri Pointe by contract with the City to assume any portion or all of this responsibility with respect to any Improvements constructed by or on behalf of Tri Pointe.

Section 14. The City acknowledges the requirement of the Act that if the Improvements are not completed prior to the adoption, by the Authority Commission, of the Resolution of Formation of the Community Facilities District, the Improvements must be constructed as if they had been constructed under the direction and supervision, or under the authority of, the City. The City acknowledges that this means all Improvements must be constructed under contracts that require the payment of prevailing wages as required by Section 1720 and following of the Labor Code of the State of California. The Authority makes no representation that this requirement is the only applicable legal requirement in this regard. The City reserves the right, as respects Tri Pointe, to assign appropriate responsibility for compliance with this paragraph to Tri Pointe.

Section 15. The form of the Acquisition Agreement attached hereto as Exhibit C is hereby approved, and the City Manager or such officer's designee (the "Authorized Officer") is authorized to execute, and deliver to Tri Pointe the Acquisition Agreement, on behalf of the City in substantially such form, with such changes as shall be approved by the Authorized Officer and Tri Pointe, after consultation with the City Attorney and the Authority's bond counsel, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 16. After completion of the Improvements and appropriate arrangements for the maintenance of the Improvements, or any discrete portion thereof as provided in Section 53313.51 of the Act and in the Acquisition Agreement, to the satisfaction of the City, and in conjunction with the City's acceptance thereof, acquisition of the Improvements shall be undertaken as provided in the Acquisition Agreement. The City Council hereby waives its policies regarding bidding, contracting and construction requirements to the extent the bidding requirements set forth in Exhibit C to the Acquisition Agreement are inconsistent with such policies.

RESOLUTION NO. 2022/**
June 14, 2022
Page 6 of 7

Section 17. The City hereby consents to the formation of the Community Facilities District in accordance with this resolution and consents to the assumption of jurisdiction by the Authority for the proceedings respecting the Community Facilities District with the understanding that the Authority will hereafter take each and every step required for or suitable for consummation of the proceedings, the levy, collection and enforcement of the special tax, and the issuance, sale, delivery and administration of the bonds, all at no cost to the City and without binding or obligating the City's general fund or taxing authority.

Section 18. The terms of the agreement embodied by this resolution may be amended by a writing duly authorized, executed and delivered by the City and the Authority, except that no amendment may be made after the issuance of the bonds by the Authority that would be detrimental to the interests of the bondholders without complying with all of the bondholder consent provisions for the amendment of the bond resolutions, bond indentures or like instruments governing the issuance, delivery and administration of all outstanding bonds.

Section 19. Except to the extent of the City's agreement to take responsibility for and ownership of the Improvements, no person or entity, including Tri Pointe, shall be deemed to be a third party beneficiary of this resolution, and nothing in this resolution (either express or implied) is intended to confer upon any person or entity other than the Authority and the City (and their respective successors and assigns) any rights, remedies, obligations or liabilities under or by reason of this resolution.

Section 20. This resolution shall remain in force until all bonds have been retired and the authority to levy the special tax conferred by the Community Facilities District proceedings has ended or is otherwise terminated.

Section 21. The City Council hereby authorizes and directs the Authorized Officer and other appropriate City staff to cooperate with the Authority and its consultants and to do all things necessary and appropriate to carry out the intent of this resolution and the Community Facilities District financing, and to execute any and all certificates and documents in connection with the bond issuance as shall be approved by the Authorized Officer after consultation with the City Attorney and the Authority's bond counsel.

Section 22. The City Council hereby approves delivery of a certified copy of this resolution to the Authority's Bond Counsel, Orrick, Herrington & Sutcliffe LLP.

Section 23. This Resolution shall take effect upon its adoption.

* * * * * * * * * *

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RESOLUTION NO. 2022/**
June 14, 2022
Page 7 of 7

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 14th day of June,
2022 by the following vote:

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
	ELIZABETH HOUSEHOLDER
	CITY CLERK OF THE CITY OF ANTIOCH

EXHIBIT A

COMMUNITY FACILITIES DISTRICT BOUNDARIES

[ATTACHED]

PROPOSED BOUNDARIES OF CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY **COMMUNITY FACILITIES DISTRICT NO. 2022-XX** (PROMENADE AT SAND CREEK) CITY OF ANTIOCH **COUNTY OF CONTRA COSTA** STATE OF CALIFORNIA **LEGEND** (1) Filed in the office of the Secretary of California Statewide Communities Development Proposed Boundaries of California Authority this ____ day of _____, 2022. Statewide Communities Development Reference is made to Subdivision 9390 Promenade Large Authority Community Facilities District Lot Final Map, Vineyards at Sand Creek, recorded as No. 2022-XX (Promenade at Sand Document No. 2018-0111547 on July 13, 2018 in Book Creek), City of Antioch, County of Contra 538 of Maps, at Pages 15-30 in the office of the County of Costa, State of California Contra Costa for a description of the lines and dimensions Secretary, California Statewide Communities Development Authority of each lot. (2) I hereby certify that the within map showing proposed boundaries of California Statewide Communities Development Authority Community Facilities District No. The Proposed Boundaries of 2022-XX (Promenade at Sand Creek), City of Antioch, County of Contra Costa, State California Statewide Communities of California, was approved by the Commission of the California Statewide **Development Authority Community** Communities Development Authority at a regular meeting thereof, held on this Facilities District No. 2022-XX day of , 2022, by its Resolution No. (Promenade at Sand Creek), City of Antioch, County of Contra Costa, State of California contain Lots 4, 5, 6. 7 and 8 of Subdivision 9390. Secretary, California Statewide Communities Development Authority Contra Costa County Recorder's Certificate This map has been filed under Document Number , 2022, at .m., in Book of Maps of Assessment and Community Facilities Districts at Page , in the office of the County Recorder in the County of Contra Costa, State of California, at the request of the California Statewide Communities Development Authority in the amount of \$ Deborah R. Cooper County Clerk-Recorder SAND CREEK ROAD County of Contra Costa Deputy Recorder PREPARED BY DTA

SHEET 1 OF 1

EXHIBIT B

AUTHORIZED IMPROVEMENTS AND FEES

Eligible facilities and fees that may be financed by a Community Facilities District formed by the Authority include all improvements and fees authorized under the Act, including but not limited to the following.

Transportation Improvements

Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, bus and transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements.

Water System Improvements

Authorized facilities include any and all water facilities designed to meet the needs of development within the Community Facilities District. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations & power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements

Authorized facilities include any and all recycled water system facilities designed to meet the needs of development within the Community Facilities District. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.



Drainage System Improvements

Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development within the Community Facilities District. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

Wastewater System Improvements

Authorized facilities include any and all wastewater facilities designed to meet the needs of development within the Community Facilities District. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

Park, Parkway and Open Space Improvements

Authorized facilities include any and all improvements to parks, parkways and open space required for development within the Community Facilities District. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development within the Community Facilities District.

Development Impact Fees

Authorized facilities include the direct funding of any of the above referenced facility types for which the City collects a development impact fee, capacity charge or similar. The property owners within the Community Facilities District will receive a credit for certain improvements eligible for funding from a development impact fee, capacity charge or similar in the amount of any special tax or bond proceeds applied to such improvements.

Other Incidental Expenses and Bond Issuance Costs

In addition to the above facilities, other incidental expenses as authorized by the Act, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Community Facilities District; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time

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special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District; and any other expenses incidental to the formation and implementation of the Community Facilities District and to the construction, completion, inspection and acquisition of the authorized facilities.

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EXHIBIT C

FORM OF ACQUISITION AGREEMENT

CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORIT	Υ
STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM	

ACQUISITION AGREEMENT

BY AND BETWEEN

CITY OF ANTIOCH

AND

TRI POINTE HOMES HOLDINGS, INC.

Dated as of	. 20
Datoa ao oi	, – 0

ACQUISITION AGREEMENT

<u>Recitals</u>

A. The parties to this Acquisition Agreement (the "Agreement") are the City of Antioch, (the "City"), and Tri Pointe Homes Holdings, Inc., a Delaware corporation (the "Developer").
B. The effective date of this Agreement is, 20
C. The Developer has applied for the financing of certain public capital improvements (collectively, the "Acquisition Improvements") through the California Statewide Communities Development Authority (the "Authority") and its Statewide Community Infrastructure Program ("SCIP"). The public capital improvements are to be owned and operated by the City, and the financing is to be accomplished through a Community Facilities District which will be administered by the Authority under and pursuant to the Mello-Roos Community Facilities Act of 1982 — California Government Code Section 53311 and following (the "Act"). On [], 20[], the City adopted Resolution No. [] authorizing the Authority to form a community facilities district (the "Community Facilities District") within the territorial limits of the City to finance the Acquisition Improvements. The Authority has commenced proceedings and is expected to form the Community Facilities District on [], 20[] and, on the same date, conduct a landowner election conferring the Community Facilities District authority on the Authority Commission.
D. Under SCIP, the Authority intends to levy special taxes within the Community Facilities District (the "Special Taxes") and issue bonds secured by the Special Taxes (the "Bonds") to fund, among other things, all or a portion of the costs of the Acquisition Improvements. The portion of the proceeds of the Special Taxes and Bonds allocable to the cost of the Acquisition Improvements, together with interest earned thereon, as such amount becomes available from time to time, is referred to herein as the "Available Amount".
E. The Authority will provide financing for the acquisition by the City of the Acquisition Improvements and the payment of the Acquisition Price (as defined herein) of the Acquisition Improvements from time to time in any number of installments from the Available Amount. Attached hereto as Exhibit A is a description of the Acquisition Improvements, which includes authorized discrete and usable portions, if any, of the Acquisition Improvements pursuant to Section 53313.51 of the Act, to be acquired from the Developer.



- F. The parties anticipate that, upon completion of the Acquisition Improvements, and subject to the terms and conditions of this Agreement, the City will acquire the constructed Acquisition Improvements. Acquisition Improvements (or Eligible Portions thereof) do not need to be dedicated to and accepted by the City as a condition precedent to payment but any such payment shall not be made until the Acquisition Improvement (or Eligible Portion thereof) has been constructed and completed in accordance with this Agreement.
- G. Any and all monetary obligations of the City arising out of this Agreement are the special and limited obligations of the City payable only from the Available Amount, and no other funds whatsoever of the City shall be obligated therefor under any circumstances.
- H. Attached to this Agreement are <u>Exhibit A</u> (Description of the Acquisition Improvements and the Eligible Portions thereof), <u>Exhibit B</u> (Disbursement Request Form), and <u>Exhibit C</u> (Bidding, Contracting and Construction Requirements for Acquisition Improvements), all of which are incorporated into this Agreement for all purposes.

AGREEMENT

ARTICLE I

DEFINITIONS; COMMUNITY FACILITIES DISTRICT FORMATION AND FINANCING PLAN

Section 1.01. <u>Definitions</u>. As used herein, the following capitalized terms shall have the meanings ascribed to them below:

"Acceptable Title" means free and clear of all monetary liens, encumbrances, assessments, whether any such item is recorded or unrecorded, and taxes, except (i) those items which are reasonably determined by the City Engineer not to interfere with the intended use and therefore are not required to be cleared from the title, and (ii) the lien of the Community Facilities District or any other community facilities district or assessment district provided that the property owned by the City is exempt from such taxation or assessment.

"Acquisition and Construction Fund" means each "City of Antioch Promenade at Sand Creek Community Facilities District Acquisition and Construction Fund" established by the Authority pursuant to the Resolution and Section 1.03 hereof for the purpose of paying the Acquisition Price of the Acquisition Improvements.

"Acquisition Improvement" means each of the public capital improvements listed in Exhibit A hereto, as Exhibit A may be modified or amended through a written supplement executed by the Developer and City Engineer; provided, however, any public capital improvements added to Exhibit A shall be limited to types that are authorized to be financed pursuant to the Act and authorizing resolutions of the Community Facilities District as determined by the Authority. (All costs of the City incurred in preparing each

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such written supplement shall be the responsibility of the Developer.)

"Acquisition Price" means the total amount eligible to be paid to the Developer upon acquisition of an Acquisition Improvement as provided in Section 2.03, not to exceed the Actual Cost of the Acquisition Improvement.

"Actual Cost" means the total cost of an Acquisition Improvement, as documented by the Developer to the satisfaction of the City and as certified by the City Engineer in an Actual Cost Certificate including, without limitation, (a) the Developer's cost of constructing such Acquisition Improvement including grading, labor, material and equipment costs, (b) the Developer's cost of designing and engineering the Acquisition Improvement, preparing the plans and specifications and bid documents for such Acquisition Improvement, and the costs of inspection, materials testing and construction staking for such Acquisition Improvement, (c) the Developer's cost of any performance, payment and maintenance bonds and insurance, including title insurance, required hereby for such Acquisition Improvement, (d) the Developer's cost of any real property or interest therein that is either necessary for the construction of such Acquisition Improvement (e.g., temporary construction easements, haul roads, etc.), or is required to be conveyed with such Acquisition Improvement in order to convey Acceptable Title thereto to the City or its designee, (e) the Developer's cost of environmental or biological evaluation, monitoring or mitigation required for such Acquisition Improvement, (f) the amount of any fees actually paid by the Developer to governmental agencies in order to obtain permits, licenses or other necessary governmental approvals and reviews for such Acquisition Improvement, but not including development impact fees or capital facilities charges, (g) the Developer's cost for construction and project management, administration and supervision services for such Acquisition Improvement, (h) the Developer's cost for professional services related to such Acquisition Improvement, including engineering, accounting, legal, financial, appraisal, architectural consulting and similar professional services, and (i) the costs of construction financing incurred by the Developer with respect to such Acquisition Improvement.

"Actual Cost Certificate" means a certificate prepared by the Developer detailing the Actual Cost of an Acquisition Improvement, or an Eligible Portion thereof, to be acquired hereunder, as may be revised by the City Engineer pursuant to Section 2.03.

"Agreement" means this Acquisition Agreement, dated as of _____, 2022

"Authority" means the California Statewide Communities Development Authority.

"Authority Trust Agreement" means a Trust Agreement entered into by the Authority and an Authority Trustee in connection with the issuance of bonds.

"Authority Trustee" means the financial institution identified as trustee in an Authority Trust Agreement.

"Available Amount" shall have the meaning assigned to the term in Recital D.

"Bonds" means bonds or other indebtedness issued by the Authority that is to be

repaid with Special Taxes.

"City" means City of Antioch.

"City Engineer" means the Engineer of the City or his/her designee who will be responsible for administering the acquisition of the Acquisition Improvements hereunder.

"Code" means the Government Code of the State of California.

"Community Facilities District" shall have the meaning assigned to the term in Recital C.

"Developer" means Tri Pointe Homes Holdings, Inc., a Delaware corporation, its successors and assigns.

"Disbursement Request Form" means a requisition for payment of funds from the Acquisition and Construction Fund for an Acquisition Improvement, or an Eligible Portion thereof in substantially the form contained in Exhibit B hereto.

"Eligible Portion" shall have the meaning ascribed to it in Section 2.03 below.

"Installment Payment" means an amount equal to ninety percent (90%) of the Actual Cost of an Eligible Portion.

"Project" means the Developer's development of the property in the Community Facilities District, including the design and construction of the Acquisition Improvements and the other public and private improvements to be constructed by the Developer within the Community Facilities District.

"Resolution" means City of Antioch Resolution No. [], adopted
[], 20_ titled "A Resolution of the City of Antioch (1) Authorizing The California
Statewide Communities Development Authority (The "Authority") To Form A Community
Facilities District Within The Territorial Limits Of City of Antioch To Finance Certain Public
Improvements; (2) Embodying A Joint Community Facilities Agreement Setting Forth The
Terms And Conditions Of The Community Facilities District Financing; (3) Approving An
Acquisition Agreement Between the City And The Developer; And (4) Authorizing Staff
To Cooperate With The Authority And Its Consultants In Connection Therewith."

"Special Taxes" means annual special taxes, and prepayments thereof, authorized by the Community Facilities District to be levied by the Commission of the Authority.

"Title Documents" means, for each Acquisition Improvement acquired hereunder, a grant deed or similar instrument necessary to transfer title to any real property or interests therein (including easements), or an irrevocable offer of dedication of such real property with interests therein necessary to the operation, maintenance, rehabilitation and improvement by the City of the Acquisition Improvement (including, if necessary, easements for ingress and egress) and a bill of sale or similar instrument evidencing transfer of title to the Acquisition Improvement (other than said real property interests) to

the City, where applicable.

Section 1.03. Deposit and Use of Available Amount.

- (a) Prior to the issuance of Bonds, Special Taxes collected by the Authority (including from prepayments of Special Taxes) shall be deposited in the Acquisition and Construction Fund established by the Resolution, and may be disbursed to pay the Acquisition Price of Acquisition Improvements in accordance with Article II of this Agreement. All funds in the Acquisition and Construction Fund shall be considered a portion of the Available Amount, and upon the issuance of the Bonds the Acquisition and Construction Fund shall be transferred to the Authority Trustee to be held in accordance with the Authority Trust Agreement.
- Upon the issuance of the Bonds, the Authority will cause the (b) Authority Trustee to establish and maintain the Acquisition and Construction Fund for the purpose of holding all funds for the Acquisition Improvements. All earnings on amounts in the Acquisition and Construction Fund shall remain in the Acquisition and Construction Fund for use as provided herein and pursuant to the Authority Trust Agreement. Money in the Acquisition and Construction Fund shall be available to respond to delivery of a Disbursement Request Form and to be paid to the Developer or a third party designated in writing by the Developer to the City to pay the Acquisition Price of the Acquisition Improvements, as specified in Article II hereof. Upon completion of all of the Acquisition Improvements and the payment of all costs thereof, any remaining funds in the Acquisition and Construction Fund (less any amount determined by the City as necessary to reserve for claims against the account) (i) shall be applied to pay the costs of any additional improvements eligible for acquisition with respect to the Project as approved by the Authority and, to the extent not so used, (ii) shall be applied by the Authority to call Bonds or to reduce Special Taxes as the Authority shall determine.

Section 1.04. No City Liability; City Discretion; No Effect on Other Agreements. In no event shall any actual or alleged act by the City or any actual or alleged omission or failure to act by the City with respect to SCIP subject the City to monetary liability therefor. Further, nothing in this Agreement shall be construed as affecting the Developer's or the City's duty to perform their respective obligations under any other agreements, public improvement standards, land use regulations or subdivision

requirements related to the Project, which obligations are and shall remain independent of the Developer's and the City's rights and obligations under this Agreement.

ARTICLE II

DESIGN, CONSTRUCTION AND ACQUISITION OF ACQUISITION IMPROVEMENTS

Section 2.01. <u>Letting and Administering Design Contracts</u>. The Developer has awarded and administered (or caused to be awarded and administered), or will award and administer (or cause to award and administer), engineering design contracts for the Acquisition Improvements to be acquired hereunder. All eligible expenditures of the Developer for design engineering and related costs in connection with the Acquisition Improvements (whether as an advance to the City or directly to the design consultant) shall be reimbursed at the time of acquisition of the Acquisition Improvements. The Developer shall be entitled to reimbursement for any design costs of the Acquisition Improvements only out of the Acquisition Price as provided in Section 2.03 and shall not be entitled to any payment for design costs independent of the acquisition of Acquisition Improvements.

Section 2.02. <u>Letting and Administration of Construction Contracts;</u> <u>Indemnification.</u> State law requires that all Acquisition Improvements not completed prior to the formation of the Community Facilities District shall be constructed as if they were constructed under the direction and supervision, or under the authority, of the City. In order to assure compliance with those provisions, except for any contracts entered into prior to the date hereof, Developer agrees to comply with the requirements set forth in <u>Exhibit C</u> hereto with respect to the bidding and contracting for the construction of the Acquisition Improvements. The Developer agrees that all the contracts shall call for payment of prevailing wages as required by the Labor Code of the State of California. The Developer's indemnification obligation set forth in Section 3.01 of this Agreement shall also apply to any alleged failure to comply with the requirements of this Section, and/or applicable State laws regarding public contracting and prevailing wages.

Section 2.03. Sale of Acquisition Improvements. The Developer agrees to sell to the City each Acquisition Improvement to be constructed by Developer when the Acquisition Improvement has been constructed and is completed to the satisfaction of the City for an amount equal to the Actual Cost of the Acquisition Improvement, but solely from the Available Amount. Exhibit A, attached hereto and incorporated herein, contains a list of the Acquisition Improvements. Portions of an Acquisition Improvement eligible for Installment Payments prior to completion of the entire Acquisition Improvement are described as eligible, discrete and usable portions in Exhibit A (each, an "Eligible Portion"). At the time of completion of each Acquisition Improvement, or Eligible Portion thereof, the Developer shall deliver to the City Engineer a written request for acquisition, accompanied by an Actual Cost Certificate, and by executed Title Documents for the transfer of the Acquisition Improvement where necessary. In the event that the City Engineer finds that the supporting paperwork submitted by the Developer fails to demonstrate the required relationship between the subject Actual Cost and eligible work, the City Engineer shall advise the Developer that the determination of the Actual Cost (or

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the ineligible portion thereof) has been disallowed and shall request further documentation from the Developer. If the further documentation is still not adequate, the City Engineer may revise the Actual Cost Certificate to delete any disallowed items and the determination shall be final and conclusive.

Certain soft costs for the Acquisition Improvements, such as civil engineering, may have been incurred pursuant to single contracts that include work relating also to the private portions of the Project. In those instances, the total costs under such contracts will be allocated to each Acquisition Improvement as approved by the City Engineer. Where a specific contract has been awarded for design or engineering work relating solely to an Acquisition Improvement, one hundred percent (100%) of the costs under the contract will be allocated to that Acquisition Improvement. Amounts allocated to an Acquisition Improvement will be further allocated among the Eligible Portions of that Acquisition Improvement, if any, in the same proportion as the amount to be reimbursed for hard costs for each Eligible Portion bears to the amount to be reimbursed for hard costs for the entire Acquisition Improvement. Costs will be allocated to each Acquisition Improvement as approved by the City Engineer. The costs of environmental or biological mitigation or monitoring required by the pertinent natural resource permits needed to mitigate impacts of the public and private portions of the Project will be allocated to each Acquisition Improvement as approved by the City Engineer.

Section 2.04. <u>Conditions Precedent to Payment of Acquisition Price</u>. Payment to the Developer or its designee of the Acquisition Price for an Acquisition Improvement from the Acquisition and Construction Fund shall in every case be conditioned first upon the determination of the City Engineer, pursuant to Section 2.03, that the Acquisition Improvement satisfies all City regulations and ordinances and is otherwise complete and ready for acceptance by the City, and shall be further conditioned upon satisfaction of the following additional conditions precedent:

- (a) The Developer shall have provided the City with lien releases or other similar documentation satisfactory to the City Engineer as evidence that none of the property (including any rights-of-way or other easements necessary for the operation and maintenance of the Acquisition Improvement, to the extent not already publicly owned) comprising the Acquisition Improvement, and the property which is subject to the Special Taxes of the Community Facilities District, is not subject to any prospective mechanics lien claim respecting the Acquisition Improvements.
- (b) The Developer shall be current in the payment of all due and payable general property taxes, and all Special Taxes of the Community Facilities District, on property owned by the Developer or under option to the Developer within the Community Facilities District.
- (c) The Developer shall certify that it is not in default with respect to any loan secured by any interest in the Project.
- (d) The Developer shall have provided the City with Title Documents needed to provide the City with title to the site, right-of-way, or easement upon which the



subject Acquisition Improvement is situated. All such Title Documents shall be in a form acceptable to the City and shall convey Acceptable Title. The Developer shall provide a policy of title insurance as of the date of transfer in a form acceptable to the City Engineer and the City Attorney insuring the City as to the interests acquired in connection with the acquisition of any interest for which such a policy of title insurance is not required by another agreement between the City and the Developer. Each title insurance policy required hereunder shall be in the amount equal to the Acquisition Price. The amount paid to the Developer or its designee upon satisfaction of the foregoing conditions precedent shall be the Acquisition Price less all Installment Payments paid previously with respect to the Acquisition Improvement.

Section 2.05. Payment for Eligible Portions. The Developer may submit an Actual Cost Certificate to the City Engineer with respect to any Eligible Portion. Payment to the Developer or its designee from the Acquisition and Construction Fund of an Installment Payment with respect to such Eligible Portion shall in every case be conditioned first upon the determination of the City Engineer pursuant to Section 2.03, that the Eligible Portion has been completed in accordance with the applicable plans and specifications and that the Eligible Portion satisfies all City regulations and ordinances, has been done in compliance with Exhibit C, and is otherwise complete and, where appropriate, is ready for acceptance by the City, and shall be further conditioned upon satisfaction of the following additional conditions precedent:

- (a) The Developer shall have provided the City with lien releases or other similar documentation satisfactory to the City Engineer as evidence that the property (including any rights-of-way or other easements necessary for the operation and maintenance of the Eligible Portion, to the extent not already owned by the City) comprising the Eligible Portion is not subject to any prospective mechanics lien claim respecting the Eligible Portion.
- (b) The Developer shall be current in the payment of all due and payable general property taxes, and all Special Taxes of the Community Facilities District, on property owned by the Developer or under option to the Developer within the Community Facilities District.
- (c) The Developer shall have provided the City with Title Documents needed to provide the City with title to the site, right-of-way, or easement upon which the subject Eligible Portion is situated. All such Title Documents shall be in a form acceptable to the City Engineer and shall be sufficient, upon completion of the Acquisition Improvement of which the Eligible Portion is a part, to convey Acceptable Title.
- (d) Payment and performance bonds, from a bonding company with an A.M. Best rating of at least "A-" or its equivalent, applying to plans and specifications for the Acquisition Improvement approved by the City, shall be in place to secure completion of the Acquisition Improvement of which the Eligible Portion is a part.

Section 2.06. <u>Disbursement Request Form</u>. Upon a determination by the City Engineer to pay the Acquisition Price of an Acquisition Improvement pursuant to

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Section 2.04 or to pay an Installment Payment for an Eligible Portion pursuant to Section 2.5, the City Engineer shall cause a Disbursement Request Form substantially in the form attached hereto as Exhibit B to be submitted to the Authority Trustee, and the Authority Trustee shall make payment directly to the Developer or its designee of the amount pursuant to the Authority Trust Agreement; provided, that with respect to an Installment Payment for an Eligible Portion, unless the Developer has provided a completion bond (or other form of guaranty) satisfactory to the City Engineer, a retainage equal to ten percent (10%) shall be withheld, and subject to the availability of moneys in the Acquisition and Construction Fund, such retainage shall be released to the Developer upon the final completion and acceptance of the related Acquisition Improvement. The Disbursement Request to be prepared by the City Engineer shall reflect such retainage and the release thereof.

The payment of the Acquisition Price for completed Acquisition Improvements is not contingent upon completion of all subdivision improvements and is not contingent upon formal acceptance of dedicated improvements by the City Council.

The City and the Developer acknowledge and agree that the Authority Trustee shall make payment strictly in accordance with the Disbursement Request Form and shall not be required to determine whether or not the Acquisition Improvement or Eligible Portion has been completed or what the Actual Costs may be with respect to the Acquisition Improvement or Eligible Portion. The Authority Trustee shall be entitled to rely on the executed Disbursement Request Form on its face without any further duty of investigation.

In the event that a Disbursement Request Form requests disbursement for payment of the Actual Cost of an Acquisition Improvement or Eligible Portion in excess of the Available Amount then on hand, the Authority Trustee shall withdraw all funds remaining in the Acquisition and Construction Fund and shall transfer those amounts to the Developer or its designee. The unpaid portion of the Actual Cost shall be paid from an Available Amount that may subsequently be deposited in the Acquisition and Construction Fund from a subsequent issuance of Bonds, from prepayments of Special Taxes to be used for financing Acquisition Improvements, or from Special Tax revenues, if any of those occurs. The payment of the Acquisition Price for an Acquisition Improvement that is included in a City capital improvement fee program or required by the Project conditions of approval shall not preclude the Developer's receipt of corresponding fee credits.

Section 2.07. <u>Limitation on Obligations</u>. In no event shall the City be required to pay the Developer or its designee more than the amounts held in the Acquisition and Construction Fund at any given time, although the parties acknowledge and agree that the Acquisition Price may be paid in one or more installments over time as additional Available Amounts become available.

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ARTICLE III

MISCELLANEOUS

Section 3.01. <u>Indemnification and Hold Harmless</u>. The Developer hereby assumes the defense of, and indemnifies and saves harmless the City, the Authority and their respective officers, directors, employees and agents, including the Authority Trustee, from and against all actions, damages, claims, losses or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from or alleged to have resulted from the acts or omissions of the Developer or its agents and employees arising out of any contract for the design, engineering and construction of the Acquisition Improvements entered into by the Developer or arising out of any alleged misstatements of fact or alleged omission of a material fact made by the Developer, its officers, directors, employees or agents to the Authority's underwriter, financial advisor, appraiser, district engineer or bond counsel or regarding the Developer, its proposed developments, its property ownership and its contractual arrangements contained in the official statement relating to the Authority financing (provided that the Developer shall have been furnished a copy of the official statement, shall have been provided reasonable time to review and comment thereon, and shall not have objected thereto); and provided, further, that nothing in this Section 3.01 shall limit in any manner the City's rights against any of the Developer's architects, engineers, contractors or other consultants. Except as set forth in this Section 3.01, no provision of this Agreement shall in any way limit the extent of the responsibility of the Developer for payment of damages resulting from the operations of the Developer, its agents and employees. Nothing in this Section 3.01 shall be understood or construed to mean that the Developer agrees to indemnify the City, the Authority or any of their respective officers, directors, employees or agents, for any wrongful acts or omissions to act of the Authority or its officers, employees, agents or any consultants or contractors, including the Authority Trustee, and for any wrongful acts, willful misconduct, active negligence or omissions to act of the City, or its officers, employees, agents or any consultants or contractors, including the Authority Trustee.

Section 3.02. <u>Audit</u>. The City shall have the right, during normal business hours and upon the giving of ten days' written notice to the Developer, to review all books and records of the Developer pertaining to costs and expenses incurred by the Developer (for which the Developer seeks reimbursement pursuant to this Agreement) in constructing the Acquisition Improvements.

Section 3.03. <u>Cooperation</u>. The City and the Developer agree to cooperate with respect to the completion of the financing of the Acquisition Improvements by the Authority through the levy of the Community Facilities District Special Taxes and issuance of Bonds. The City and the Developer agree to meet in good faith to resolve any differences on future matters which are not specifically covered by this Agreement.

Section 3.04. <u>General Standard of Reasonableness</u>. Any provision of this Agreement which requires the consent, approval or acceptance of either party hereto or any of their respective employees, officers or agents shall be deemed to require that the consent, approval or acceptance not be unreasonably withheld or delayed, unless the



provision expressly incorporates a different standard. The foregoing provision shall not apply to provisions in the Agreement which provide for decisions to be in the sole discretion of the party making the decision.

Section 3.05. <u>Third Party Beneficiaries</u>. The Authority and its officers, employees, agents or any consultants or contractors are expressly deemed third party beneficiaries of this Agreement with respect to the provisions of Section 3.01. It is expressly agreed that, except for the Authority with respect to the provisions of Section 3.01, there are no third party beneficiaries of this Agreement, including without limitation any owners of bonds, any of the City's or the Developer's contractors for the Acquisition Improvements and any of the City's, the Authority's or the Developer's agents and employees.

Section 3.06. <u>Conflict with Other Agreements</u>. Nothing contained herein shall be construed as releasing the Developer or the City from any condition of development or requirement imposed by any other agreement between the City and the Developer, and, in the event of a conflicting provision, the other agreement shall prevail unless the conflicting provision is specifically waived or modified in writing by the City and the Developer.

Section 3.07. <u>Notices</u>. All invoices for payment, reports, other communication and notices relating to this Agreement shall be mailed to:

If to the City:

City of Antioch P.O. Box 5007 Antioch, CA 94531-5007 Attention:

If to the Authority:

California Statewide Communities Development Authority 1700 North Broadway, Suite 405 Walnut Creek, CA 94596 Attention: Executive Director

If to the Developer:

Tri Pointe Homes Holdings, Inc. 2700 Camino Ramon, Suite 130 San Ramon, CA 94583 Attention: John Sekigahama, Project Manager Email: john.sekigahama@tripointehomes.com



With a copy to:

O'Neil LLP 19900 MacArthur Blvd., Suite 1050 Irvine, CA 92612 Attn: Sandra A. Galle

Email: sgalle@Oneil-llp.com

Either party may change its address by giving notice in writing to the other party.

Section 3.08. <u>Severability</u>. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

Section 3.09. <u>Governing Law</u>. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California.

Section 3.10. <u>Waiver</u>. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement.

Section 3.11. <u>Singular and Plural; Gender</u>. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

Section 3.12. <u>Counterparts</u>. This Agreement may be executed in counterparts, each of which shall be deemed an original.

Section 3.13. <u>Successors and Assigns</u>. This Agreement is binding upon the heirs, assigns and successors-in-interest of the parties hereto. The Developer may not assign its rights or obligations hereunder, except to successors-in-interest to the property within the District, without the prior written consent of the City. Notwithstanding the foregoing, the Developer may direct in writing that the Acquisition Price of any Acquisition Improvement be payable to a third-party other than the Developer, and such delegation shall not be considered an assignment under this Agreement.

Section 3.14. <u>Remedies in General</u>. It is acknowledged by the parties that the City would not have entered into this Agreement if it were to be liable in damages under or with respect to this Agreement or the application thereof, other than for the payment to the Developer of any (i) moneys owing to the Developer hereunder, or (ii) moneys paid by the Developer pursuant to the provisions hereof which are misappropriated or improperly obtained, withheld or applied by the City.



In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that the City shall not be liable in damages to the Developer, or to any assignee or transferee of the Developer other than for the payments to the Developer specified in the preceding paragraph. Subject to the foregoing, the Developer covenants not to sue for or claim any damages for any alleged breach of, or dispute which arises out of, this Agreement.



[THE REST OF THIS PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year written above.

CITY OF ANTIOCH

	ByAuthorized Officer
	Adinonzed Officer
ATTEST:	
City Clerk	
_	
Ву	
APPROVED AS TO FORM:	
City Attorney	
Ву	
	TRI POINTE HOMES HOLDINGS, INC., a Delaware corporation
	By
	(Signature)
	(Print Name)

EXHIBIT A TO THE ACQUISITION AGREEMENT

DESCRIPTION OF ACQUISITION IMPROVEMENTS AND ELIGIBLE PORTIONS

ACQUISITION IMPROVEMENTS

Туре	Description ⁽¹⁾	Estimated Cost ⁽²⁾
		-
		I.
	,	
	-	-

⁽¹⁾ The description of the Acquisition Improvements and Eligible Portions are general in nature. The final nature and location of the Acquisition Improvements will be determined upon preparation of final plans and specifications and these descriptions may be modified and additional Acquisition Improvements may be added through a written supplement to this Agreement executed by the Developer and City Engineer.

⁽²⁾ All costs shown above are estimates of the costs of the Acquisition Improvements and are not intended to limit the Acquisition Price of the Acquisition Improvements. The Acquisition Price of the Acquisition Improvements will be the Actual Costs, as determined pursuant to Article II of the Acquisition Agreement, but payment of the Acquisition Price is dependent upon the availability of the Available Amount, as specified in Section 2.03.

ELIGIBLE PORTIONS

For each Acquisition Improvement, Eligible Portions shall include each of the following provided that in all cases each Eligible Portion shall be functional and capable of serviceable use for its intended purposes, as determined by the City Engineer:

- (1) The real property or interest therein that is necessary for the construction of the Acquisition Improvement and/or is required in order to convey Acceptable Title.
- (2) Installation of discrete horizontal or vertical segments of the Acquisition Improvement such as, depending on the type of Acquisition Improvement, grading and trenching; installation of water, sewer or storm drain lines, lift and pump stations, basins, storage tanks, treatment facilities, initial road paving, final asphalt cap, traffic signals, street lighting, landscaping, park facilities, trails, etc.

CONTRACTS AWARDED PRIOR TO EFFECTIVE DATE

The Developer bid and contracted for the following Acquisition Improvements* prior to the approval of this Agreement in coordination with the City Engineer who has determined such bidding and contracting is in compliance with the terms of this Agreement:

1.

2.

3.

4.

EXHIBIT B TO THE ACQUISITION AGREEMENT

DISBURSEMENT REQUEST FORM (Acquisition Improvement or Eligible Portion)

	ion:	rity Trustee]				
	Re:	CSCDA Community	Faciliti	ies District No		
The undersigned, a duly authorized officer of the CITY OF ANTIOCH herebrequests a withdrawal from the City of Antioch Promenade at Sand Creek Community Facilities District Acquisition and Construction Fund, as follows:				OCH hereby Community		
	Reque	st Date:		[Insert Date of Reque	est]	
	Name	of Developer:				
	Withdr	awal Amount:	[Insert	Acquisition Price/Ins	tallment Payme	ent]
	Acquis	ition Improvements:	_	Description rement(s)/Eligible Po		Acquisition hibit A]
ъ .	,	ent Instructions:		[Insert Wire Instruction	ons or Payment	Address for
Devel	oper		or Dev	eloper's designee as	provided by the	Developer]
	The undersigned hereby certifies as follows:					
	The Withdrawal is being made in accordance with a permitted use of the monies pursuant to the Acquisition Agreement and the Withdrawal is not being made for the purpose of reinvestment.					
previo		of the items for w m the Acquisition an		ayment is requeste struction Fund.	d have been	reimbursed
If the Withdrawal Amount is greater than the funds held in the Acquisition and Construction Fund, the Authority Trustee is authorized to pay the amount of such funds and to pay remaining amount(s) as funds are subsequently deposited in the Acquisition and Construction Fund, should that occur.						
	CITY OF ANTIOCH					
				By:		
				Title:		

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EXHIBIT C TO THE ACQUISITION AGREEMENT

BIDDING, CONTRACTING AND CONSTRUCTION REQUIREMENTS FOR ACQUISITION IMPROVEMENTS

With respect to construction contracts awarded after approval of the Agreement, bids for construction shall be solicited from qualified contractors. The Developer may directly solicit bids. The bid package may consist of preliminary plans and specifications. A minimum of three bids is preferred, but not mandatory. Developer shall provide documentation of its solicitation efforts.

Each bidder will be provided with detailed Scopes of Work (SOW), Instructions to Bidders (ITB) along with detailed and itemized bid sheets with estimated quantities.

The bidding response time shall be not less than three (3) weeks.

Contract(s) for the construction of the public Acquisition Improvements shall be awarded based on the completeness of the bids, pricing and ability to meet the construction schedule, as determined by the Developer and approved by the City on a "lowest responsible bidder or best value basis" depending on the number of bids received.

The contractor to whom a contract is awarded shall be required to pay not less than the prevailing rates of wages pursuant to Labor Code Sections 1770, 1773 and 1773.1. A current copy of applicable wage rates is available from the State Department of Industrial Relations.

The Developer shall provide the City with certified payrolls.

Notwithstanding the foregoing provisions, contract letting procedures that differ from the procedures in this Exhibit C shall be deemed to satisfy the Agreement if the Developer and the City Engineer agree in writing on such other contract letting procedures.





STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY:

Scott Buenting, Project Manager

REVIEWED BY:

Carlton Thompson, Assistant City Engineer

APPROVED BY:

John Samuelson, Public Works Director/City Engineer 35

SUBJECT:

Resolution Accepting and Adopting the Proposed Five-Year Capital

Improvement Program 2022-2027, P.W. 150-22

RECOMMENDED ACTION

It is recommended that the City Council:

- 1. Adopt the Five-Year Capital Improvement Program 2022-2027;
- 2. Authorize the City Manager or his designee to amend the Fiscal Year 2022/23 Capital Improvement and Operating Budgets to include all unspent Fiscal Year 2021/22 Capital Improvement budgets as of June 30, 2022; and
- 3. Authorize the City Manager or his designee to amend the Fiscal Year 2022/23 Operating Budget for any changes to the previously adopted Fiscal Year 2022/23 Capital Improvement Budget.

FISCAL IMPACT

The fiscal impact and funding source for each project is outlined in the Capital Improvement Program ("CIP") document attached. Adoption of this Resolution will amend the Fiscal Year 2022/23 Operating Budget for any changes to the previously adopted 2022/23 Capital Improvement Budget as well as re-appropriating all remaining Fiscal Year 2021/22 Capital Improvement budgets to Fiscal Year 2022/23.

DISCUSSION

On May 18, 2022, the City of Antioch Planning Commission reviewed and determined that the Draft CIP was consistent with the Antioch General Plan.

On May 24, 2022, the City Council was presented the Draft CIP and provided comments and direction to Staff.

On June 7, 2022, the Parks and Recreation Commission received the Draft CIP. The Parks and Recreation Commission made a recommendation to approve the Parks and Recreation projects and approve the CIP.

The primary objectives of the CIP are to provide professional and technical engineering services and support to all City departments, and leadership in implementing federal, state, and local programs. The CIP relates the City's annual capital expenditures to a long-range plan for public improvements. Any California Environmental Quality Act (CEQA) requirements will be determined on a project-by-project basis prior to final approval and construction of each project.

The Development Impact Fees presented within the CIP have been carried over from the 2021-2026 document. A development impact fee study is required for this section to be updated. This study is currently in progress and is expected to be complete by December 31, 2022.

California Government Code Section §66002 requires local agencies that have developed a fee program to provide the approximate location, size and timing of projects, in addition to an estimate for the cost of all facilities or improvements to be financed by fees. This is frequently done by the adoption of a CIP and is the process Antioch uses to meet this requirement.

Projects included in the CIP are identified by operational needs, funding requirements, and City Council priorities. Funded projects have funding identified to cover the estimated cost to complete the project. Under funded projects have some funding identified, but not enough to cover the full scope of work. Unfunded projects do not have any identified funding and work cannot commence on these projects until funding is identified.

ATTACHMENTS

A: Resolution

B: Draft Five-Year Capital Improvement Program 2022-2027

ATTACHMENT "A"

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING AND ADOPTING THE 2022-2027 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AMENDING THE 2023 CAPITAL IMPROVEMENT AND OPERATING BUDGET TO INCLUDE ALL UNSPENT FISCAL YEAR 2021/22 CAPITAL IMPROVEMENT BUDGETS AS OF JUNE 30, 2022 AND AMENDING THE FISCAL YEAR 2022/23 OPERATING BUDGET TO INCLUDE CHANGES TO THE PREVIOUSLY ADOPTED FISCAL YEAR 2022/23 CAPITAL IMPROVEMENT BUDGET

P.W. 150-22

WHEREAS, California Government Code Section §66002 states that local agencies that have developed a fee program may adopt a Capital Improvement Program to indicate the approximate location, size and timing of projects, in addition to an estimate for the cost of all facilities or improvements to be financed by fees;

WHEREAS, the City Manager of the City of Antioch, in accordance with Antioch Municipal Code, Title 2, Section 2-2.06(B)(7), has submitted to the City Council the proposed 2022-2027 Capital Improvement Program;

WHEREAS, the City Council of the City of Antioch has considered said Five-Year Capital Improvement Program 2022-2027;

WHEREAS, the City Council of the City of Antioch has considered amending the 2022/23 Capital Improvement Budget to include all unspent Fiscal Year 2021/22 Capital Improvement budgets as of June 30, 2022;

WHEREAS, the City Council of the City of Antioch has considered amending the Fiscal Year 2022/23 Operating Budget to include changes to the previously adopted 2022/23 Capital Improvement Budget;

WHEREAS, the City Council did receive, consider, and evaluate all public comments on the Five-Year Capital Improvement Program 2022-2027 document as submitted by the City Manager;

WHEREAS, pursuant to 14 CCR Section §15378, a project under the California Environmental Quality Act (CEQA) does not include government fiscal activities like the budget and Capital Improvements Program, as each project in the Capital Improvements Program will be reviewed for compliance with CEQA before the project is undertaken and a determination made whether the project is not a project under CEQA, such as for continuing maintenance; is a project but is subject to an exemption; is a project but there is not a possibility of significant environmental impacts; or is a project and an Initial Study should be conducted; and

RESOLUTION NO. 2022/** June 14, 2022 Page 2

AYES:

WHEREAS, the City of Antioch has prepared the 2022-2027 Five-Year Capital Improvement Program, allowed public review, and held the appropriate public hearing.

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

- 1. Adopts the Five-Year Capital Improvement Program 2022-2027;
- 2. Authorizes the City Manager or his designee to amend the Fiscal Year 2022/23 Capital Improvement and Operating Budgets to include all unspent Fiscal Year 2021/22 Capital Improvement budgets as of June 30, 2022; and
- 3. Authorizes the City Manager or his designee to amend the Fiscal Year 2022/23 Operating Budget to include changes to the previously adopted Fiscal Year 2022/23 Capital Improvement Budget.

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 14th day of June, 2022 by the following vote:

NOES:	
ABSTAIN:	
ABSENT:	
	ELIZABETH HOUSEHOLDER CITY CLERK OF THE CITY OF ANTIOCH

ATTACHMENT "B"

ANTIOCH

5 YEAR CAPITAL IMPROVEMENT PROGRAM 2022-2027

DRAFT JUNE 14, 2022



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<u>Capital Improvement Program Overview</u>

Program Objective

The primary objectives of the City of Antioch's Capital Improvement Program (CIP) are:

- To provide professional and technical engineering services and support to all City Departments related to facility expansions and improvements, infrastructure rehabilitation and development.
- To provide leadership in implementing Federal, State and Local programs.

The CIP relates the City's annual capital expenditures to a long-range plan for public improvements. California Government Code Section 66002 requires local agencies that have developed a fee program to provide the approximate location, size and timing of projects, in addition to an estimate for the cost of all facilities or improvements to be financed by fees. This is frequently done by the adoption of a CIP and is the process Antioch uses to meet this requirement.

The Capital Improvement Budget document is different from the Operating Budget document, but the two budgets are closely linked. The Capital Improvement Budget, as distinguished from the Operating Budget, is used as a planning tool by the City to identify specific Capital Improvement needs consistent with the financing and timing of those needs in a way that assures the most responsible and efficient use of resources.

Projects within the City's CIP are allocated over five years using both existing and projected revenue sources. The CIP staff:

- In consultation with other departments, determines upcoming capital needs.
- Prepares bid packages (plans, specifications, and estimates) for the needed projects or prepares procurement documents, as needed.
- Provides project management and oversight during and after construction.

The CIP is a five-year plan to guide the construction or acquisition of capital improvements, and includes the capital budget for the upcoming fiscal year, which is authorization from the City Council to expend dedicated revenues for specified projects. Prior to adoption by the City Council each year, the CIP is reviewed by the City's Planning Commission to assure its consistency with the City's current General Plan.



The five-year CIP is reviewed annually to enable the City Council to reassess projects in the program. Project expenditures for outlying years beyond this fiscal year are provided in the CIP for planning purposes only and do not reflect a Council commitment of funds.

Capital Improvements Division Personnel:

John Samuelson

Public Works Director/City Engineer

Carlton Thompson

Assistant City Engineer

Scott Buenting

Project Manager

Junming Li

Assistant Engineer

Edrees Argand

Assistant Engineer

Sal Rodriguez

Senior Engineering Technician

Lori Medeiros

Administrative Analyst

Monique Villagrana

Administrative Assistant

CIP Process

The CIP is developed as a coordinated effort between the Capital Improvements Division staff and the Director of Finance.

The annual CIP process begins with a memo and a CIP Project Request form sent out to all City departments requesting proposals for capital projects. New CIP project requests are evaluated and prioritized based on goals and objectives of the City Council, as well as available funding, consequences of not completing the project, and the impacts on the operating budget. Some projects have specified funding sources, such as assessment districts, Federal and State grants or special fees.

The Draft CIP is prepared by Capital Improvement staff and reviewed by the Finance Department before being circulated and approved by Planning Commission and presented to the Parks & Recreation Commission and the City Council as part of the annual review. The Final CIP budget is presented to the City Council in June and is adopted concurrently with the annual operating budget.

Capital Improvement Program Categories



Community Facilities

This category includes new and renovated public buildings, as well as the Marina. The majority of the projects in this category are located in the City's former redevelopment areas.



Parks & Trails

This category includes improvements and renovations for local and community parks, open space, and trails in the City.



Roadway Improvements

This category includes new streets, street widening, street rehabilitation, cape seals, sidewalk repair program, and the City's Pavement Management System.



Traffic Signals

This category includes new traffic signals and signal modifications throughout the City.



Wastewater and Storm Drain Systems

This category includes extensions, replacements, rehabilitations and modifications of the sewer and storm drain system.



Water Systems

This category includes projects related to the Water Treatment Plant, and extensions, replacements, rehabilitations and modifications of the water distribution system.



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Fund Description

Capital Improvement Fund

This fund was established to set aside money from the General Fund for any Capital Improvement project not provided for in one of the other funds, such as parks and community facilities improvement projects. Revenue sources for this fund are annexation fees and the proceeds of the sales of surplus properties. The City may transfer General Fund dollars to the Capital Improvement Fund as funding becomes available. Decisions to transfer funds from various funding sources to the Capital Improvement Fund are made annually by the City Council.

Road Maintenance and Rehabilitation Account (RMRA) Fund

The California SB1 Act included RMRA funding to support maintenance and safety improvements on highways, local streets and roads, and bridges that do not meet state performance criteria.

Gas Tax Fund

The City receives gas tax funds from the State of California, as provided by the State Street and Highways Code. The gas tax funds are limited to research, planning, construction, improvement, maintenance, and operation of public streets. The City also uses these funds to pay for maintenance and operation of streetlights and traffic signals.

Marina Fund

This fund accounts for the operation, including capital improvements, of the City's Marina and the Fulton Shipyard Boat Ramp. Funds are collected from lease agreements, berth rentals and launch fees.

Fund Name	Fund Description				
Measure "J" Return to Source	The source of money for this fund is the voter approved one-half cent sales tax. Provided the City has complied with the Growth Management Program, each year the City receives return to source funding from the Contra Costa Transportation Authority to be used for transportation improvement and maintenance projects.				
State Revolving Fund (SRF) Loan	The City of Antioch was granted a loan from the State of California for the design and construction of the Brackish Water Desalination Plant.				
Traffic Signal Fund	Fees are collected from developers to fund offsite traffic signals.				
Water & Sewer Related Reserve Funds	The City collects user fees and developer fees to fund offsite water and sewer facility improvements. The fees are placed into one of the following four funds: • Water Fund • Sewer Fund • Water System Improvements Fund • Sewer System Improvements Fund				
National Pollutant Discharge Elimination System Fund (NPDES)	The National Pollutant Discharge Elimination System was mandated by the Clean Water Act of 1987 to reduce storm water related pollution. The program is funded by a parcel assessment.				
Funding Agreement for the Northeast Annexation Infrastructure Improvement	In 2013 the City entered into reorganization and a property tax revenue allocation agreement with Contra Costa County for the annexation of the northeast area. Per the agreement, the City will receive property tax revenue from the Contra Costa County for the construction of the infrastructure improvements needed within the northeast annexation area.				

Fund Name	Fund Description
Delta Fair Property Fund	This fund was created when the City sold property it owned on Delta Fair Boulevard at the City's western City limits. The property was originally purchased from the State on the condition that it is to be used for public purposes. When it was decided that the property was more suitable for commercial and should be sold or leased, the State gave its permission on the condition that proceeds be used for park purposes.
American Rescue Plan Act (ARPA)	ARPA is a federal stimulus bill to aid public health and economic recovery from the COVID-19 pandemic. The plan includes \$350 billion in emergency funding for state, local, territorial and tribal governments, known as the Coronavirus State and Local Fiscal Recovery Funds.



Grant Name	Grant Description
Congestion Mitigation Air Quality (CMAQ)	CMAQ funds are federal funds used to reduce emission from vehicle travel and provide alternatives to driving alone. Signal timing is another example of emission reduction.
Community Development Block Grant (CDBG) Fund	This fund accounts for grant funds received from the Federal Government for the purpose of developing community programs and urban renewal projects.
Hazard Elimination Safety (HES)	This program is part of the Highway Safety Improvements Program (HSIP). The basic objective of the HES Program is to reduce the number and severity of crashes and is accomplished through highway safety projects.
Transportation Development Act (TDA)	TDA provides state funding from sales taxes to each county and city, for transit operations and bicycle facilities.
Active Transportation Program (ATP)	Funding under this program is intended to encourage increased use of active modes of transportation, such as biking and walking. Safe Routes to School is now included in this grant program.
Surface Transportation Program (STP)	The program provides funding for construction projects to help preserve local streets and roads, such as rehabilitation, resurfacing, restoration, and roadway improvements.
Integrated Regional Water Management (IRWM) Prop 1 Grant	This program provides grant funds to projects that address drinking, waste, and storm water issues, especially for disadvantaged communities. Funds from this grant go to supporting the implementation of the project.

1-8

Grant Name

Grant Description

Proposition 1E Storm Water Flood Management Grant

The storm water management portion of Proposition 1E is designed for projects that manage storm water runoff to reduce flooding and are ready, or nearly ready to proceed to implementation. The Storm Water Flood Management Grants are being disbursed to local agencies through the Integrated Regional Water Management (IRWM) Grant program and provides a 50 percent cost match for the project.

One Bay Area Grant (OBAG)

The inaugural One Bay Area Grant Program (OBAG 1) was adopted by MTC in 2012 to guide \$827 million in federal funds over the five-year period from 2012-13 through 2016-17. OBAG 2 is the second round of OBAG funding and is projected to total roughly \$916 million to fund projects from 2017-18 through 2021-22. The OBAG 2 program is divided into a Regional Program, managed by MTC, and County Program, managed by the nine Bay Area Congestion Management Agencies (CMAs). The County Program is \$386 million over 5 years. Cities and counties can use these funds to invest in:

- Local street and road maintenance
- Streetscape enhancements
- Bicycle and pedestrian improvements
- Safe Routes to School projects
- Priority Conservation Areas (PCAs)
- Transportation planning

California Natural Resources Agency Grant

This funding was appropriated by the State Legislature in Senate Bill (SB) 129, Chapter 69 (Control Section 19.56 Enacted Budget), which was approved by Governor Newsom on July 12, 2021.



Grant Name

Grant Description

MTC's Pavement Management Technical Assistance Program (P-TAP)

This program uses federal dollars to help Bay Area cities and counties stretch their road budgets by:

- Implementing, updating and maintaining pavement management databases
- Providing accurate pavement condition data to city councils, county supervisors or other local decision makers
- Supporting the region's management of nonpavement street and road assets, such as signs, storm drains, curbs and gutters, traffic signals and street lights as pilot projects

Proposition 68

The purposes of Prop 68 include creating parks, enhancing river parkways, and protecting coastal forests and wetlands. Prop 68 also provides funding for outdoor access, lower cost coastal accommodations and climate adaptation.

Special Funds

Roadway Maintenance Projects

The City of Antioch has approximately 336 centerline miles of roadway within City limits.

As part of the City Pavement Management System Program, the City of Antioch selected a pavement management consultant to perform a Pavement Management Update for the City by inspecting the pavement conditions of arterial, collector and residential streets.

The 2019 Pavement Management System Report rated the City's overall network condition as a 68 PCI (Pavement Condition Index). The PCI is a value on a rating scale from 0 to 100 (where 100 is equivalent to a new street). Approximately 52.8% of City streets have a PCI of 70 or greater ("Very Good"). According to the 2019 Pavement Management System Report, the City's current backlog (deferred maintenance) is \$114.2 million. Backlog is defined as the unfunded needs to bring the overall network condition to optimum levels (81-82 PCI).

In addition to the City's Capital Improvement Program funds allocated to roadway improvements projects, the City's Street Maintenance Division also contributes to roadway improvements each fiscal year to resurface neighborhood streets and repairing or paving utility service cuts and utility trenches. The work is performed using a combination of City public works forces and private contractors as part of the City's local street and utility maintenance program.

Development Impact Fees and Park-In-Lieu Fees Projects

On March 25, 2014, City Council adopted the Development Impact Fees and Quimby Act/Park In-Lieu Fees, which became effective April 24, 2014. These fees are one-time charges on new development that are collected and used by the City to cover the cost of capital facilities and infrastructure that are required to serve new growth. Implementation of these future projects is based on the rate of growth, timing of fee collection, and full project funding. The following projects will occur beyond the five-year term of this document:

		FUNDING SOURCES			
EXPENDITURES	COST ESTIMATE	Development Impact Fees	FUTURE CIP (UNFUNDED)		
General Administration Cap	oital Facilities Needs				
City Hall	\$4,978,000	\$4,978,000	\$0		
Land Purchase	\$124,000	\$124,000	\$0		
Vehicles	\$161,000	\$161,000	\$0		
Information Technology	\$237,000	\$237,000	\$0		
Total	\$5,500,000	\$5,500,000	\$0		
	Public Work	s Capital Improv	vements Needs		
Maintenance Yard Area	\$914,000	\$914,000	\$0		
Building Space	\$2,568,000	\$2,568,000	\$0		
Garbage Ramps	\$102,000	\$102,000	\$0		
PW Vehicles	\$1,777,000	\$1,731,000	\$46,000		
Total	\$5,361,000	\$5,315,000	\$46,000		
	Poli	ce Capital Impro	vement Needs		
PD Facility	\$11,923,000	\$11,923,000	\$0		
Vehicles	\$1,129,000	\$1,052,000	\$77,000		
Other	\$1,529,250	\$1,260,000	\$269,250		
Total	\$14,581,250	\$14,235,000	\$346,250		
	Parks & Re	ecreation Capital	Facility Needs		
Facilities	\$35,773,000	\$7,286,000	\$28,487,000		
New Community Center	\$17,761,000	\$14,498,000	\$3,263,000		
New Library	\$31,872,000	\$6,492,000	\$25,380,000		
Total	\$85,406,000	\$28,276,000	\$57,130,000		
GRAND TOTAL	\$110,848,250	\$53,326,000	\$57,522,250		

^{*}Fees will be updated in FY 22/23

Projects Completed in Fiscal Year 21/22

Program Category	Investment
Community Facilities	
City Hall Office Modifications, Phase I	\$2,657,000
Leo Fontana Fountain	\$670,000
Prewett Park Deck Coating, Phase III	\$500,000
Total	\$3,827,000
Roadway Improvements	
2021 Sidewalk Repair Program	\$400,000
Installation of Curb Ramps at Various Locations	\$325,000
Pavement Plugs & Leveling Courses	\$1,900,000
Local Roadway Safety Plan	\$65,000
Rivertown Landmark Signs	\$320,000
Hillcrest/Delta Fair/Gentrytown Pavement Rehabilitation	\$3,500,000
Total	\$6,510,000
Wastewater & Storm Drain Systems	
Sewer Main Trenchless Rehabilitation	\$2,301,000
Total	\$2,301,000
Water Systems	
James Donlon Booster Pump Station Upgrades	\$800,000
Hillcrest Booster Pump Station Upgrades	\$1,400,000
Total	\$2,200,000
Projects Completed Grand Total	\$14,838,000

Projects in Progress

Program Category	Investment
Community Facilities	
Restoration of Public Art	\$85,000
Murals	\$70,000
Utility Box Art Work	\$85,000
Police Department Parking Lot Expansion	\$80,000
Police Department Investigation Unit Remodel	\$85,000
Facility Maintenance & Repairs	\$1,852,000
Integration and Upgrade of Access Control	\$1,004,000
Installation of PD Radio Simulcast Tower	\$300,000
Public Safety and Community Resources Department Facility	\$4,300,000
Total	\$7,861,000
Parks & Trails	
Jacobsen & Marchetti Park Renovation	\$1,400,000
Contra Loma Estates Park Renovation	\$2,952,000
City Park Landscape Renovation	\$220,000
Trail Maintenance Program	\$1,050,000
Total	\$5,622,000
Roadway Improvements	
2021/22 Sidewalk Repair Program	\$500,000
Pavement Surface Treatments	\$1,717,000
Citywide Signage Program	\$500,000
Traffic Calming Program	\$297,000
L Street Improvements	\$18,471,000
Streetlighting Improvements	\$3,300,000
Median Island Improvements	\$950,000
Overhead Utility Undergrounding	\$1,000,000
Antioch School Pedestrian Safety Improvements	\$75,000
Total	\$26,810,000
Traffic Signals	建筑建筑
Laurel Road/Canada Valley Road	\$637,000
Total	\$637,000

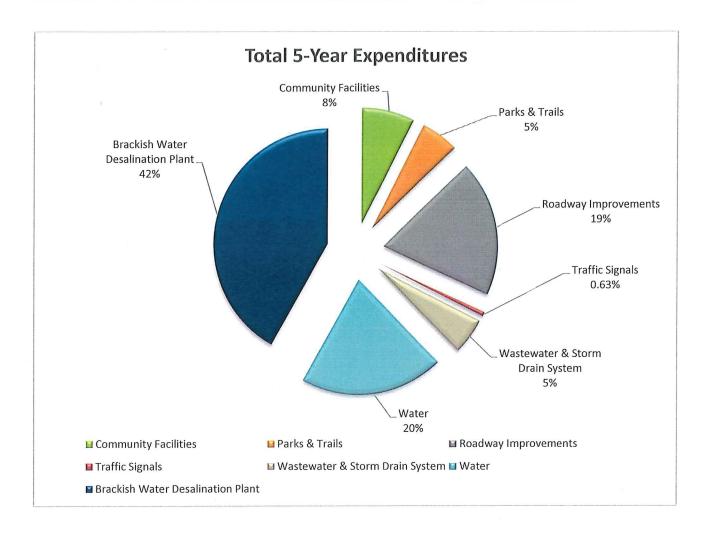
Wastewater & Storm Drain System	
Sewer Main Improvements Program	\$600,000
Sewer Facility Rehabilitation Program	\$750,000
West Antioch Creek Channel Monitoring	\$259,000
Trash Capture Devices	\$370,000
West Antioch Creek Mitigation & Restoration	\$700,000
Total	\$2,679,000
Water System	
Water Main Replacement 2022	\$2,500,000
Water Treatment Plant Operations	\$850,000
Water Studies and Planning	\$622,000
Storage Reservoir Rehabilitation	\$1,500,000
Water Treatment Plant Improvements	\$1,263,000
Water Treatment Plant 'A' Filter Valves Replacement	\$1,025,000
Water Treatment Plant 'A' Applied Channels	\$1,000,000
Water Treatment Plant 'B' Basin Repair	\$809,000
Brackish Water Desalination	\$110,000,000
Total	\$119,569,000
Projects in Progress Grand Total	\$163,178,000

Projects Added to the CIP

Program Category	Investment
Community Facilities	
Nick Rodriguez Community Center Rehabilitation	\$4,500,000
Wi-Fi Installation Downtown	\$60,000
Public Safety & Community Resources Department Facility	\$4,300,000
Total	\$8,860,000
Parks and Trails	
Bicycle Garden Construction	\$4,250,000
Rivertown Community Space Design	\$350,000
Total	\$4,600,000
Wastewater & Storm Drain System	
East Antioch Creek Outfall Improvements	\$2,500,000
Delta Fair Storm Drain Rehabilitation	\$250,000
Total	\$2,750,000
Water System	
AMI Water Meter Reading Upgrade	\$1,150,000
Sodium Hypochlorite Injection Distribution System	\$2,464,000
Water Treatment Plant Variable Frequency Drives	\$240,000
Polymer Room & Filter Aid Installation	\$240,000
Water Treatment Plant Chain & Flights Rehabilitation	\$246,000
Radio Communication Improvements	\$170,000
Chemical Injection Modifications	\$176,000
Water Treatment Plant Generator Replacement	\$900,000
Canal Pump Variable Frequency Drives	\$283,000
Lone Tree Way Booster Pump Station Replacement	\$462,000
Total	\$6,331,000
Projects Added Grand Total	\$22,541,000

2022 - 2027 CIP Projected Capital Expenditures

	Revised FY	FY	FY	FY	FY	FY	
Program Category	21/22	22/23	23/24	24/25	25/26	26/27	Total
Community Facilities	\$2,688	\$8,025	\$7,131	\$125	\$125	\$125	\$18,219
Parks & Trails	\$346	\$5,011	\$4,390	\$325	\$2,525	\$325	\$12,922
Roadway Improvements	\$2,937	\$12,547	\$7,625	\$18,381	\$2,675	\$2,380	\$46,545
Traffic Signals	\$537	\$500	\$0	\$0	\$0	\$500	\$1,537
Wastewater & Storm Drain							
System	\$2,194	\$3,095	\$3,749	\$2,125	\$700	\$700	\$12,563
Water	\$5,785	\$9,755	\$8,962	\$7,901	\$7,210	\$10,058	\$49,671
Brackish Water Desalination Plant	\$49,000	\$53,000	\$0	\$0	\$0	\$0	\$102,000
Total (\$ in thousands)	\$63,487	\$91,933	\$31,857	\$28,857	\$13,235	\$14,088	\$243,457



2022 - 2027 CIP Funding Sources Summary

Funding Source	Revised FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
Capital Improvement Funds	F1 21122	22123	23124	24/20	23120	20121	Total
AD 27/31	\$294	\$20	\$20	\$0	\$0	\$0	
Annexation Funding Agreement	\$1,884	\$0	\$0	\$1,500	\$0	\$0	
Hillcrest AD 26	\$0	\$0	\$0	\$230	\$0	\$0	
Timerost / ID 20	\$2,178	\$20	\$20	\$1,730	\$0	\$0	\$3,948
Enterprise Funds	72,110	7-5	7-0	7 -).	T		1-1
Sewer Fund	\$1,437	\$3,350	\$600	\$600	\$600	\$600	
Sewer System Improvement	+.1	7-1	,				
Fund	\$450	\$150	\$150	\$150	\$150	\$150	
Water Fund	\$20,612	\$5,570	\$9,112	\$8,051	\$7,360	\$10,208	
	\$22,499	\$9,070	\$9,862	\$8,801	\$8,110	\$10,958	\$69,300
Grant Funds							
CDBG Fund	\$845	\$475	\$0	\$475	\$0	\$475	
OBAG2	\$1,469	\$0	\$0	\$0	\$0	\$0	
Prop 68 Grant	\$2,949	\$0	\$0	\$0	\$0	\$0	
IRWM Prop 1 Grant	\$700	\$0	\$0	\$0	\$0	\$0	
Desalination Grant	\$10,000	\$0	\$0	\$0	\$0	\$0	
LRSP Grant	\$0	\$0	\$0	\$0	\$0	\$0	
State Grant- CNRA	\$0	\$2,200	\$0	\$0	\$0	\$0	
P-TAP Fund	\$0	\$98	\$0	\$0	\$0	\$0	
TDA Grant	\$75	\$0	\$0	\$0	\$0	\$0	
	\$16,038	\$2,773	\$0	\$475	\$0	\$475	\$19,761
Special Revenue Funds							
Delta Fair Property Fund	\$200	\$0	\$0	\$0	\$0	\$0	
Development Impact Fees	\$339	\$50	\$0	\$0	\$0	\$0	
Gas Tax	\$1,391	\$1,175	\$725	\$755	\$725	\$755	
RMRA	\$3,022	\$2,400	\$1,800	\$1,500	\$1,000	\$0	
Measure J	\$3,296	\$1,425	\$1,325	\$2,025	\$825	\$1,025	
NPDES	\$270	\$100	\$100	\$100	\$100	\$100	
Park In Lieu Fund	\$1,153	\$500	\$150	\$150	\$150	\$150	
Traffic Signal Fund	\$1,037	\$0	\$0	\$0	\$0	\$500	
Marina Fund	\$0	\$0	\$500	\$0	\$0	\$0	
Rule 20A Fund	\$1,000	\$0	\$0	\$0	\$0	\$0	
DWR Settlement	\$27,000	\$0	\$0	\$0	\$0	\$0	
ARPA	\$4,800	\$60	\$100	\$0	\$0	\$0	
	\$43,508	\$5,710	\$4,700	\$4,530	\$2,800	\$2,530	\$63,778
General Fund	\$4,662	\$1,075	\$75	\$25	\$25	\$25	\$5,887
SRF Loan	\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000
Unfunded	\$0	\$0	\$11,483	\$11,900	\$2,300	\$100	\$25,783
Total (\$ in thousands)	\$143,885	\$18,648	\$26,140	\$27,461	\$13,235	\$14,088	\$243,457

Community Facilities



				Revised					A SALES OF	THE PROPERTY.
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7928	Amtrak Station Improvements		THE PERSON	a dan ay		IF A CONTRACTOR		A CONSTRUCTOR	TOP A STORY	
Project Status:	Planning/Design Stage	Gas Tax	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$150
3	1	Total Funding	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$150
7929	Marina Basin Dredging					PER DECEMBER		R. G. Britannia	MACHINE MACHEN	A TAMES IN
Project Status:	Not Initiated	Marina Fund	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$500
		Total Funding	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$500
7948	Restoration of Public Art									
Project Status:	Planning/Design Stage	General Fund	\$0	\$60	\$25	\$25	\$25	\$25	\$25	\$185
		Total Funding	\$0	\$60	\$25	\$25	\$25	\$25	\$25	\$185
7949	Prewett Park Easement Fencing		OF THE REAL PROPERTY.			CONTRACTOR OF THE PERSON NAMED IN				Mark Cons
Project Status:	Planning/Design Stage	AD 27/31	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$75
		General Fund	\$0	\$35	\$0	\$0	\$0	\$0	\$0	\$35
		Gas Tax	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$30
		Unfunded	\$0	\$0	\$0	\$310	\$0	\$0	\$0	\$310
	8	Total Funding	\$0	\$140	\$0	\$310	\$0	\$0	\$0	\$450
7954	Murals		Halany		THE TANKS		BYSTER STREET		CARL COLLEGE	
Project Status:	Under Construction	General Fund	\$0	\$70	\$0	\$0	\$0	\$0	\$0	\$70
		Total Funding	\$0	\$70	\$0	\$0	\$0	\$0	\$0	\$70
7955	Utility Box Art Work	LEGISTER AND ENTRE					STATE OF SUPE			770
Project Status:	Planning/Design Stage	General Fund	\$3	\$85	\$0	\$0	\$0	\$0	\$0	\$88
		Total Funding	\$3	\$85	\$0	\$0	\$0	\$0	\$0	\$88
7957	City Hall Modifications		BYRIE				THE CONTRACT OF THE PARTY OF TH		30	200
Project Status:	Under Construction	General Fund	\$345	\$2,289	\$0	\$0	\$0	\$0	¢0	ć2.C24
		Development Impact			50	30	Ş U	\$0	\$0	\$2,634
		Fees	\$0	\$174	\$0	\$0	\$0	\$0	\$0	\$174
		CDBG Fund	\$0	\$370	\$0	\$0	\$0	\$0	\$0	\$370
		Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total Funding	\$345	\$2,833	\$0	\$0	\$0	\$0	\$0	\$3,178



Community Facilities



				Revised						TO POLICE
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7967	Prewett Park Pool Resurfacing	g			A LEGISLANDS OF THE			NO WORKS		PALLER ST
Project Status:	Not Initiated	General Fund	\$0	\$0	\$190	\$0	\$0	\$0	\$0	\$190
		Unfunded	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200
		Total Funding	\$0	\$0	\$190	\$200	\$0	\$0	\$0	\$390
7968	Prewett Park Grand Plaza Sha	ide Structure Upgrade								
Project Status:	Not Initiated	Development Impact Fees	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
		Total Funding	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
7969	Police Department Parking Lo	t Expansion		BALD TO BUS		CONTRACT			MANAGE THE PARTY	
Project Status:	Planning/Design Stage	Development Impact Fees	\$0	\$80	\$0	\$0	\$0	\$0	\$0	\$80
		Total Funding	\$0	\$80	\$0	\$0	\$0	\$0	\$0	\$80
7970	Police Department Investigati	ion Unit Remodel			The server server					
Project Status:	Planning/Design Stage	Development Impact Fees	\$0	\$85	\$0	\$0	\$0	\$0	\$0	\$85
		Total Funding	\$0	\$85	\$0	\$0	\$0	\$0	\$0	\$85
7971	Emergency Operations Cente	r Improvements								
Project Status:	Not Initiated	Unfunded	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$300
		Total Funding	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$300
7976	Facility Maintenance and Rep	pairs	Alternation	Participant of the Control of the Co					A REPORT OF THE REAL PROPERTY.	
Project Status:	Planning/Design Stage	General Fund	\$0	\$535	\$0	\$0	\$0	\$0	\$0	\$535
		Water Fund	\$0	\$110	\$110	\$0	\$0	\$0	\$0	\$220
		Unfunded	\$0	\$0	\$0	\$1,097	\$0	\$0	\$0	\$1,097
		Total Funding	\$0	\$645	\$110	\$1,097	\$0	\$0	\$0	\$1,852
7985	Prewett Park Perimeter Fence	e Replacement	PROPERTY.	Rights High	SERVE					HEAVE THE
Project Status:	Not Initiated	ARPA	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$500
		Total Funding	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$500



Community Facilities



				Revised						
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7986	Prewett Park Slide Restoration									
Project Status:	Not Initiated	Unfunded	\$0	\$0	\$0	\$125	\$0	\$0	\$0	\$125
		Total Funding	\$0	\$0	\$0	\$125	\$0	\$0	\$0	\$125
7989	Integration and Upgrade of Acc	ess Control, Surveillance, N	Monitoring,	and Fire Alarm						
Project Status:	Under Construction	General Fund	\$0	\$768	\$0	\$0	\$0	\$0	\$0	\$768
		Water Fund	\$0	\$30	\$75	\$0	\$0	\$0	\$0	\$105
		Sewer Fund	\$0	\$20	\$0	\$0	\$0	\$0	\$0	\$20
		Unfunded	\$0	\$0	\$0	\$111	\$0	\$0	\$0	\$111
		Total Funding	\$0	\$818	\$75	\$111	\$0	\$0	\$0	\$1,004
7990	Installation of Police Departmen	nt Radio Simulcast Tower	Mind-City				Marie Const			
Project Status:	Planning/Design Stage	General Fund	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$300
		Total Funding	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$300
7991	Nick Rodriguez Community Cen	ter Rehab	YEAR.	BURNISH						
Project Status:	Not Initiated	State Grant - CNRA	\$0	\$0	\$2,200	\$0	\$0	\$0	\$0	\$2,200
		General Fund	\$0	\$0	\$260	\$0	\$0	\$0	\$0	\$260
		Unfunded	\$0	\$0	\$0	\$2,040	\$0	\$0	\$0	\$2,040
		Total Funding	\$0	\$0	\$2,460	\$2,040	\$0	\$0	\$0	\$4,500
8005	Wi-Fi Installation in Downtown		things.							
Project Status:	Ongoing Program	ARPA	N/A	\$0	\$60	\$100	\$0	\$0	\$0	\$160
		Unfunded	N/A	\$0	\$0	\$0	\$100	\$100	\$100	\$300
		Total Funding	N/A	\$0	\$60	\$100	\$100	\$100	\$100	\$460
8006	Public Safety and Community R	esources Department Facil	ity							
Project Status:	Planning/Design Stage	ARPA	\$0	\$4,300	\$0	\$0	\$0	\$0	\$0	\$4,300
		Total Funding	\$0	\$4,300	\$0	\$0	\$0	\$0	\$0	\$4,300
Total Community	Facilities Funding	4. 10 10 10 10 10 10 10 10 10 10 10 10 10	\$348	\$10,066	\$2,970	\$4,808	\$125	\$125	\$125	\$18,567



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				Revised						
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7018	Park Facilities Upgrade								MINISTER I	
Project Status:	Ongoing Program	Park In Lieu Fund	N/A	\$0	\$150	\$150	\$150	\$150	\$150	\$750
		Total Funding	N/A	\$0	\$150	\$150	\$150	\$150	\$150	\$750
7946	Jacobsen and Marchetti Park Re	enovation	PROCES						Kuri he 2/2	
Project Status:	Planning/Design Stage	Park In Lieu Fund	\$0	\$1,153	\$0	\$0	\$0	\$0	\$0	\$1,153
		Prop 68 Grant	\$0	\$247	\$0	\$0	\$0	\$0	\$0	\$247
		Total Funding	\$0	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400
7960	Contra Loma Estates Park Reno	vation				建筑 医性病性炎			APPENDICE V	F F 1500
Project Status:	Planning/Design Stage	Prop 68 Grant	\$250	\$2,702	\$0	\$0	\$0	\$0	\$0	\$2,952
		Total Funding	\$250	\$2,702	\$0	\$0	\$0	\$0	\$0	\$2,952
7982	City Park Landscape Renovation							WE SHOW	P. A. Barra	
Project Status:	Ongoing Program	Delta Fair Property Fund	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$200
		General Fund	\$0	\$20	\$0	\$0	\$0	\$0	\$0	\$20
		Total Funding	\$0	\$220	\$0	\$0	\$0	\$0	\$0	\$220
7983	Trail Maintenance Program			A STEVENSIA		MALIA RESIDENCE		S. JUST HE VILLE		Zallate la al
Project Status:	Ongoing Program	Gas Tax	N/A	\$175	\$175	\$175	\$175	\$175	\$175	\$1,050
		Total Funding	N/A	\$175	\$175	\$175	\$175	\$175	\$175	\$1,050
7984	Community Park Synthetic Turf	Replacement			HOPE THE SECTION		THE SHALLS	DATES TARREST		
Project Status:	Not Initiated	Unfunded	N/A	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
		Total Funding	N/A	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
8007	Bicycle Garden Construction									
Project Status:	Not Initiated	General Fund	\$0	\$0	\$550	\$0	\$0	\$0	\$0	\$550
		Unfunded	\$0	\$0	\$0	\$3,700	\$0	\$0	\$0	\$3,700
		Total Funding	\$0	\$0	\$550	\$3,700	\$0	\$0	\$0	\$4,250
8008	Rivertown Community Space De	esign	E HILL			ALESON REPORTED	MURRINA			44,230
Project Status:	Not Initiated	Park In Lieu Fund	\$0	\$0	\$350	\$0	\$0	\$0	\$0	\$350
Programme version and the		Total Funding	\$0	\$0	\$350	\$0	\$0	\$0	\$0	\$350
Total Parks and Ti	ails Funding	The Charles	\$250	\$4,497	\$1,225	\$4,025	\$325	\$2,525	\$325	
			ΨL30	7-1,-37	71,223	34,023	3323	32,323	\$325	\$13,172



Roadway Improvements



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Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7355	Pedestrian/ADA Improvements	S			Photo Car			State of the late		
Project Status:	Ongoing Program	Measure J	N/A	\$87	\$400	\$0	\$400	\$0	\$400	\$1,287
		Total Funding	N/A	\$87	\$400	\$0	\$400	\$0	\$400	\$1,287
7358	Sidewalk Repair Program									
Project Status:	Ongoing Program	Gas Tax	N/A	\$166	\$150	\$150	\$150	\$150	\$150	\$916
		Sewer Fund	N/A	\$167	\$150	\$150	\$150	\$150	\$150	\$917
		Water Fund	N/A	\$167	\$150	\$150	\$150	\$150	\$150	\$917
		Total Funding	N/A	\$500	\$450	\$450	\$450	\$450	\$450	\$2,750
7359	Pavement Management System	n Program							The state of the state of the	
Project Status:	Ongoing Program	P-TAP Fund	N/A	\$0	\$98	\$0	\$0	\$0	\$0	\$98
		Gas Tax	N/A	\$20	\$0	\$0	\$30	\$0	\$30	\$80
		Total Funding	N/A	\$20	\$98	\$0	\$30	\$0	\$30	\$178
7362	Pavement Surface Treatments			and an entire						
Project Status:	Ongoing Program	Measure J	N/A	\$717	\$0	\$700	\$0	\$200	\$0	\$1,617
		RMRA	N/A	\$1,000	\$0	\$1,800	\$0	\$1,000	\$0	\$3,800
		Total Funding	N/A	\$1,717	\$0	\$2,500	\$0	\$1,200	\$0	\$5,417
7363	Hillcrest Ave. Left Turn at Wild I	Horse Road				DUNE OF	400 727 750			A STATE OF STATE
Project Status:	Not Initiated	Assessment District 26	\$0	\$0	\$0	\$0	\$230	\$0	\$0	\$230
		Total Funding	\$0	\$0	\$0	\$0	\$230	\$0	\$0	\$230
7448	Transportation Impact Fee Stud	1				NEW YORK	NOW BEIDING			
Project Status:	Not Initiated	Measure J	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$45
		Total Funding	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$45
7746	CDBG Downtown Roadway Reh	nabilitation Program								
Project Status:	Ongoing Program	CDBG Fund	N/A	\$475	\$475	\$0	\$475	\$0	\$475	\$1,900
		Total Funding	N/A	\$475	\$475	\$0	\$475	\$0	\$475	\$1,900
7921	Citywide Signage Program						MINISTRA			
Project Status:	Planning/Design Stage	General Fund	\$120	\$500	\$50	\$50	\$0	\$0	\$0	\$720
		Total Funding	\$120	\$500	\$50	\$50	\$0	\$0	\$0	\$720
7922	Traffic Calming Program									
Project Status:	Ongoing Program	Measure J	N/A	\$297	\$75	\$75	\$75	\$75	\$75	\$672
		Total Funding	N/A	\$297	\$75	\$75	\$75	\$75	\$75	\$672



Roadway Improvements



				Revised						
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7925	L Street Improvements						HO RESIDEN	A. P. C. A. D. P. T. B. V.	RESIDENCE OF THE	Fredrik Ment
Project Status:	Planning/Design Stage	RMRA	\$145	\$1,857	\$0	\$0	\$0	\$0	\$0	\$2,002
		OBAG2	\$0	\$1,469	\$0	\$0	\$0	\$0	\$0	\$1,469
		Measure J	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,200
		Unfunded	\$0	\$0	\$0	\$2,000	\$11,800	\$0	\$0	\$13,800
		Total Funding	\$145	\$4,526	\$0	\$2,000	\$11,800	\$0	\$0	\$18,471
7940	Pavement Plugs and Levelin	g Courses					THE SHOP STORY			
Project Status:	Ongoing Program	Measure J	N/A	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
		RMRA	N/A	\$165	\$2,400	\$0	\$1,500	\$0	\$0	\$4,065
		Total Funding	N/A	\$165	\$2,400	\$0	\$2,500	\$0	\$0	\$5,065
7941	Streetlighting Improvement					BEAT KILL				
Project Status:	Planning/Design Stage	Gas Tax	\$0	\$850	\$850	\$0	\$0	\$0	\$0	\$1,700
		Unfunded	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$1,600
		Total Funding	\$0	\$850	\$850	\$1,600	\$0	\$0	\$0	\$3,300
7943	Median Island Improvement	ts								
Project Status:	Ongoing Program	Gas Tax	N/A	\$0	\$0	\$400	\$400	\$400	\$400	\$1,600
		Measure J	N/A	\$950	\$950	\$550	\$550	\$550	\$550	\$4,100
		Total Funding	N/A	\$950	\$950	\$950	\$950	\$950	\$950	\$5,700
7958	Overhead Utility Undergrou	nding								
Project Status:	Planning/Design Stage	Rule 20A Fund	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
	ø	Total Funding	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
8009	Antioch School Pedestruan S	Safety Improvements		THE RESIDENCE	NUMBER OF STREET				NEWS AND PA	THE REPORT OF THE
Project Status:	Under Construction	TDA Grant	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$75
		Total Funding	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$75
Total Roadway In	provements Funding		\$265	\$11,207	\$5,748	\$7,625	\$16,910	\$2,675	\$2,380	\$46,810



Traffic Signals



				Revised				ENLINE DEFF		
Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7447	Traffic Signal: James Donlo	on Blvd./Metcalf St			WHITE SEE SE					A SACRESSION
Project Status:	Not Initiated	Traffic Signal Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500
		Total Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500
7956	Traffic Signal: Laurel Road	/Canada Valley Road						BENEROY AREADO		
Project Status:	Under Construction	Traffic Signal Fund	\$0	\$637	\$0	\$0	\$0	\$0	\$0	\$637
		Total Funding	\$0	\$637	\$0	\$0	\$0	\$0	\$0	\$637
7977	Traffic Signal: Heidorn Rar	nch Road/Prewett Ranch Drive				THE PERSON		RUS PER INTER	THE WELL BUILD	
Project Status:	Not Initiated	Traffic Signal Fund	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$400
		Total Funding	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$400
Total Traffic Signa	als Funding	ENVEROLE (PRODUCTS	\$0	\$1,037	\$0	\$0	\$0	\$0	\$500	\$1,537



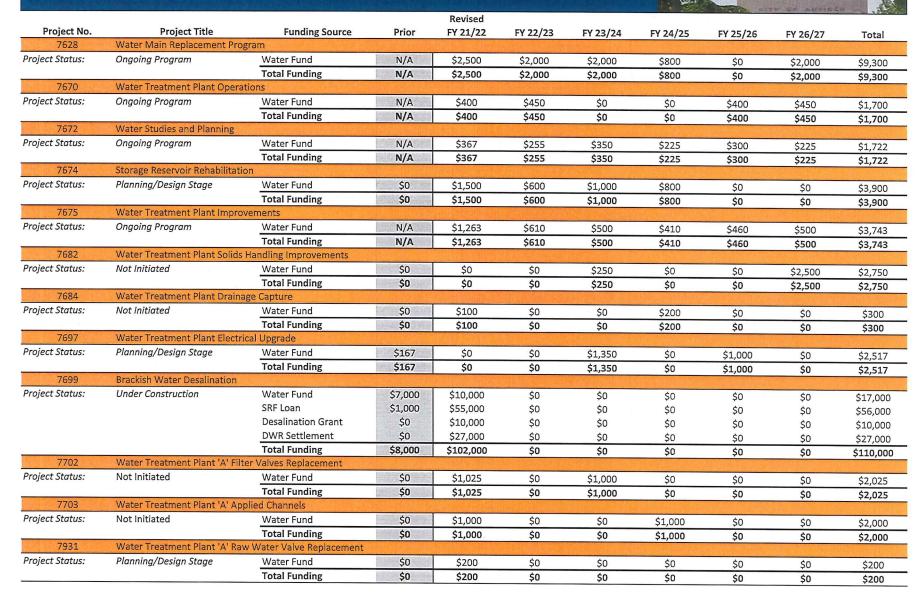
Wastewater & Storm Drain Systems



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Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7724	Sewer Main Improvements Pr	rogram					TO THE			
Project Status:	Ongoing Program	Sewer System Imp. Fund	N/A	\$450	\$150	\$150	\$150	\$150	\$150	\$1,200
		Total Funding	N/A	\$450	\$150	\$150	\$150	\$150	\$150	\$1,200
7736	Sewer Facility Rehabilitation I	Program								
Project Status:	Ongoing Program	Sewer Fund	N/A	\$0	\$150	\$150	\$150	\$150	\$150	\$750
		Total Funding	N/A	\$0	\$150	\$150	\$150	\$150	\$150	\$750
7737	West Antioch Creek Channel	Improvements Monitoring			ing the second					MESSAGE COM
Project Status:	Under Construction	AD 27/31	\$4	\$219	\$20	\$20	\$0	\$0	\$0	\$263
		Total Funding	\$4	\$219	\$20	\$20	\$0	\$0	\$0	\$263
7745	Northeast Antioch Annexatio	n Infrastructure			AND DESCRIP					FOR THE TAX STATE
Project Status:	Planning/Design Stage	NE Annexation Fund	\$4,739	\$1,884	\$0	\$0	\$1,500	\$0	\$0	\$8,123
		Total Funding	\$4,739	\$1,884	\$0	\$0	\$1,500	\$0	\$0	\$8,123
7750	Trash Capture Devices									
Project Status:	Ongoing Program	NPDES	N/A	\$270	\$100	\$100	\$100	\$100	\$100	\$770
		Total Funding	N/A	\$270	\$100	\$100	\$100	\$100	\$100	\$770
7923	Sewer Main Trenchless Rehal	pilitation		的基础的图别	对 1.5 包 车头				达新越州巴州 茨	
Project Status:	Ongoing Program	Sewer Fund	N/A	\$1,250	\$300	\$300	\$300	\$300	\$300	\$2,750
		Total Funding	N/A	\$1,250	\$300	\$300	\$300	\$300	\$300	\$2,750
7964	West Antioch Creek Flood Co	nveyance Mitigation and Rest	oration							
Project Status:	Planning/Design Stage	IRWM Prop 1 Grant	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$700
		Total Funding	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$700
7993	East Antioch Creek Outfall Im	provements				ACTIVISMENT	Brown Co.	SHAWN SS		Man all the
Project Status:	Not Initiated	Sewer Fund	\$0	\$0	\$2,500	\$0	\$0	\$0	\$0	\$2,500
		Total Funding	\$0	\$0	\$2,500	\$0	\$0	\$0	\$0	\$2,500
7995	Delta Fair Storm Drain Rehab	ilitation					Edd of State			
Project Status:	Not Initiated	Sewer Fund	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250
		Total Funding	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250
Total Wastewate	r & Storm Drain Systems Fundin	g	\$4,743	\$4,773	\$3,470	\$720	\$2,200	\$700	\$700	\$17,306



Water System

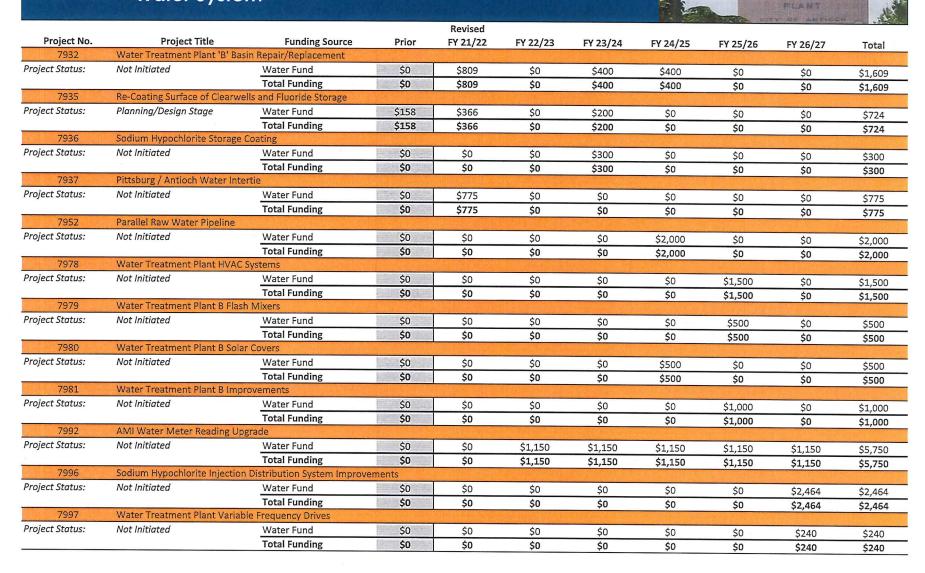




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Water System





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Water System

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Project No.	Project Title	Funding Source	Prior	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total
7998	Polymer Room & Filter Aid I	nstallation					MANUFACTURE OF	YA TEGERALI	NO PARTY LESSON	reministration of
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$0	\$240	\$0	\$0	\$240
		Total Funding	\$0	\$0	\$0	\$0	\$240	\$0	\$0	\$240
7999	Water Treatment Plant Chai	in and Flights Rehabilitation		BENEFIT END			O'A CHIMINIST	Ball School Pari		
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$246	\$246
		Total Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$246	\$246
8000	Radio Communication Impro	ovements	1470年1月1日	ANDERIOR	Red (State)		Market Control			
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$170	\$0	\$0	\$0	\$0	\$170
		Total Funding	\$0	\$0	\$170	\$0	\$0	\$0	\$0	\$170
8001	Chemical Injection Modification	tions	ATELY STUDY	Bayes in the fi				ALCOHOLD SAFER	EXPERIMENTAL PROPERTY.	
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$0	\$176	\$0	\$0	\$176
		Total Funding	\$0	\$0	\$0	\$0	\$176	\$0	\$0	\$176
8002	Water Treatment Plant Gen	erator Replacement	THUS GET KIT	NOTE TO BE	HILLY BEINGER			Sould be stated		
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$900
		Total Funding	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$900
8003	Canal Pump Variable Freque	ency Drives								an Sheridan
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$283	\$283
		Total Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$283	\$283
8004	Lone Tree Way Booster Pum	np Station Replacement		MEAN TO MINE OF				Heritagines.		Barley and Article
Project Status:	Not Initiated	Water Fund	\$0	\$0	\$0	\$462	\$0	\$0	\$0	\$462
5		Total Funding	\$0	\$0	\$0	\$462	\$0	\$0	\$0	\$462
Total Water System	n Funding		\$8,325	\$112,305	\$5,235	\$8,962	\$7,901	\$7,210	\$10,058	\$159,996



Park Facilities Upgrade

Location: Citywide

Project Manager: Derek Traya

Estimated Completion: Ongoing Program



Project Description: This project will rehabilitate and upgrade aging park playground equipment and facilities throughout the City.

Justification: Upgrades to community parks help maintain a healthy community.

Project Financing		Curi	rent			Proposed										Total
Expenditures	Prio	r	20	21/22	2	2022/23	2023/24		2	024/25	2025/26		2026/27			
Construction		N/A	\$	-	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	750,000
TOTAL	\$	-	\$	-	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	750,000
Funding Sources	Prior	r	20	21/22	2	2022/23	2	2023/24	2	024/25	2	025/26	2	026/27		
216 Park in Lieu Fund		N/A	\$	-	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	750,000
TOTAL	\$	-	\$	-	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	750,000



Pedestrian/ADA Improvements

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This project will construct new curb ramps in conformance with State and American with Disability Act guidelines and replace damaged sidewalks.

Justification: The project will improve pedestrian access by installing curb ramps and reducing hazards in the public right of way.

Project Financing	Cur	rent	MARCH SA	Total				
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 10,000	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ 40,000
Construction	N/A	\$ 77,000	\$ 390,000	\$ -	\$ 390,000	\$ -	\$ 390,000	\$ 1,247,000
TOTAL	\$ -	\$ 87,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 1,287,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
222 Measure J	N/A	\$ 87,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 1,287,000
TOTAL	\$ -	\$ 87,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 1,287,000



Sidewalk Repair Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program will replace concrete sidewalks, curb and gutter that have been damaged by tree roots or broken as part of an underground utility repair. The program also installs new curb ramps to improve pedestrian accessibility.

Justification: Overgrown tree roots and repairs to underground utilities damage sections of concrete curb, gutter, and sidewalk. The program helps to mitigate risks of trip and fall incidents throughout the City.

Project Financing	Curi	rent		Total					
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		
Planning and Design	N/A	\$ 55,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 305,000	
Construction	N/A	\$ 445,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,445,000	
TOTAL	\$ - \$50		\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,750,000	
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		
213 Gas Tax	N/A	\$ 166,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 916,000	
621 Sewer Fund	N/A	\$ 167,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 917,000	
611 Water Fund	N/A	\$ 167,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 917,000	
TOTAL	\$ -	\$ 500,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,750,000	



Pavement Management System Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program evaluates City streets every two years based on pavement condition and provides pavement repair options. The City will obtain a federal grant, P-TAP (Pavement Management Technical Assistant Program) to assist with the program.

Justification: A Pavement Management Plan is required as a condition of Measure "J" funding for street improvements.

Project Financing	Cur	rent	数的特殊	Total				
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 20,000	\$ 98,000	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ 178,000
TOTAL	\$ -	\$ 20,000	\$ 98,000	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ 178,000
				K.				1
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Miles and the
P-TAP Fund	N/A	\$ -	\$ 98,000	\$ -	\$ -	\$ -	\$ -	\$ 98,000
213 Gas Tax	N/A	\$ 20,000	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ 80,000
TOTAL	\$ -	\$ 20,000	\$ 98,000	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ 178,000



Pavement Surface Treatments

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program provides pavement preservation treatments such as cape seal, micro-surfacing and other preventative maintenance treatments to extend the useful life of a roadway.

Justification: The program implements the Pavement Management System program and recommendations from residents.

P	roject Financing	Current							to be the		Total						
	Expenditures	I	Prior	20	2021/22		2022/23		2023/24		2024/25		2025/26		2026/27		
1.0	Planning and Design		N/A	\$	30,000	\$	-	\$	30,000	\$	-	\$	30,000	\$	-	\$	90,000
	Construction		N/A	\$	-	\$1,6	87,000	\$2,	470,000	\$	-	\$1,	170,000	\$	-	\$5,	327,000
TOTAL		\$	-	\$	30,000	\$1,6	87,000	\$2,	500,000	\$	-	\$1	,200,000	\$	-		417,000
I I	Funding Sources	1	Prior	20	021/22	202	22/23	20	023/24	20	024/25	2	025/26	202	6/27		
222	2 Measure J		N/A	\$	717,000	\$	-	\$	700,000	\$	-	\$	200,000	\$	-	\$1,	617,000
209	9 RMRA		N/A	\$1,	,000,000	\$	-	\$1,	800,000	\$	-	\$1,	,000,000	\$	-		800,000
TOTAL		\$	_`	\$1,	,717,000	\$	1-10	\$2,	500,000	\$	-	\$1	,200,000	\$	-	\$5,	417,000



Hillcrest Ave. Left Turn at Wild Horse Road

Location: Hillcrest Avenue at Wild Horse Road

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will extend the Hillcrest Avenue left turn pocket at Wild Horse Road.

Justification: Additional capacity is necessary for build out of the development to the east and future extension of Wild Horse Road to Slatten Ranch Road.

Project Financing		Cur	rent			Total								
Expenditures	Pri	or	2021/22		2022/23		2023/24		2024/25	2025/26		2026/27		
Planning and Design	\$	-	\$	-	\$	-	\$	-	\$ 20,000	\$	-	\$	-	\$ 20,000
Construction	\$	-	\$	-	\$	-	\$	-	\$210,000	\$	-	\$	-	\$ 210,000
TOTAL	\$	-	\$	-	\$	- \	\$	-	\$230,000	\$	-	\$	-	\$ 230,000
Funding Sources	Pri	or	202	1/22	202	2/23	2023/24		2024/25	2025/26		202	6/27	
361 Assessment District 26	\$	-	\$	-	\$	=	\$	-	\$230,000	\$	-	\$	-	\$ 230,000
TOTAL	\$	-	\$	-	\$	-	\$	-	\$230,000	\$	-	\$	-	\$ 230,000



Traffic Signal: James Donlon Blvd./ Metcalf St.

Location: The intersection at James Donlon Boulevard and Metcalf Street

Project Manager: Scott Buenting

Estimated Completion: 2027



Project Description: This project will install a new traffic signal and related facilities at the intersection of James Donlon Boulevard and Metcalf Street.

Justification: This facility is expected to improve traffic safety in the area following additional development.

Project Financing	19	Cur	rent						Pro	posed					Total
Expenditures	F	Prior	202	1/22	202	2/23	202	3/24	202	4/25	202	25/26	2026/27		
Planning and Design	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 30,000	\$	30,000
Construction	\$	=	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 470,000	\$	470,000
TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000	\$	500,000
Funding Sources	F	Prior	202	1/22	202	2/23	202	3/24	202	24/25	202	25/26	2026/27	pet	
220 Traffic Signal Fund	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000	\$	500,000
TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000	\$	500,000



Transportation Impact Fee Study

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This study will update the traffic impact fee program.

Justification: This study is used to assist with the financing transportation improvements needed to support new development and redevelopment activities throughout the City.

Р	roject Financing		Curi	rent						Pro	posed					Total
	Expenditures	F	Prior	202	1/22	20	022/23	202	23/24	202	4/25	202	25/26	202	6/27	
	Planning and Design	\$	-	\$	-	\$	45,000	\$	=	\$	-	\$	-	\$	-	\$ 45,000
TOTAL		\$	-	\$	-	\$	45,000	\$	-	\$	-	\$	-	\$	-	\$ 45,000
F	Funding Sources	F	Prior	202	1/22	20	022/23	202	23/24	202	4/25	202	25/26	202	6/27	
222	Measure J	\$	-	\$ 4	5,000	\$	-	\$	-	\$	0-1	\$	-	\$	-	\$ 45,000
TOTAL		\$	-	\$ 4	5,000	\$	-	\$	-	\$	-	\$	=	\$	-	\$ 45,000



Water Main Replacement Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program replaces deteriorated water facilities to improve efficiency in the existing system as identified in the Water System Master Plan or as requested by the Water Distribution Division.

Justification: Portions of the existing water system are aging and/or have experienced failures due to deterioration and need replacement and upgrades.

Project Financing	Cui	rrent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 15,000	\$ 15,000	\$ 15,000	\$ 10,000	\$ -	\$ 15,000	\$ 70,000
Construction	N/A	\$ 2,485,000	\$ 1,985,000	\$ 1,985,000	\$ 790,000	\$ -	\$ 1,985,000	\$ 9,230,000
TOTAL	\$ -	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	\$ 800,000	\$ -	\$ 2,000,000	\$ 9,300,000
				4				=
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund	N/A	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	\$ 800,000	\$ -	\$ 2,000,000	\$ 9,300,000
TOTAL	\$ -	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000	\$ 800,000	\$ -	\$ 2,000,000	\$ 9,300,000



Water Treatment Plant Operations

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: Ongoing Program



Project Description: This project will replace the granular activated carbon filters of both Plant "A" and "B".

Justification: The granular activated carbon filters must be replaced every four to five years to perform efficiently.

Project Finance	ing	Curr	ent			Proposed			Total
Expenditure	es ·	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	THE STREET STREET
Planning and	l Design	N/A	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 40,000
Construction		N/A	\$ 390,000	\$ 440,000	\$ -	\$ -	\$ 390,000	\$ 440,000	\$ 1,660,000
TOTAL		\$ -	\$ 400,000	\$ 450,000	\$ -	\$ -	\$ 400,000	\$ 450,000	\$ 1,700,000
Funding Sour	ces	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund		N/A	\$ 400,000	\$ 450,000	\$ -	\$ -	\$ 400,000	\$ 450,000	\$ 1,700,000
TOTAL		\$ -	\$ 400,000	\$ 450,000	\$ -	\$ -	\$ 400,000	\$ 450,000	\$ 1,700,000

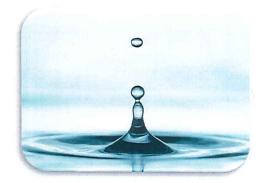


Water Studies and Planning

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This project will prepare and update various water studies and planning documents including the Water System Master Plan, Water Rate Study, Risk Management Plan, Urban Water Management Plan Update, Watershed Sanitary Survey Update, Groundwater Sustainability Plan, Integrated Regional Water Management Plan, Risk Resilience Assessment and Emergency Response Plan.

Justification: Various water related studies and planning documents must be completed for the City to be compliant with State and industry requirements.

Project Financing	Cur	rent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 367,000	\$ 255,000	\$ 350,000	\$ 225,000	\$300,000	\$225,000	\$ 1,722,000
TOTAL	\$ -	\$ 367,000	\$ 255,000	\$ 350,000	\$ 225,000	\$300,000	\$225,000	\$ 1,722,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund	N/A	\$ 367,000	\$ 255,000	\$ 350,000	\$ 225,000	\$300,000	\$225,000	\$ 1,722,000
TOTAL	\$ -	\$ 367,000	\$ 255,000	\$ 350,000	\$ 225,000	\$300,000	\$225,000	\$ 1,722,000



Storage Reservoir Rehabilitation

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project rehabilitates water storage reservoirs throughout the City. Work to be performed may include recoating, repainting, installation of mixers and sampling stations and seismic upgrades.

Justification: Maintenance and upgrades of water storage reservoirs are necessary to prolong their useful lives.

Project Financing	Cur	rent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	機能到各的原
Planning and Design	\$ -	\$ 120,000	\$ 50,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 180,000
Construction	\$ -	\$ -	\$ 1,930,000	\$ 990,000	\$ 800,000	\$ -	\$ -	\$ 3,720,000
TOTAL	\$ -	\$ 120,000	\$ 1,980,000	\$ 1,000,000	\$ 800,000	\$ -	\$ -	\$ 3,900,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund	\$ -	\$ 1,500,000	\$ 600,000	\$ 1,000,000	\$ 800,000	\$ -	\$ -	\$ 3,900,000
TOTAL	\$ -	\$ 1,500,000	\$ 600,000	\$ 1,000,000	\$ 800,000	\$ -	\$ -	\$ 3,900,000



Water Treatment Plant Improvements

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: Ongoing Program



Project Description: This project will perform minor improvements at the Water Treatment Plant. The work may include replacement of deteriorating equipment, installation of new controls, construction of facilities, clearwell improvements and installation of a Zone 1 flow meter.

Justification: Upgrades to the plant are required to maintain and/or improve the efficiency of the facility.

Project Financing	Cur	rent		HARRIES	Proposed		Che de la	Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 10,000	\$ 30,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 60,000
Construction	N/A	\$ 1,253,000	\$ 580,000	\$ 495,000	\$ 405,000	\$ 455,000	\$ 495,000	\$ 3,683,000
TOTAL	\$ -	\$ 1,263,000	\$ 610,000	\$ 500,000	\$ 410,000	\$ 460,000	\$ 500,000	\$ 3,743,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund	N/A	\$ 1,263,000	\$ 610,000	\$ 500,000	\$ 410,000	\$ 460,000	\$ 500,000	\$ 3,743,000
TOTAL	\$ -	\$ 1,263,000	\$ 610,000	\$ 500,000	\$ 410,000	\$ 460,000	\$ 500,000	\$ 3,743,000



Water Treatment Plant Solids Handling Improvements

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2027



Project Description: This project will evaluate the existing solids handling and dewatering operation at the Water Treatment Plant and, if warranted, design and construct additional facilities.

Justification: Solids handling and dewatering are currently performed by a private contractor. This exercise will determine if a City owned system may be more cost effective.

Project Financing		Cur	rent					(KOSTON)	Prop	osed			FIME:			Total
Expenditures	I	Prior	202	21/22	202	22/23	2	2023/24	202	4/25	202	5/26	2026	/27	Mili	
Planning and Design	\$	-	\$	(-)	\$	7-1	\$	50,000	\$	-	\$	-	\$	-	\$	50,000
Construction	\$	s -	\$) - 1	\$	-	\$	200,000	\$	-	\$	i.—	\$ 2,50	0,000	\$ 2	,700,000
TOTAL	\$	-	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$ 2,50	0,000	\$ 2	,750,000
Funding Sources		Prior	202	21/22	202	22/23	2	2023/24	202	4/25	202	5/26	2026	/27		
611 Water Fund	\$	-	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$ 2,50	0,000	\$ 2	,750,000
TOTAL	\$	-	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$ 2,50	0,000	\$ 2	,750,000



Water Treatment Plant Drainage Capture

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will re-evaluate the existing sludge lagoon. Work included in this project may include removal of accumulated solids, stabilization of banks and installation of decant/disposal system or constructing a new City owned facility.

Justification: The City may require additional capacity to accommodate emptying the clarifiers for routine or special maintenance.

Project Financing		Cur	rent			4		P	roposed					Total
Expenditures	I	Prior	2	021/22	2022/23	202	23/24	2	2024/25	202	25/26	202	6/27	
Planning and Design	\$	-	\$	_	\$ -	\$	-	\$	10,000	\$	-	\$	_	\$ 10,000
Construction	\$	-	\$	-	\$ 100,000	\$	-	\$	190,000	\$	-	\$	-	\$ 290,000
TOTAL	\$	-	\$	-	\$ 100,000	\$	-	\$	200,000	\$	-	\$	-	\$ 300,000
Funding Sources		Prior	2	021/22	2022/23	202	23/24	2	2024/25	202	25/26	202	6/27	HARRIS
611 Water Fund	\$		\$	100,000	\$ -	\$	-	\$	200,000	\$	-	\$	_	\$ 300,000
TOTAL	\$	-	\$	100,000	\$ -	\$	-	\$	200,000	\$	-	\$	-	\$ 300,000



Water Treatment Plant Electrical Upgrade

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2026



Project Description: The project will relocate and upgrade the aging electric facilities in Plant "A".

Justification: Electrical equipment is aging and requires upgrades to continue to function properly.

Project Financing	Curi	rent						Prop	osed		Se ballet Salar				Total
Expenditures	Prior	20	21/22	20	22/23	20	023/24	202	4/25	20	25/26	2020	6/27		
Planning and Design	\$ -	\$	-	\$	-	\$	20,000	\$	-	\$	_	\$	-	\$	20,000
Construction	\$ 167,000	\$:€	\$	-	\$ 1	,330,000	\$	-	\$ 1,	000,000	\$	-	\$2	,330,000
TOTAL	\$ 167,000	\$	-	\$	y .— i	\$ 1	,350,000	\$		\$ 1,	000,000	\$	_		,350,000
									ñ						
Funding Sources	Prior	20	21/22	20	22/23	20	023/24	202	4/25	20	25/26	2020	6/27		
611 Water Fund	\$ 167,000	\$	-	\$	-	\$ 1	,350,000	\$	-	\$ 1,	000,000	\$	-	\$2	,350,000
TOTAL	\$ 167,000	\$	-	\$	-	\$1	,350,000	\$	-	\$ 1,	000,000	\$,350,000



Brackish Water Desalination

Location: Water Treatment Plant

Project Manager: John Samuelson

Estimated Completion: 2023



Project Description: This project will construct a 6 MGD brackish water desalination plant that would treat water from the San Joaquin River during times of high chloride content. The work will include the replacement of the City's river intake facility and install a new fish screen. Approximately 4 miles of pipeline will be constructed to convey brine concentrate from the water treatment plant to Delta Diablo.

Justification: This process will enable the City the ability to treat river water in times of drought and future dry conditions due to climate change and protect the City's Pre-1914 water rights.

Project Financing	Curi	rent				Name of the last	Proj	ose	t						Total
Expenditures	Prior		2021/22	20	22/23		2023/24	202	4/25	202	5/26	202	6/27		
Plannning/Design	\$ 8,000,000	\$	1,000,000	\$	I=0	\$	-	\$	-	\$	-	\$	-	\$	9,000,000
Construction	\$ 	\$	48,000,000	\$ 53	,000,000	\$	-	\$	-	\$	-	\$	-	\$:	101,000,000
TOTAL	\$ 8,000,000	\$	49,000,000	\$ 53	,000,000	\$	-	\$	-	\$	-	\$	-	\$ 1	10,000,000
Funding Sources	Prior		2021/22	20	22/23		2023/24	202	4/25	202	5/26	202	6/27		
611 Water Fund	\$ 7,000,000	\$	10,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	17,000,000
611 SRF Loan	\$ 1,000,000	\$	55,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	56,000,000
611 Desalination Grant	\$ -	\$	10,000,000	\$	j. - .	\$	-	\$	-	\$	-	\$	- "	\$	10,000,000
611 DWR Settlement	\$ -	\$	27,000,000	\$	-	\$	_	\$		\$	-	\$	1-1	\$	27,000,000
TOTAL	\$ 8,000,000	\$	102,000,000	\$	7 - 6	\$	-	\$	-	\$	-	\$	-	\$ 1	110,000,000



Water Treatment Plant 'A' Filter Valves Replacement

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will replace four aging filter valves in Plant 'A' at the Water Treatment Plant.

Justification: Four of the eight filter valves at Plant 'A' have been in the system for a long period of time and are currently leaking while in the closed position.

Project Financing	Cur	rent				BERTOOTS		Prop	osed					Total
Expenditures	Prior	202	21/22	2	2022/23	2023/24	202	4/25	202	25/26	202	6/27		
Planning and Design	\$ -	\$	-	\$	51,000	\$ -	\$	-	\$	-	\$	-	\$	51,000
Construction	\$	\$	-	\$	974,000	\$ 1,000,000	\$	-	\$	-	\$	-	\$1	,974,000
TOTAL	\$ -	\$	-	\$:	1,025,000	\$ 1,000,000	\$	-	\$	-	\$	-	_	,025,000
Funding Sources	Prior	202	21/22	2	2022/23	2023/24	202	4/25	202	25/26	202	6/27		
611 Water Fund	\$ -	\$ 1,0	25,000	\$	-	\$ 1,000,000	\$	-	\$	-	\$	-	\$ 2	,025,000
TOTAL	\$ -	\$ 1,0	25,000	\$	-	\$ 1,000,000	\$	-	\$	-	\$	-		,025,000



Water Treatment Plant 'A' Applied Channels

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: The project will evaluate the existing applied water channels at the Water Treatment Plant. Modification or replacement of the channels will be designed and constructed.

Justification: The existing applied channels have settled and separated from the filters causing water to leak out.

Project Financing	Cur	rent							Prop	osed					Total
Expenditures	Prior	20	21/22	202	2/23	202	3/24	2	2024/25	202	25/26	202	6/27		
Planning and Design	\$ -	\$	-	\$ 10	00,000	\$	_	\$	30,000	\$	_	\$	-	\$	130,000
Construction	\$ -	\$	-	\$ 90	00,000	\$	-	\$	970,000	\$	-	\$	-	\$ 1	,870,000
TOTAL	\$	\$	-	\$ 1,00	00,000	\$	-	\$:	1,000,000	\$	=	\$	-	\$ 2	2,000,000
Funding Sources	Prior	20	21/22	202	2/23	202	3/24	2	2024/25	202	25/26	202	6/27		
611 Water Fund	\$ =	\$ 1,	.000,000	\$		\$	-	\$:	1,000,000	\$	-	\$	-	\$ 2	2,000,000
TOTAL	\$ -	\$ 1,	,000,000	\$	-	\$	-	\$:	1,000,000	\$	-	\$	-	\$ 2	2,000,000



Sewer Main Improvement Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program constructs improvements to the sanitary sewer collection system necessary to increase functionality or expand capacity.

Justification: Expansion of the system is required to provide proper service to the residents.

	Project Financing		Cur	rent			MER BOOK			Proposed						Total
	Expenditures	Pric	or	2	2021/22	2	2022/23	2023/24	2	2024/25	2	2025/26	2	2026/27		
	Planning and Design		N/A	\$	15,000	\$	20,000	\$ 20,000	\$	20,000	\$	20,000	\$	20,000	\$	115,000
	Construction		N/A	\$	435,000	\$	130,000	\$ 130,000	\$	130,000	\$	130,000	\$	130,000	\$:	L,085,000
TOTAL		\$	-	\$	450,000	\$	150,000	\$ 150,000	\$	150,000	\$	150,000	\$	150,000	\$ 1	L,200,000
	Funding Sources	Pric	or	2	2021/22	. 4	2022/23	2023/24	2	2024/25	2	2025/26	2	2026/27		West State
	Sewer System															
62	2 Improvement Fund		N/A	\$	450,000	\$	150,000	\$ 150,000	\$	150,000	\$	150,000	\$	150,000	\$:	L,200,000
TOTAL		\$	-	\$	450,000	\$	150,000	\$ 150,000	\$	150,000	\$	150,000	\$	150,000	\$:	L,200,000



Sewer Facility Rehabilitation Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program rehabilitates damaged and deteriorating sewer collection facilities.

Justification: These improvements reduce maintenance cost, prevent overflows, and improve sewer flow capacity.

Project Financing	Curi	rent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Production in the second
Planning and Design	N/A	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000
Construction	N/A	\$ -	\$ 145,000	\$ 145,000	\$ 145,000	\$ 145,000	\$ 145,000	\$ 725,000
TOTAL	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
621 Sewer Fund	N/A	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000
TOTAL	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000

West Antioch Creek Channel Improvements Monitoring

Location: West Antioch Creek from West 8th Street to West 10th Street.

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project established and is implementing the 5-year mitigation plan of the West Antioch Creek Channel Improvement project.

Justification: The mitigation compliance for maintenance and monitoring is required of the Department of Water Resources, Proposition 1 grant that funded the West Antioch Creek Channel Improvement project.

	Project Financing	Cur	ren	t				Pr	oposed					Total
	Expenditures	Prior	1	2021/22	2	2022/23	2023/24	20	24/25	20	25/26	202	6/27	
	Planning and Design	\$ 4,000	\$	219,000	\$	20,000	\$ 20,000	\$	-	\$	-	\$	-	\$ 263,000
	Construction	\$ -						\$	-	\$	_	\$	-	\$ -
TOTAL		\$ 4,000	\$	219,000	\$	20,000	\$ 20,000	\$	-	\$	_	\$	-	\$ 263,000
							IV.							
	Funding Sources	Prior		2021/22	2	2022/23	2023/24	20	24/25	20	25/26	202	6/27	
37	6 AD 27/31	\$ 4,000	\$	219,000	\$	20,000	\$ 20,000	\$	-	\$	_	\$	-	\$ 263,000
TOTAL		\$ 4,000	\$	219,000	\$	20,000	\$ 20,000	\$	-	\$	-	\$	-	\$ 263,000



Northeast Antioch Annexation Infrastructure

Location: Northeast Annexation area

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will construct new underground facilities and provide additional infrastructure on Viera Ave, Stewart Lane, Vine Lane, Bown Lane, Walnut Ave, Santa Fe Ave, and Wilbur Ave.

Justification: Domestic water and sanitary sewer facilities have been installed in these areas. Additional work may include storm water collection, curb, gutter and sidewalk and street lighting.

Project Financing	Curre	nt						Proposed		245.37				Total
Expenditures	Prior	20	021/22		2022/23	2023/2	4	2024/25	20	025/26	202	26/27		
Planning and Design	\$ 473,900	\$	5,000	\$	125,000	\$	-	\$ -	\$	-	\$	-	\$	603,900
Construction	\$ 4,265,100	\$	-	\$	H	\$ 1,829,0	000	\$ 1,425,000	\$	-	\$	_	\$	7,519,100
TOTAL	\$ 4,739,000	\$	-	\$	125,000	\$ 1,829,0	000	\$ 1,425,000	\$	-	\$	-	\$	8,123,000
												15.		
Funding Sources	Prior	20	021/22	2	2022/23	2023/2	4	2024/25	20	025/26	202	26/27		
311 NE Annexation Fund	\$ 4,739,000	\$ 1	,884,000	\$	-	\$	-	\$ 1,500,000	\$	-	\$	-	\$	8,123,000
TOTAL	\$ 4,739,000	\$1	,884,000	\$	-	\$	-	\$ 1,500,000	\$	_	Ś	-	Ś	8,123,000



CDBG Downtown Roadway Rehabilitation Program

Location: Community Development Block Grant area

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This project includes roadway rehabilitation, replacement of damaged sidewalk, curb and gutter, installation of new curb ramps and storm drain system modifications within the City's Community Development Block Grant area.

Justification: The existing pavement has deteriorated and drainage along the roadway is inadequate or no longer functioning. In addition, pedestrian access is severely restricted due to the lack of curb ramps.

	Project Financing	Cur	rent			Proj	posed		Total
	Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
	Planning and Design	N/A	\$ -	\$ 25,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ 45,000
	Construction	N/A	\$ -	\$ 925,000	\$ -	\$ 465,000	\$ -	\$ 465,000	\$ 1,855,000
TOTAL		\$ -	\$ -	\$ 950,000	\$ -	\$ 475,000	\$ -	\$ 475,000	\$ 1,900,000
	Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
212	2 CDBG Fund	N/A	\$ 475,000	\$ 475,000	\$ -	\$ 475,000	\$ -	\$ 475,000	\$ 1,900,000
TOTAL		\$ -	\$ 475,000	\$ 475,000	\$ -	\$ 475,000	\$ -	\$ 475,000	\$ 1,900,000



Trash Capture Devices

Location: Citywide

Project Manager: Phil Hoffmeister

Estimated Completion: Ongoing Program



Project Description: This program will install full trash capture devices at various locations throughout the City to prevent trash from reaching the storm drain system, channels, creeks, and San Joaquin River. Locations will be determined depending on the type of device selected.

Justification: To provide compliance with Provision C.10 the City's MS4 NPDES stormwater permit (R2-2015-0049; as amended by R2-2019-0004).

Project Financing	Cur	rent			Pro	posed		Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	N/A	\$ 270,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 770,000
TOTAL	\$ -	\$ 270,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 770,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
229 NPDES	N/A	\$ 270,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 770,000
TOTAL	\$ -	\$ 270,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 770,000



Citywide Signage Program

Location: Citywide

Project Manager: John Samuelson

Estimated Completion: 2024



Project Description: This program includes designing and installing facility, location and point of interest signs throughout the City.

Justification: The program will enlighten residents and visitors of numerous parks, facilities, and attractions within the City.

Project Financing	Curr	ent					Proposed					Total
Expenditures	Prior	2	2021/22	2022/23	2	023/24	2024/25	2	025/26	20	026/27	
Planning and Design	\$ 120,000	\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$ 120,000
Construction	\$ -	\$	500,000	\$ 50,000	\$	50,000	\$ -	\$	-	\$	-	\$ 600,000
TOTAL	\$ 120,000	\$	500,000	\$ 50,000	\$	50,000	\$ j = ,	\$	-	\$	-	\$ 720,000
Funding Sources	Prior	2	2021/22	2022/23	2	023/24	2024/25	2	025/26	20	026/27	
100 General Fund	\$ 120,000	\$	500,000	\$ 50,000	\$	50,000	\$:=:	\$	-	\$	-	\$ 720,000
TOTAL	\$ 120,000	\$	500,000	\$ 50,000	\$	50,000	\$ -	\$	-	\$	-	\$ 720,000



Traffic Calming Program

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program implements traffic calming strategies on roadways that have been identified by residents and confirmed by the Traffic Engineer.

Justification: Excessive speed on residential roadways is a safety concern. This program strives to reduce the risks of traffic accidents throughout the City.

Project Financing	Cur	ren	t						Proposed			Take !		Total
Expenditures	Prior	2	2021/22	2	2022/23	2	023/24	5	2024/25	2	2025/26	2	2026/27	
Planning and Design	N/A	\$	10,000	\$	5,000	\$	5,000	\$	5,000	\$	5,000	\$	5,000	\$ 35,000
Construction	N/A	\$	200,000	\$	157,000	\$	70,000	\$	70,000	\$	70,000	\$	70,000	\$ 637,000
TOTAL	\$ -	\$	210,000	\$	162,000	\$	75,000	\$	75,000	\$	75,000	\$	75,000	\$ 672,000
Funding Sources	Prior	2	2021/22	2	2022/23	2	023/24		2024/25	2	2025/26	2	2026/27	
222 Measure J	N/A	\$	297,000	\$	75,000	\$	75,000	\$	75,000	\$	75,000	\$	75,000	\$ 672,000
TOTAL	\$ -	\$	297,000	\$	75,000	\$	75,000	\$	75,000	\$	75,000	\$	75,000	\$ 672,000



Sewer Main Trenchless Rehabilitation

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program rehabilitates damaged and deteriorated sanitary sewer pipelines utilizing trenchless methods such as pipe bursting and cured in-place pipe installation.

Justification: Portions of the existing sanitary sewer collection system are damaged or deteriorating and need replacement and upgrades. Trenchless rehabilitation of sanitary sewer pipelines is much less expensive than replacement of the pipeline due to the small excavation required to access the pipelines and minimum damage to the ground surface.

Project Fi	nancing	Cu	rrer	nt			dining the latest	Proposed	- 13					Total
Expend	itures	Prior		2021/22	1	2022/23	2023/24	2024/25		2025/26	2	2026/27		
Plannin	g and Design	N/A	\$	20,000	\$	10,000	\$ 10,000	\$ 10,000	\$	10,000	\$	10,000	\$	70,000
Constru	ıction	N/A	\$	1,230,000	\$	290,000	\$ 290,000	\$ 290,000	\$	290,000	\$	290,000	\$ 2	,680,000
TOTAL		\$ -	\$	1,250,000	\$	300,000	\$ 300,000	\$ 300,000	\$	300,000	\$	300,000		,750,000
		+												,
Funding 9	Sources	Prior		2021/22	1	2022/23	2023/24	2024/25		2025/26	2	2026/27		
621 Sewer F	und	N/A	\$	1,250,000	\$	300,000	\$ 300,000	\$ 300,000	\$	300,000	\$	300,000	\$ 2	,750,000
TOTAL		\$ -	\$	1,250,000	\$	300,000	\$ 300,000	\$ 300,000	\$	300,000	\$	300,000	\$ 2	,750,000



L Street Improvements

Location: L Street between Highway 4 and the Antioch Marina

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will consist of modifying and widening portions of the roadway, constructing new concrete curb, gutter, sidewalks and curb cuts, installing landscaping and decorative hardscape, improve bicycle access and upgrading signage and striping throughout the project.

Justification: Improve traffic flow and aesthetics from Highway 4 to the Marina and the Rivertown District.

Project Financing	Cur	rent	t			Pro	posed					Total	in a
Expenditures	Prior		2021/22	2022/23	2023/24		2024/25	20	025/26	20:	26/27		
Planning/Design	\$ 145,000	\$	100,000	\$ 1,555,000	\$ -	\$	-	\$	-	\$	_	\$ 1,800,0	000
Right of Way	\$ -	\$	-	\$ (=)	\$ 2,000,000	\$:	\$	_	\$	-	\$ 2,000,0	
Construction Mgmt	\$ -	\$	x=x	\$ _	\$:= '	\$	2,500,000	\$	-	\$	-	\$ 2,500,0	_
Construction	\$ -	\$	-	\$ 2,400,000	\$ -	\$	9,771,000	\$	-	\$	_	\$ 12,171,0	
TOTAL	\$ 145,000	\$	100,000	\$ 3,955,000	\$ 2,000,000	\$	12,271,000	\$	-	\$	-	\$ 18,471,0	00
													\neg
Funding Sources	Prior		2021/22	2022/23	2023/24		2024/25	20	025/26	20:	26/27		
209 RMRA	\$ 145,000	\$	1,857,000	\$ -	\$ -	\$	1-	\$	-	\$	-	\$ 2,002,0	00
209 OBAG2	\$ -	\$	1,469,000	\$ _	\$ -	\$	-	\$	_	\$	-	\$ 1,469,0	_
222 Measure J	\$ -	\$	1,200,000	\$ -	\$ -	\$	-	\$	-			\$ 1,200,0	_
Unfunded	\$ -	\$	-	\$ -	\$ 2,000,000	\$	11,800,000	\$	-	\$	-	\$ 13,800,0	
TOTAL	\$ 145,000	\$	4,526,000	\$ -	\$ 2,000,000	\$	11,800,000	\$	-	\$	-	\$ 18,471,0	00

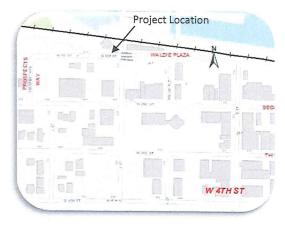


Amtrak Station Improvements

Location: 100 | Street

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will install landscaping, hardscaping, and benches at the train station.

Justification: The non-operational ticket booth and bathroom have been demolished and this project will improve usage and beautify the area for better use.

	Project Financing	Cur	ren				Britis		Pro	posed					Total
	Expenditures	Prior	2	2021/22	20	22/23	202	3/24	202	4/25	202	25/26	202	6/27	
	Construction	\$ 	\$	-	\$ 1	150,000	\$	=	\$	_	\$	-	\$	-	\$ 150,000
TOTAL		\$ -	\$		\$:	150,000	\$	-	\$	-	\$	-	\$	-	\$ 150,000
	Funding Sources	Prior	2	2021/22	20	22/23	202	3/24	202	4/25	202	25/26	202	6/27	ENGERS!
21	3 Gas Tax	\$ _	\$	150,000	\$	-	\$	_	\$	-	\$	-	\$	-	\$ 150,000
TOTAL		\$ -	\$	150,000	\$	7.	\$	-	\$	_	\$	=	\$	-	\$ 150,000



Marina Basin Dredging

Location: Antioch Marina

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will remove sediment within the Marina basin to maintain an eight-foot depth throughout the marina berths and waterway.

Justification: If proper depths are not maintained berths become silted and unusable resulting in a loss of revenue for the marina and loss of rentable space for residents.

Project Financing	Cur	rent					Propo	osed					Total
Expenditures	Prior	20	21/22	2	022/23	2023/24	202	4/25	202	5/26	202	6/27	
Planning and Design	\$ -	\$	-	\$	-	\$ 10,000	\$	-	\$	-	\$	-	\$ 10,000
Construction	\$ -	\$	-	\$	-	\$ 490,000	\$	-	\$	-	\$	-	\$ 490,000
TOTAL	\$ -	\$	-	\$	-	\$ 500,000	\$	-	\$	-	\$	-	\$ 500,000
Funding Sources	Prior	20	21/22	2	022/23	2023/24	202	4/25	202	5/26	202	6/27	
631 Marina Fund	\$ _	\$	=	\$	-	\$ 500,000	\$	-	\$	-	\$	-	\$ 500,000
TOTAL	\$ -	\$	-	\$	-	\$ 500,000	\$	-	\$	-	\$	-	\$ 500,000

Water Treatment Plant 'A' Raw Water Valve Replacement

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will replace a deteriorating valve on the raw water line into Plant "A".

Justification: This valve is critical to the continued reliability of plant operations and shutdown procedures.

Project Financing									Pr	oposed					Total
Expenditures	hurgh	Prior	2	2021/22	202	2/23	202	23/24	202	24/25	202	25/26	202	26/27	
Construction	\$	-	\$	-	\$ 20	0,000	\$	-	\$	-	\$	-	\$	-	\$ 200,000
TOTAL	\$	-	\$	-	\$ 20	0,000	\$	-	\$	-	\$	_	\$	-	\$ 200,000
Funding Sources		Prior	2	2021/22	202	2/23	202	23/24	202	24/25	20:	25/26	202	26/27	
611 Water Fund	\$	-	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 200,000
TOTAL	\$	-	\$	200,000	\$	-	\$		\$	-	\$	-	\$	-	\$ 200,000



Water Treatment Plant 'B' Basin Repair/Replacement

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will repair or replace sluice gates, flight drive shafts, housing, and bearings within the basin of Plant "B" at the Water Treatment Plant.

Justification: The original equipment was installed in 1986 and is exposed to aggressive water and is now beginning to fail. To maintain proper operation of the plant, these items need to be replaced or repaired.

	Project Financing		Cur	rent			MARIUM			50	Proposed						Total
	Expenditures		Prior	2	2021/22	2	2022/23	20	23/24	1	2024/25	20	25/26	202	26/27		WATER AND
	Planning and Design	\$	×	\$	10,000	\$	-	\$	5,000	\$	5,000	\$	-	\$	_	\$	20,000
	Construction	\$	-	\$	-	\$	799,000	\$3	95,000	\$	395,000	\$	=	\$		\$1	,589,000
TOTAL	\$ - \$ 10		10,000	\$	799,000	\$ 4	00,000	\$	400,000	\$	-	\$	-		,609,000		
	Funding Sources		Prior	2	2021/22	2	2022/23	20	23/24		2024/25	20	25/26	202	26/27		
61	1 Water Fund	\$	-	\$	809,000	\$	-	\$ 4	-00,000	\$	400,000	\$	-	\$	-	\$1	,609,000
TOTAL		\$	-	\$	809,000	\$	-	\$ 4	00,000	\$	400,000	\$	-	\$	-	\$ 1	,609,000

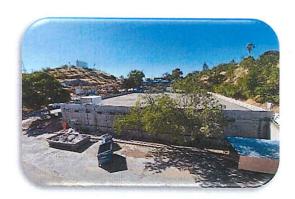


Re-Coating Surface of Clearwell and Fluoride Storage

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: The project will re-coat the top surface of the Plant "B" clearwell and the fluoride bulk tank.

Justification: Maintaining protective coating increases the life expectancy of the facilities by sealing the surface.

Project Financing	Curi	ren					Pro	posed					Total
Expenditures	Prior	2	2021/22	2	2022/23	2023/24	202	4/25	202	25/26	202	6/27	
Planning and Design	\$ 158,000	\$.=	\$		\$ -	\$	-	\$	-	\$	_	\$ 158,000
Construction	\$ 	\$	-	\$	366,000	\$ 200,000	\$	-	\$	-	\$		\$ 566,000
TOTAL	\$ 158,000	\$	-	\$	366,000	\$ 200,000	\$	-	\$	~ <u>.</u>	\$	-	\$ 724,000
										9			
Funding Sources	Prior	2	2021/22	12	2022/23	2023/24	202	4/25	202	25/26	202	6/27	
611 Water Fund	\$ 158,000	\$	366,000	\$	_	\$ 200,000	\$	-	\$	-	\$	-	\$ 724,000
TOTAL	\$ 158,000	\$	366,000	\$		\$ 200,000	\$	-	\$	=	\$	-	\$ 724,000



Sodium Hypochlorite Storage Coating

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will re-coat the containment area for the sodium hypochlorite storage tanks.

Justification: Coating the containment area will help keep the area clean and protect the integrity of the structure in the event of a spill.

Project Financing		Cur	rent						Prop	osed			SERVE SERVE			Total
Expenditures		Prior	20	21/22	202	22/23	2	023/24	202	4/25	202	25/26	202	6/27		
Planning and Design	\$	-	\$	_	\$	_	\$	20,000	\$	-	\$	_	\$	-	Ś	20,000
Construction	\$	-	\$	-	\$	-	\$	280,000	\$	_	\$	-	\$	- 0	\$	280,000
TOTAL	\$	7=1	\$	-	\$	-	\$	300,000	\$	1 - 3	\$	-	\$	-	\$	300,000
Funding Sources	0.5	Prior	20	21/22	202	22/23	2	2023/24	202	4/25	202	5/26	202	6/27		
611 Water Fund	\$	-	\$	-	\$	-	\$	300,000	\$	-	\$	-	\$	_	\$	300,000
TOTAL	\$	1-1	\$	-	\$	-	\$	300,000	\$	-	\$		\$	-	\$	300,000

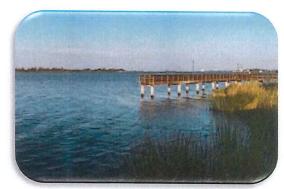


Pittsburg/Antioch Water Intertie

Location: Intersection of Delta Fair Blvd. and E. Leland Rd.

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will improve the connections between the City of Antioch and City of Pittsburg's water systems.

Justification: The current intertie is unreliable and in the event of an emergency, a reliable interconnection between the cities of Antioch and Pittsburg should be established to help maintain water supply.

Project Financing	Cur	ren	t				1	Pro	posed		will be the			Total
Expenditures	Prior	2	2021/22		2022/23	202	3/24	202	24/25	202	25/26	202	26/27	
Planning and Design	\$ -	\$	-	\$	30,000	\$	-	\$	-	\$	-	\$	_	\$ 30,000
Construction	\$ -	\$	-	\$	745,000	\$	_	\$	-	\$		\$	_	\$ 745,000
TOTAL	\$ -	\$	-	\$	775,000	\$	_	\$	-	\$	-	\$	-	\$ 775,000
													Face III	·
Funding Sources	Prior	2	2021/22	1	2022/23	202	3/24	202	24/25	202	25/26	202	26/27	
611 Water Fund	\$ -	\$	775,000	\$	-	\$	-	\$	-	\$	-	\$	_	\$ 775,000
TOTAL	\$ -	\$	775,000	\$.=	\$	-	\$	-	\$	-	\$	=	\$ 775,000



Pavement Plugs and Leveling Courses

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: Ongoing Program



Project Description: This program prepares roadways to receive a full street width surface treatment such as a cape seal or microsurfacing by constructing asphalt concrete plugs and leveling courses typically within the driving lanes.

Justification: Roadway rehabilitation utilizing asphalt concrete plugs and leveling courses in conjunction with a surface treatment is a cost-effective way of extending the useful life of a roadway.

Project Financing	Cur	rent	医排泄 医红斑	HARLIST STATE	Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	N/A	\$ 165,000	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ 175,000
Construction	N/A	\$ -	\$ 2,395,000	\$ -	\$ 2,495,000	\$ -	\$ -	\$ 4,890,000
TOTAL	\$ -	\$ 165,000	\$ 2,400,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 5,065,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	NE CESSE
222 Measure J	N/A	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
209 RMRA	N/A	\$ 165,000	\$ 2,400,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 4,065,000
TOTAL	\$ -	\$ 165,000	\$ 2,400,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 5,065,000



Streetlighting Improvements

Location: Citywide

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will survey the existing street lighting throughout the City and implement improvements to increase safety and decrease energy usage.

Justification: Street lighting is inconsistent in various areas. Evaluating the existing conditions and implementing improvements increases public safety.

Project Financing	Cur	rent			医抗性 XI 经市	P	roposed			T (S)		Total
Expenditures	Prior	12	2021/22	2022/23	2023/24	2	2024/25	2	025/26	2	026/27	
Planning and Design	\$ =	\$	300,000	\$ _	\$ -	\$	_	\$	-	\$	-	\$ 300,000
Construction	\$ -	\$	-	\$ 1,400,000	\$ 1,600,000	\$	-	\$	-	\$		\$ 3,000,000
TOTAL	\$ -	\$	300,000	\$ 1,400,000	\$ 1,600,000	\$	(-)	\$	-	\$	-	\$ 3,300,000
Funding Sources	Prior	2	2021/22	2022/23	2023/24	2	2024/25	2	025/26	2	026/27	
213 Gas Tax	\$ -	\$	850,000	\$ 850,000	\$	\$	-	\$	-	\$		\$ 1,700,000
Unfunded	\$ -	\$	-	\$ -	\$ 1,600,000	\$	-	\$	~- <u>-</u> _	\$	_	\$ 1,600,000
TOTAL	\$ -	\$	850,000	\$ 850,000	\$ 1,600,000	\$	-	\$	s -	\$	-	\$ 3,300,000



Median Island Improvements

Location: Citywide

Project Manager: Carlos Zepeda

Estimated Completion: Ongoing Program



Project Description: This project will improve existing median islands by installing low maintenance landscape and decorative hardscape in various locations throughout the City.

Justification: These improvements will improve median islands with beautiful vegetation and decorative hardscape that will enhance the street scape aesthetics.

P	Project Financing		Cur	ren					17.9	P	roposed					Total
	Expenditures	1	Prior	2	2021/22	12	2022/23	2023/2	4	2	024/25	2025/20	5	2026/27		
	Planning and Design		N/A	\$	5,000	\$	5,000	\$ 5,00	00	\$	5,000	\$ 5,00	0 \$	5,000	\$	30,000
	Construction		N/A	\$	945,000	\$	945,000	\$ 945,00	00	\$	945,000	\$ 945,00	0 \$	945,000	\$ 5	,670,000
TOTAL		\$	-	\$	950,000	\$	950,000	\$ 950,00	00	\$	950,000	\$ 950,00	0 \$	950,000	\$ 5	,700,000
ı	Funding Sources		Prior	2	2021/22	2	2022/23	2023/2	4	2	2024/25	2025/20	5	2026/27		
213	Gas Tax		N/A	\$	-	\$	-	\$ 400,00	00	\$	400,000	\$ 400,00	0 \$	\$ 400,000	\$1	,600,000
222	Measure J		N/A	\$	950,000	\$	950,000	\$ 550,00	00	\$	550,000	\$ 550,00	0 \$	\$ 550,000	\$ 4	,100,000
TOTAL		\$	-	\$	950,000	\$	950,000	\$ 950,00	00	\$	950,000	\$ 950,00	0 \$	950,000	\$ 5	,700,000



Jacobsen and Marchetti Park Renovation

Location: Jacobsen and Marchetti Park

Project Manager: Derek Traya

Estimated Completion: 2023



Project Description: This project will renovate both Jacobsen and Marchetti Parks including replacing aging playground equipment and rehabilitating existing fields and courts.

Justification: The facilities and amenities within these parks are aging and deteriorated.

	Project Financing	Cur	rent			en et de la constante				Pro	posed					Total
	Expenditures	Prior	202	21/22	20	22/23	202	3/24	202	4/25	202	25/26	202	26/27		
	Planning and Design	\$ -	\$	-	\$	20,000	\$	-	\$	·-	\$	-	\$	-	\$	20,000
	Construction	\$ -	\$	-	\$ 1,	380,000	\$	-	\$	8-	\$	-	\$	-	\$1	,380,000
TOTAL		\$ -	\$	-	\$ 1,	400,000	\$	-	\$	n=1	\$	a — a	\$	-	\$1	,400,000
				*								-11				
	Funding Sources	Prior	202	21/22	20	022/23	202	3/24	202	4/25	202	25/26	202	6/27		
21	6 Park in Lieu Fund	\$ -	\$ 1,1	.53,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$1	,153,000
21	6 Prop 68 Grant	\$ -	\$ 2	47,000	\$	-	\$	-	\$	-	\$	s - 1	\$	_	\$	247,000
TOTAL		\$ -	\$ 1,4	100,000	\$	-	\$	-	\$	-	\$		\$	-	\$ 1	,400,000

Restoration of Public Art

Location: Citywide

Project Manager: Carlos Zepeda

Estimated Completion: Ongoing Program



Project Description: This project will include the restoration of the "Hey Daddy, Look!" statue located south of James Donlon Blvd. on Lone Tree Way and other public art throughout the City.

Justification: Many art pieces within the City are deteriorating or have been damaged and are in need of restoration.

n Edward	Project Financing	Cur	rent			PERMI		HE COMP		Prop	ose	d			Total
	Expenditures	Prior	2	021/22	2	022/23	2	023/24	2	024/25	2	2025/26	2	026/27	
	Construction	\$ -	\$	60,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$ 185,000
TOTAL		\$ -	\$	60,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$ 185,000
	Funding Sources	Prior	2	021/22	2	2022/23	2	023/24	2	024/25	2	2025/26	2	2026/27	
10	0 General Fund	\$ _	\$	60,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$ 185,000
TOTAL		\$ -	\$	60,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$	25,000	\$ 185,000

Prewett Park Easement Fencing

Location: Prewett Park

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will construct a custom wooden fence along the property line between Lone Tree Way and the East Bay Municipal Utility District. The fence will extend a distance of approximately 3,100 feet from Deer Valley Road to the commercial property east of Prewett Park at an estimated cost of \$140 per lineal foot.

Justification: The existing barbed wire fencing is deteriorating and needing replacement.

Project Financing		Cu	rren	nt				Pro	posed					Total
Expenditures	Pr	ior	2	2021/22	20	22/23	2023/24	20	24/25	202	25/26	202	26/27	
Planning and Design	\$	-	\$	-	\$	-	\$ 10,000	\$	-	\$	_	۰\$	_	\$ 10,000
Construction	\$	_	\$	- 15	\$	_	\$440,000	\$	-	\$	-	\$	-	\$ 440,000
TOTAL	\$	-	\$	-	\$	-	\$450,000	\$	-	\$	-	\$	-	\$ 450,000
														·
Funding Sources	Pr	ior	2	2021/22	20	22/23	2023/24	20	24/25	202	25/26	202	26/27	
376 Assessment District 27/31	\$	-	\$	75,000	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 75,000
100 General Fund	\$	-	\$	35,000	\$	-	\$ -	\$	-	\$	_	\$	-	\$ 35,000
213 Gas Tax	\$	-	\$	30,000	\$	-	\$ -	\$	-	\$	-	\$	-	\$ 30,000
Unfunded	\$	_	\$	=	\$	-	\$310,000	\$	-	\$	-	\$	· -	\$ 310,000
TOTAL	\$	-	\$	140,000	\$	-	\$310,000	\$	-	\$	-	\$	-	\$ 450,000



Parallel Raw Water Pipeline

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will construct a second pipeline for conveying raw water from the Municipal Reservoir to the Water Treatment Plant.

Justification: An additional pipeline will increase the reliability of the raw water conveyance system.

Project Financing		Cu	ırrent			TEMP			Proposed					Total
Expenditures	P	rior	202	21/22	202	22/23	202	3/24	2024/25	202	25/26	202	6/27	
Planning and Design	\$	-	\$	-	\$	-	\$	-	\$ 100,000	\$	1 — 0	\$	-	\$ 100,000
Construction	\$	-	\$	-	\$		\$	-	\$ 1,900,000	\$	3 - 26	\$	-	\$ 1,900,000
TOTAL	\$	(-)	\$	-	\$	1-1	\$	-	\$ 2,000,000	\$	-	\$	-	\$ 2,000,000
Funding Sources	P	rior	202	21/22	202	22/23	202	3/24	2024/25	20	25/26	202	6/27	
611 Water Fund	\$	-	\$	-	\$	-	\$	-	\$ 2,000,000	\$	-	\$	-	\$ 2,000,000
TOTAL	\$	7=0	\$	-	\$	-	\$	-	\$ 2,000,000	\$	-	\$	-	\$ 2,000,000



Murals

Location: Citywide

Project Manager: Brad Helfenberger

Estimated Completion: 2023



Project Description: This project will restore and paint new murals throughout the City.

Justification: The beautification of the City is important to the quality of life of residents.

Project Financing	Cur	rent				Her in		Pro	posed					Total
Expenditures	Prior	2	021/22	2	022/23	202	3/24	202	24/25	202	25/26	202	26/27	
Construction	\$ -	\$	25,000	\$	45,000	\$	-	\$	-	\$	-	\$	_	\$ 70,000
TOTAL	\$ ·-	\$	25,000	\$	45,000	\$	-	\$	-	\$	-	\$	-	\$ 70,000
Funding Sources	Prior	2	021/22	2	022/23	202	23/24	202	24/25	202	25/26	202	26/27	
100 General Fund	\$ -	\$	70,000	\$	-	\$	-	\$	=	\$	-	\$	_	\$ 70,000
TOTAL	\$ 	\$	70,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 70,000



Utility Box Art Work

Location: Citywide

Project Manager: Brad Helfenberger

Estimated Completion: 2023



Project Description: This project will paint artwork on utility boxes throughout the City.

Justification: Creating artwork and beautifying utility boxes is important to the quality of life of residents.

Project Financing	Curi	rent						Prop	osed					Total
Expenditures	Prior	2	2021/22	2	022/23	20	23/24	202	24/25	202	25/26	202	26/27	
Construction	\$ 3,000	\$	15,000	\$	70,000	\$	-	\$	-	\$	-	\$	-	\$ 88,000
TOTAL	\$ 3,000	\$	15,000	\$	70,000	\$	-	\$		\$		\$	-	\$ 88,000
Funding Sources	Prior	2	2021/22	2	022/23	20	23/24	202	24/25	202	25/26	202	26/27	
100 General Fund	\$ 3,000	\$	85,000	\$	-	\$	-	\$	i - :	\$	-	\$	-	\$ 88,000
TOTAL	\$ 3,000	\$	85,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 88,000



Traffic Signal: Laurel Road / Canada Valley Road

Location: The intersection of Laurel Road and Canada Valley Road

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will install a new traffic signal at the intersection of Laurel Road and Canada Valley Road.

Justification: A traffic signal at this intersection is warranted due to the increased traffic anticipated on Laurel Road after its connection to Highway 4.

Project Financing	Cu	rrer	nt					Pro	posed					Total
Expenditures	Prior	2	2021/22		2022/23	202	3/24	202	24/25	202	25/26	202	26/27	
Planning and Design	\$ _	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Construction	\$ -	\$	537,000	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$ 637,000
TOTAL	\$ =	\$	537,000	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$ 637,000
Funding Sources	Prior	2	2021/22	1	2022/23	202	3/24	202	24/25	202	25/26	202	26/27	
220 Traffic Signal Fund	\$ -	\$	637,000	\$	-	\$	-	\$	-	\$	=	\$	-	\$ 637,000
TOTAL	\$ -	\$	637,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 637,000



City Hall Office Modifications

Location: City Hall

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will remodel the interior office space of City Hall in two phases to better accommodate current staffing. The first and third floors were renovated as part of Phase 1. Phase 2 will consist of modifying the basement and second floor and evaluate the windows throughout the building.

Justification: The current layout of the office space is inefficient and modifications will better utilize the space.

Project Financing	Cur	rent			Pro	oposed				Total
Expenditures	Prior	2021/22	2022/23	2023/24	2	2024/25	2025/20	5	2026/27	THE POLICE
Planning and Design	\$ 175,000	\$ 50,000	\$ 200,000	\$ -	\$	-2"	\$ -	\$	-	\$ 425,000
Construction	\$ 170,000	\$1,400,000	\$ 800,000	\$ 383,000	\$	-	\$ -	\$	-	\$2,753,000
TOTAL	\$ 345,000	\$1,450,000	\$1,000,000	\$ 383,000	\$	-	\$ -	\$	-	\$3,178,000
9								1		
Funding Sources	Prior	2021/22	2022/23	2023/24	2	2024/25	2025/20	5	2026/27	
100 General Fund	\$ 345,000	\$2,289,000	\$ -	\$ -	\$	=	\$ -	\$	-	\$2,634,000
321 Development Impact Fees	\$ -	\$ 174,000	\$ -	\$ -	\$	_	\$ -	\$	_	\$ 174,000
212 CDBG Fund	\$ -	\$ 370,000	\$ -	\$ -	\$	-	\$ -	\$	-	\$ 370,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	_	\$ -
TOTAL	\$ 345,000	\$2,833,000	\$ -	\$ -	\$	_	\$ -	\$	-	\$3,178,000



Overhead Utility Undergrounding

Location: L Street between West 10th and West 14th Streets

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will convert the overhead utilities on L Street between West 10th and West 14th Streets to underground.

Justification: Undergrounding overhead utilities increases safety and longevity of the system.

Project Financing	Cur	rent						Pi	roposed					Payof.	Total
Expenditures	Prior	2023	1/22	202	22/23	202	23/24	2	024/25	202	5/26	202	6/27		
Planning and Design	\$ -	\$	-	\$	-	\$	_	\$	20,000	\$	-	\$	5	\$	20,000
Construction	\$ -	\$	-	\$	-	\$	-	\$	980,000	\$	-	\$	-	\$	980,000
TOTAL	\$ -	\$	-	\$	-	\$	-	\$ 1	,000,000	\$	1.=1	\$	-	\$ 1	,000,000
Funding Sources	Prior	202	1/22	202	22/23	202	23/24	2	024/25	202	25/26	202	6/27		
213 Rule 20A Fund	\$ 	\$ 1,00	00,000	\$	-	\$	-	\$	_	\$	-	\$	1=8	\$1	,000,000
TOTAL	\$ -	\$ 1,00	00,000	\$	-	\$	-	\$	_	\$	-	\$	-	_	,000,000



Contra Loma Estates Park Renovation

Location: Contra Loma Estates Park

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will renovate Contra Loma Estates Park by constructing new lighted walking pathways with outdoor exercise equipment, shaded picnic, and barbeque areas, climbing features near the existing playground, a dog park, basketball court lighting and restroom.

Justification: The City received grant funding to renovate this underutilized park.

Project Financing	Cur	ren	t			elli.		Prop	osed						Total
Expenditures	Prior	2	2021/22	2	022/23	2	2023/24	202	4/25	20	25/26	202	6/27		
Planning and Design	\$ 250,000	\$	227,000	\$	110,000	\$	-	\$	-	\$	-	\$	-	\$	587,000
Construction	\$ -	\$	-	\$ 2	,000,000	\$	365,000	\$	-	\$	-	\$	-	\$:	2,365,000
TOTAL	\$ 250,000	\$	227,000	\$ 2	,110,000	\$	365,000	\$	-	\$	-	\$	=	\$:	2,952,000
Funding Sources	Prior	2	2021/22	2	022/23	2	2023/24	202	4/25	20	25/26	202	6/27		
211 Prop 68 Grant	\$ 250,000	\$	2,702,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$:	2,952,000
TOTAL	\$ 250,000	\$	2,702,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$:	2,952,000



West Antioch Creek Flood Conveyance Mitigation and Restoration

Location: West Antioch Creek from West 4th to West 8th Streets

Project Manager: Jeff Cook

Estimated Completion: 2023



Project Description: This project will remove silt and debris from West Antioch Creek between West 4th and West 8th Streets.

Justification: This project will improve storm flow capacity and reduce flooding experienced in the creek vicinity.

Project Financing	Cur	rent				TENT		Prop	osed					Total
Expenditures	Prior	2	021/22	1	2022/23	20	23/24	202	4/25	202	25/26	202	6/27	RESIDENCE.
Planning and Design	\$ =	\$	50,000	\$	-	\$	-	\$	-	\$	=	\$	8-1	\$ 50,000
Construction	\$ -	\$	-	\$	650,000	\$	-	\$	-	\$	-	\$	n = s	\$ 650,000
TOTAL	\$ -	\$	50,000	\$	650,000	\$	-	\$	-	\$	-	\$	-	\$ 700,000
Funding Sources	Prior	2	021/22	2	2022/23	20	23/24	202	4/25	202	25/26	202	6/27	
311 IRWM Prop 1 Grant	\$ _	\$	700,000	\$	-	\$	n-1	\$		\$	=	\$	-	\$ 700,000
TOTAL	\$ 	\$	700,000	\$	=	\$	-	\$	-	\$	-	\$	-	\$ 700,000



Prewett Park Pool Resurfacing

Location: Prewett Park

Project Manager: Brad Helfenberger

Estimated Completion: 2024



Project Description: This project will replace the deteriorating pool plaster on multiple pools.

Justification: Industry standard is to replaster commercial pools once every 10 years. None of the Water Park pools have been replastered in that timeframe. Aging pool plaster emits mineral dust that clogs pool filters creating future repairs for filtration systems. Additionally, rough spots where plaster has worn out are currently showing, creating safety hazards for guests, and generally contributing to an undesirable appearance.

Project Financing	Cur	rent	STEEL BUILDING		Pro	posed	A CONTRACTOR OF THE SECOND	Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Construction	\$ -	\$ -	\$ 190,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 390,000
TOTAL	\$ -	\$ -	\$ 190,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 390,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
100 General Fund	\$ -	\$ -	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ 190,000
Unfunded	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
TOTAL	\$ -	\$ -	\$ 190,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 390,000



Prewett Park Grand Plaza Shade Structure Upgrade

Location: Prewett Park

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will improve the shade structure at the Grand Plaza at Prewett Park by installing a lattice roof.

Justification: The previous fabric shade product was destroyed during a wind event in October 2019 and was discarded. Upgrading to a lattice roof will provide stronger product sustainability and reduce risk of injury to persons and damage to the facility.

Project Financing	Cur	rent		To be			13 15 16		Pro	posed	ed popular			Total
Expenditures	Prior	202	21/22	2	022/23	20	23/24	202	4/25	202	5/26	202	6/27	
Construction	\$ _	\$	_	\$	50,000	\$	_	\$	-	\$	-	\$	-	\$ 50,000
TOTAL	\$ 1-1	\$	-	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$ 50,000
											¥			
Funding Sources	Prior	202	21/22	2	022/23	20	23/24	202	4/25	202	5/26	202	6/27	
321 Development Impact Fees	\$ -	\$	-	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$ 50,000
TOTAL	\$ -	\$	-	\$	50,000	\$	-	\$	-	\$		\$	-	\$ 50,000



Community Facilities

Police Department Parking Lot Expansion

Location: Police Department

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will expand staff parking at the Police Department by converting the open space located in the northwest corner of the Police facility into paved parking.

Justification: Additional parking is needed to accommodate staffing at the Police Department.

Project Financing	Cur	rent						Pro	posed	nelly.				Total
Expenditures	Prior	2	021/22	202	22/23	202	23/24	202	24/25	202	25/26	202	6/27	ing to the last
Planning and Design	\$ ·-	\$	-	\$	5,000	\$	_	\$	_ -	\$	_	\$	-	\$ 5,000
Construction	\$ -	\$	-	\$ 7	75,000	\$	-	\$	-	\$	-	\$	-	\$ 75,000
TOTAL	\$ -	\$	-	\$ 8	30,000	\$	-	\$	-	\$	-	\$	-	\$ 80,000
Funding Sources	Prior	2	021/22	202	22/23	202	23/24	202	24/25	202	25/26	202	6/27	
321 Development Impact Fees	\$ -	\$	80,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 80,000
TOTAL	\$ 	\$	80,000	\$	-	\$	-	\$	(=)	\$	_	\$	-	\$ 80,000



Police Department Investigation Unit Remodel

Location: Police Department

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will reconfigure the Investigations Unit area within the Police Department.

Justification: Remodeling of the area is needed to better accommodate current usage and staffing.

Project Financing	Cur					Pro	posed	Maria	A KINE		Marie .		Total		
Expenditures	Prior	2	2021/22	20	22/23	202	23/24	202	24/25	202	25/26	202	6/27		
Planning and Design	\$ -	\$	-	\$	5,000	\$	-	\$	-	\$	-	\$	-	\$	5,000
Construction	\$ -	\$	-	\$	80,000	\$	-	\$	-	\$	-	\$	_	\$	80,000
TOTAL	\$ -	\$	-	\$	85,000	\$.=	\$	_	\$	-	\$	-	\$	85,000
Funding Sources	Prior	2	2021/22	20	22/23	202	23/24	202	24/25	202	25/26	202	6/27	no.	
321 Development Impact Fees	\$ _	\$	85,000	\$	-	\$	-	\$	_	\$	-	\$	-	\$	85,000
TOTAL	\$ -	\$	85,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	85,000



Emergency Operations Center Improvements

Location: Emergency Operation Center

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will upgrade facilities, such as data connections, network components, laptops, projectors, and other technology required to effectively operate the City's Emergency Operations Center.

Justification: The Emergency Operations Center is a critical facility when disasters occur. The facilities required to effectively operate the Emergency Operations Center are currently aging and unreliable and need to be upgraded.

	Project Financing	Cur	rent					Pro	posed						Total
	Expenditures	Prior	20	21/22	202	22/23	2023/24	20	24/25	202	25/26	202	6/27		
	Planning and Design	\$ -	\$	-	\$	-	\$ 5,000	\$	_	\$	-	Ś	-	Ś	5,000
	Construction	\$ -	\$	=	\$	=	\$ 295,000	\$	-	\$	-	\$		Ś	295,000
TOTAL		\$ _	\$	-	\$	-	\$ 300,000	\$	-	\$	-	\$	-	\$	300,000
Mark Car	Funding Sources	Dulau	20	24 /22	200	20/00	2000/01								
		Prior	20	21/22	202	22/23	2023/24		24/25	202	25/26	202	6/27		
	Unfunded	\$ -	\$	-	\$	-	\$ 300,000	\$	-	\$	-	\$		\$	300,000
TOTAL		\$ -	\$) = 1	\$	-	\$ 300,000	\$	-	\$	-	\$	Æ	\$	300,000



Facility Maintenance and Repairs

Location: Citywide

Project Manager: Carlos Zepeda

Estimated Completion: 2023



Project Description: This project consists primarily of roof repairs at several City facilities. There will be additional siding repair at the Prewett Water Park and incidental HVAC ducting repairs due to roof repairs and maintenance.

Justification: Ongoing maintenance of City owned facilities is crucial to continue providing needed services to the City's residents and to maintain the value of the City's assets.

Project Financing	Cur	rent				Prop	osed					Total
Expenditures	Prior		2021/22	2022/23	2023/24	20	24/25	202	25/26	202	6/27	
Construction	\$ _	\$	-	\$ 755,000	\$ 1,097,000	\$	-	\$	-	\$	-	\$ 1,852,000
TOTAL	\$ -	\$	-	\$ 755,000	\$ 1,097,000	\$	-	\$	-	\$	-	\$ 1,852,000
Funding Sources	Prior		2021/22	2022/23	2023/24	20	24/25	202	25/26	202	26/27	
100 General Fund	\$ =	\$	535,000	\$ =	\$ -	\$	-	\$	_	\$	r=1	\$ 535,000
611 Water Fund	\$ -	\$	110,000	\$ 110,000	\$ -	\$	-	\$	-	\$	-	\$ 220,000
Unfunded	\$ -	\$	-	\$ -	\$ 1,097,000	\$	-	\$	-	\$	-	\$ 1,097,000
TOTAL	\$ -	\$	645,000	\$ 110,000	\$ 1,097,000	\$	-	\$	-	\$	-	\$ 1,852,000

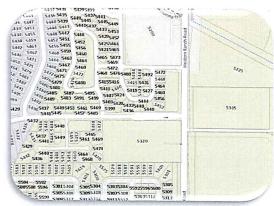


Traffic Signal: Heidorn Ranch Rd./Prewett Ranch Dr.

Location: Heidorn Ranch Road and Prewett Ranch Drive

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will install a new traffic signal and related facilities at the intersection of Heidorn Ranch Road and Prewett Ranch Drive.

Justification: This is a developer funded facility constructed for future traffic needs.

Project Financing		Cur	rent						Proj	posed					Total
Expenditures		Prior	202	21/22	2022/23	3	2023	3/24	202	4/25	202	25/26	202	6/27	
Planning and Design	\$	_	\$	-	\$ 20,00	0 \$	5	-	\$	-	\$	-	\$	-	\$ 20,000
Construction	\$	-	\$	-	\$ 380,00	0 \$	5	-	\$	-	\$	-	\$	-	\$ 380,000
TOTAL	\$	-	\$	-	\$ 400,00	0 \$	\$	-	\$	-	\$	-	\$	-	\$ 400,000
Funding Sources	d and	Prior	202	21/22	2022/23	3	2023	3/24	202	4/25	202	25/26	202	6/27	
220 Traffic Signal Fund	\$	-	\$ 40	00,000	\$ -		5	-	\$	-	\$	_	\$	-	\$ 400,000
TOTAL	\$	_	\$ 40	00,000	\$ -	Ş	\$	-	\$	-	\$	-	\$	-	\$ 400,000



Water Treatment Plant HVAC System

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2026



Project Description: This project will replace various HVAC systems within the Water Treatment Plant.

Justification: The systems are aging and unreliable and need to be replaced.

Project Financing	Cur	rent							Pro	posed			Total
Expenditures	Prior	20	21/22	20	22/23	202	23/24	202	4/25	2025/26	202	6/27	
Planning and Design	\$ -	\$	-	\$	-	\$	-	\$		\$ 100,000	\$	-	\$ 100,000
Construction	\$ =	\$	-	\$	-	\$	-	\$	_	\$ 1,400,000	\$	=	\$ 1,400,000
TOTAL	\$ -	\$	-	\$	-	\$		\$	-	\$ 1,500,000	\$	-	\$ 1,500,000
-	8											×	
Funding Sources	Prior	20	21/22	20	22/23	202	23/24	202	4/25	2025/26	202	6/27	
611 Water Fund	\$	\$.=	\$	-	\$	-	\$	_	\$ 1,500,000	\$	-	\$ 1,500,000
TOTAL	\$ _	\$	-	\$	-	\$	-	\$	_	\$ 1,500,000	\$	-	\$ 1,500,000



Water Treatment Plant B Flash Mixers

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2026



Project Description: This project will conduct maintenance and repairs on the flash mixers at Plant B at the Water Treatment Plant.

Justification: The system has met its useful life and needs to be replaced.

Project Financing	Cur	rent		Y GO					Pro	pos	ed			Total
Expenditures	Prior	20	21/22	20	22/23	202	3/24	202	4/25	2	2025/26	202	6/27	
Planning and Design	\$ -	\$	-	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$ 50,000
Construction	\$ -	\$	-	\$	-	\$	-	\$	-	\$	450,000	\$	-	\$ 450,000
TOTAL	\$	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	-	\$ 500,000
8														
Funding Sources	Prior	20	21/22	20	22/23	202	23/24	202	4/25	2	2025/26	202	6/27	
611 Water Fund	\$ -	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	-	\$ 500,000
TOTAL	\$ -	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	=	\$ 500,000



Water Treatment Plant B Solar Covers

Location: Water Treatment Plant

Project Manager: Scott Buenting

Estimated Completion: 2025



Project Description: This project will replace the solar covers at Plant B at the Water Treatment Plant.

Justification: The covers help regulate temperature within the basins. The existing covers are deteriorating and need to be replaced.

Project Financing	est.	Cur	rent			NEC 1		Firm		Prop	osed				Total
Expenditures		Prior	202	21/22	202	2/23	202	3/24	2	2024/25	202	25/26	202	26/27	
Planning and Design	\$	_	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$	-	\$ 50,000
Construction	\$	-	\$	-	\$	-	\$	-	\$	450,000	\$	=	\$	-	\$ 450,000
TOTAL	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	-	\$	=	\$ 500,000
Funding Sources		Prior	20:	21/22	202	22/23	202	3/24	2	2024/25	202	25/26	202	26/27	
611 Water Fund	\$	-	\$	-	\$	_	\$	-	\$	500,000	\$	-	\$	-	\$ 500,000
TOTAL	\$		\$	-	\$	-	\$	-	\$	500,000	\$	-	\$	-	\$ 500,000



Water Treatment Plant B Improvements

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2026



Project Description: This project will replace deteriorating equipment, repair aging and damaged facilities, upgrade controls and install new facilities.

Justification: Upgrades to the facility are required to maintain and improve the efficiency of the plant.

Project Financing	Cur	rent					Mary I		Pro	posed				Total
Expenditures	Prior	20	21/22	202	22/23	202	23/24	202	4/25	2025/26	202	26/27		
Planning and Design	\$ -	\$	1-0	\$	-	\$	-	\$	-	\$ 100,000	\$	-	\$	100,000
Construction	\$ -	\$		\$	-	\$	-	\$	-	\$ 900,000	\$	8=0	\$	900,000
TOTAL	\$ -	\$	-	\$	-	\$	-	\$	-	\$ 1,000,000	\$	-	\$ 1	1,000,000
Funding Sources	Prior	20	21/22	202	22/23	202	23/24	202	4/25	2025/26	202	26/27		
611 Water Fund	\$ -	\$	-	\$	-	\$	-	\$	-	\$ 1,000,000	\$	-	\$ 1	1,000,000
TOTAL	\$ -	\$		\$	-	\$	-	\$	-	\$ 1,000,000	\$	-	\$ 1	1,000,000



City Park Landscape Renovation

Location: City Park

Project Manager: Carlos Zepeda

Estimated Completion: 2023



Project Description: This project will renovate and enhance City Park by modifying the rose garden, turf renovation, playground repairs, tree and shrub replacements, and landscape enhancements.

Justification: Upgrades to parks enhance the residents' experience and maintains the value of the City's assets.

Project Financing	Cur	rent	HELLIN	程线图 数			Pro	posed					Total
Expenditures	Prior	2	021/22	2022/23	20	23/24	20	24/25	20	25/26	202	26/27	
Planning and Design	\$ -	\$	11,000	\$ -	\$	-	\$	-	\$	=	\$	-	\$ 11,000
Construction	\$.=:	\$	-	\$ 209,000	\$	-	\$	-	\$	=	\$	-	\$ 209,000
TOTAL	\$ 	\$	11,000	\$ 209,000	\$	-	\$	=	\$	_	\$	-	\$ 220,000
Funding Sources	Prior	2	021/22	2022/23	20	23/24	20	24/25	20	25/26	202	26/27	
211 Delta Fair Property Fund	\$ -	\$	200,000	\$ ×=×	\$	-	\$	=	\$	-	\$	-	\$ 200,000
100 General Fund	\$ -	\$	20,000	\$ 1-1	\$	-	\$	-	\$	-	\$	-	\$ 20,000
TOTAL	\$ -	\$	220,000	\$ -	\$	-	\$	-	\$	-	\$	-	\$ 220,000



Trail Maintenance Program

Location: Mesa Ridge Trail and Deerfield Corridor Trail

Project Manager: Carlos Zepeda

Estimated Completion: Ongoing Program



Project Description: This program will install asphalt concrete overlays on existing paved trails to preserve the integrity of the pathways. The work is scheduled to be performed on Mesa Ridge Trail from Mesa Ridge Dr to Mokelumne and Deerfield Corridor Trail from Lone Tree Way to Prewett Ranch Dr.

Justification: Maintenance of the City's trail system provides safe access through the City's open spaces.

	Project Financing		Curi	rent						Proj	posed					Total
	Expenditures	P	rior	20	021/22	:	2022/23	2	2023/24	202	24/25	2	025/26	2	026/27	
	Construction		N/A	\$:	108,000	\$	242,000	\$	175,000	\$ 1	75,000	\$	175,000	\$	175,000	\$1,050,000
TOTAL		\$	-	\$	108,000	\$	242,000	\$	175,000	\$ 1	75,000	\$	175,000	\$	175,000	\$1,050,000
	Funding Sources	P	rior	20	021/22		2022/23	2	2023/24	202	24/25	2	025/26	2	026/27	
21:	3 Gas Tax		N/A	\$	175,000	\$	175,000	\$	175,000	\$ 1	75,000	\$	175,000	\$	175,000	\$1,050,000
TOTAL		\$	-	\$	175,000	\$	175,000	\$	175,000	\$ 1	75,000	\$	175,000	\$	175,000	\$1,050,000



Community Park Synthetic Turf Replacement

Location: Community Park

Project Manager: Brad Helfenberger

Estimated Completion: 2026



Project Description: This project will rehabilitate the base material and replace the synthetic turf at the Community Park soccer fields.

Justification: The synthetic turf fields are expected to reach the end of their useful life around 2024.

	Project Financing	replain.	Cur	rent						Prop	osed			Total
	Expenditures		Prior	20	21/22	202	22/23	20	23/24	202	4/25	2025/26	2026/27	
	Planning and Design	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 100,000	\$ -	\$ 100,000
	Construction	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 2,100,000	\$ -	\$ 2,100,000
TOTAL		\$		\$	-	\$	-	\$	-	\$	-	\$ 2,200,000	\$ -	\$ 2,200,000
	Funding Sources		Prior	20	21/22	202	22/23	20	23/24	202	4/25	2025/26	2026/27	
	Unfunded	\$	_	\$	-	\$	-	\$	-	\$	-	\$ 2,200,000	\$ -	\$ 2,200,000
TOTAL		\$	-	\$	=	\$	-	\$	-	\$	-	\$ 2,200,000	\$ -	\$ 2,200,000



Prewett Park Perimeter Fence Replacement

Location: Prewett Park

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project would replace the rusted and corroded perimeter and interior fence at Prewett Water Park.

Justification: The existing wrought-iron fence around the perimeter and interior of the water park has reached the end of its useful life. It is rusted and corroded and has fallen in some areas. The project is needed to maintain security and improve beautification of the water park.

	Project Financing	Cur	rent	t					Pro	oposed					Total
	Expenditures	Prior	2	2021/22		2022/23	202	3/24	20:	24/25	202	25/26	202	6/27	ADDRESS DE LA COMPANION DE LA
	Planning and Design	\$ -	\$	-	\$	25,000	\$	-	\$	-	\$	_	\$	-	\$ 25,000
	Construction	\$ -	\$	-	\$	475,000	\$	-	\$	-	\$	_	\$	=	\$ 475,000
TOTAL		\$ -	\$	-	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$ 500,000
	Funding Sources	Prior	2	2021/22	1	2022/23	202	3/24	20:	24/25	202	25/26	202	6/27	
206	6 ARPA	\$ -	\$	500,000	\$	-	\$	-	\$	_	\$	_	\$	=	\$ 500,000
TOTAL	,	\$ -	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 500,000



Prewett Park Slide Restoration

Location: Prewett Park

Project Manager: Brad Helfenberger

Estimated Completion: 2024



Project Description: This project will resurface the five slides at Prewett Water Park.

Justification: The slides have aged and deteriorated including cracks, chips, and areas worn down to the fiberglass and exposing bolts. This project will restore them to original operating condition so they can continue to be operated safely.

	Project Financing	Cur	rent						Pro	posed				Total
	Expenditures	Prior	20	21/22	202	22/23	2023/24	202	4/25	202	5/26	202	6/27	
	Construction	\$ -	\$	-	\$	-	\$ 125,000	\$.=	\$	-	\$	-	\$ 125,000
TOTAL		\$ -	\$	-	\$	-	\$ 125,000	\$	-,	\$	-	\$	-	\$ 125,000
	Funding Sources	Prior	20	20/21	202	22/23	2023/24	202	4/25	202	5/26	202	6/27	
	Unfunded	\$ -	\$	-	\$	-	\$ 125,000	\$	-	\$	-	\$	_	\$ 125,000
TOTAL		\$ -	\$	-	\$	-	\$ 125,000	\$	-	\$	—	\$	-	\$ 125,000



Integration and Upgrade of Access Control, Surveillance, Monitoring, and Fire Alarm

Location: All City facilities

Project Manager: Carlos Zepeda

Estimated Completion: 2023



Project Description: This project will include installation of new security access, monitoring and surveillance hardware at all City facilities. Cameras, intrusion, and security access will be added at facilities which currently do not have security monitoring. Existing facilities with security will be upgraded as well to bring all the City's buildings under one security monitoring systems provider.

Justification: The City seeks to always maintain the security of its employees and infrastructure. Upgrading and adding security and fire monitoring capabilities throughout the City's facilities achieves this goal.

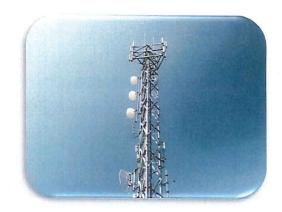
Project Financing	Cur	rent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Construction	\$ -	\$ 818,000	\$ 75,000	\$ 111,000	\$ -	\$ -	\$ -	\$ 1,004,000
TOTAL	\$ -	\$ 818,000	\$ 75,000	\$ 111,000	\$ -	\$ -	\$ -	\$ 1,004,000
4							•	
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Ballin Medalina
100 General Fund	\$ -	\$ 768,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 768,000
611 Water Fund	\$ -	\$ 30,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 105,000
311 Sewer Fund	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Unfunded	\$ -	\$ -	\$ -	\$ 111,000	\$ -	\$ -	\$ -	\$ 111,000
TOTAL	\$ -	\$ 818,000	\$ 75,000	\$ 111,000	\$ -	\$ -	\$ -	\$ 1,004,000

Installation of Police Department Radio Simulcast Tower

Location: 75 Walton Lane

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will install a simulcast tower at 75 Walton Lane that will provide additional radio coverage in the southwest part of the City.

Justification: Currently, there is a large "dead" radio coverage area in the southwest part of the city. This creates a significant safety issue for our employees, as well as the public. Installation of the radio simulcast tower will improve response to calls in this area.

Project Financing	Cı	ırrent	ALL OF THE		Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Construction	\$ -	\$ 80,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 280,000
TOTAL	\$ -	\$ 100,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
100 General Fund	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
TOTAL	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000



Nick Rodriguez Community Center Rehabilitation

Location: Nick Rodriguez Community Center/Antioch Senior Center

Project Manager: Brad Helfenberger

Estimated Completion: 2024



Project Description: This project will remodel, upgrade ADA accessibility and technology, and replace the roof at the Nick Rodriguez Community Center and Antioch Senior Center.

Justification: Currently, the facility is not ADA compliant, existing amenities have reached the end of service life, and hazardous material mitigation will be necessary during construction. Upgrades are needed to provide high quality recreation programs and services to the residents in downtown/northern Antioch.

Pi	roject Financing		Cur	rent		HERO	THE WAY		F	rop	osed						Total
	Expenditures	F	Prior	202	1/22	20	22/23	202	23/24	202	24/25	202	5/26	202	6/27		
	Planning and Design	\$	-	\$	-	\$	400,000	\$ 1	100,000	\$	-	\$	-	\$	-	\$	500,000
	Construction	\$	=	\$	-	\$	-	\$ 4,0	000,000	\$	-	\$	- "	\$	-	\$ 4	1,000,000
TOTAL		\$	-	\$	-	\$	400,000	\$ 4,1	100,000	\$	-	\$	-	\$	-	\$ 4	1,500,000
F	unding Sources	F	Prior	202	21/22	20	022/23	20:	23/24	20:	24/25	202	5/26	202	6/27		
	State Grant - CNRA	\$	-	\$	_	\$ 2,	,200,000	\$	-	\$	-	\$	-	\$	-	\$ 2	2,200,000
100	General Fund	\$	-	\$	_	\$	260,000	\$	-	\$	-	\$	8-	\$	-	\$	260,000
	Unfunded	\$	-	\$	-	\$	-	\$ 2,0	040,000	\$	-	\$	-	\$	-	\$ 2	2,040,000
TOTAL		\$	-	\$	-	\$ 2,	,460,000	\$ 2,0	040,000	\$	-	\$	-	\$	-	\$ 4	1,500,000

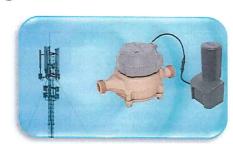


AMI Water Meter Reading Upgrade

Location: Citywide

Project Manager: Shaun Connelly

Estimated Completion: 2027



Project Description: This project will replace the existing Automatic Meter Reading drive-by water meter reading system with Advanced Metering Infrastructure (AMI) which provides real-time water meter reading. This project requires a full retrofit of all existing water meter and meter box lids to allow water meter readings to communicate through a cellular network.

Justification: The cellular water meter upgrade will provide real-time meter readings to residents online. City staff will have access to reliable water meter readings and effectively address customer service concerns. Water conservation is a priority to the City and this system upgrade enables the City to continue improving its conservation efforts.

Project Financing	Cui	rrent			Prop	osed		Total
Expenditures	Prior	2021/22	2022/23	2023/24	2023/25	2023/26	2026/27	NEW TOTAL SECTION
Construction	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 5,750,000
TOTAL	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 5,750,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
611 Water Fund	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 5,750,000
TOTAL	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 1,150,000	\$ 5,750,000



East Antioch Creek Outfall Improvements

Location: East Antioch Creek

Project Manager: Scott Buenting

Estimated Completion: 2024



Project Description: This project will replace the East Antioch Creek outfall near the intersection of Fulton Shipyard Road and McElheny Road. The work will include replacement of two sections of storm drainpipe with associated flapper gates and reconstructing a deteriorating sanitary sewer pipeline that crosses the outfall piping.

Justification: The storm drains and sewer pipelines are deteriorating and causing tidal water to erode soil on the outside of the pipes. These lines affect soil stability under an access road.

	Project Financing		Cur	rent		计程序对导入语识的		P	roposed						Total
	Expenditures		Prior	202	21/22	2022/23	2023/24		2023/25	202	23/26	202	6/27		
	Planning and Design	\$	-	\$	-	\$ 500,000	\$ -	\$		\$	-	\$	-	\$	500,000
	Construction	\$	-	\$	-	\$ 800,000	\$ 1,200,00	0 \$	-	\$	=	\$	-	\$ 2,	,000,000
TOTAL	los los	\$	-	\$	-	\$ 1,300,000	\$ 1,200,00	0 \$	-	\$	_	\$	-	\$ 2,	500,000
						×									
	Funding Sources	Mari	Prior	202	21/22	2022/23	2023/24		2024/25	202	25/26	202	6/27		
621	1 Sewer Fund	\$	_	\$	-	\$ 2,500,000	\$ -	\$	-	\$	-	\$	-	\$ 2,	500,000
TOTAL		\$	-	\$	-	\$ 2,500,000	\$ -	\$	-	\$	-	\$	-	\$ 2,	,500,000

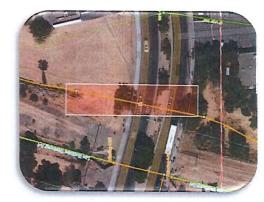


Delta Fair Storm Drain Rehabilitation

Location: Los Medanos Wasteway at Delta Fair Blvd

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will repair or replace the storm drain pipeline that is located under Delta Fair Blvd.

Justification: The corrugated metal storm drain pipeline that runs under Delta Fair Blvd has collapsed in multiple locations and is operating at about 20% of its capacity. This is causing water flow issues and sink holes to appear following the flow direction of the pipe.

Project Financing	Cur	rent						Pro	posed					Total
Expenditures	Prior	202	21/22	2	2022/23	202	23/24	20	24/25	202	25/26	202	6/27	
Construction	\$ 	\$	-	\$	250,000	\$	-	\$	-	\$	s - :	\$	-	\$ 250,000
TOTAL	\$ =	\$	-	\$	250,000	\$	-	\$	-	\$	K=1	\$	-	\$ 250,000
Funding Sources	Prior	202	21/22	2	2022/23	202	23/24	20	24/25	202	25/26	202	6/27	
621 Sewer Fund	\$ -	\$	_	\$	250,000	\$	-	\$	-	\$	0-1	\$		\$ 250,000
TOTAL	\$ -	\$	-	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$ 250,000



Sodium Hypochlorite Injection Distribution System Improvements

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2027



Project Description: This project will add sodium hypochlorite injection facilities at critical points of the distribution system.

Justification: The system has met its useful life and will need to be replaced. The City constantly struggles to maintain water quality in far parts of the system especially during low demand periods. Sodium hypochlorite injection will improve water quality, decrease consumer taste and odor complaints and prevent nitrification.

Project Financing	Cur	rent							Pro	posed		可见付在这种对方	Total
Expenditures	Prior	20	21/22	20	22/23	202	3/24	202	24/25	202	25/26	2026/27	
Planning and Design	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 369,600	\$ 369,600
Construction	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 2,094,400	\$ 2,094,400
TOTAL	\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$ 2,464,000	\$ 2,464,000
Funding Sources	Prior	20	21/22	20	22/23	202	3/24	202	24/25	202	25/26	2026/27	
611 Water Fund	\$ -	\$	-	\$	-	\$	-	\$	_	\$	-	\$ 2,464,000	\$ 2,464,000
TOTAL	\$ -	\$	_	\$	-	\$	-	\$	_	\$	-	\$ 2,464,000	\$ 2,464,000



Water Treatment Plant Variable Frequency Drives

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2027



Project Description: This project will add variable frequency drives to the City's existing treated water distribution system with the Water Treatment Plant.

Justification: The system will allow operators to slowly ramp up and control the flow of water leaving the treatment plant into the distribution system. The current motors do not allow any modification and are off or on, which is not ideal to maintain pressure and manage the system efficiently. Variable frequency drives will lessen the likelihood of main breaks from turning on and off pumps at the plant and provide a more consistent method of operation.

P	Project Financing	Cur	rent		231					Pro	posed				Total
	Expenditures	Prior	202	21/22	202	2/23	202	3/24	202	4/25	202	25/26	1	2026/27	
	Planning and Design	\$ =	\$	-	\$	r — r	\$	_ ~	\$	-	\$	-	\$	36,000	\$ 36,000
	Construction	\$ -	\$	-	\$	-	\$	-	\$		\$	-	\$	204,000	\$ 204,000
TOTAL		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	240,000	\$ 240,000
										150					
	Funding Sources	Prior	202	21/22	202	2/23	202	3/24	202	4/25	202	25/26	2	2026/27	
611	Water Fund	\$ -	\$	-	\$	-	\$	-	\$		\$	-	\$	240,000	\$ 240,000
TOTAL		\$ _	\$	-	\$	-	\$	-	\$	-	\$	-	\$	240,000	\$ 240,000



Polymer Room and Filter Aid Installation

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2025



Project Description: This project will rehabilitate the existing polymer room and add a filter aid introduction system.

Justification: Rehabilitating the polymer system and adding filter aid to the treatment process will lessen chemical cost, improve water quality and provide a significant benefit in labor cost to operations and maintenance.

Project Financing	Cur	rent							Prop	oosed				Total
Expenditures	Prior	20	21/22	202	22/23	202	3/24	2	2024/25	202	25/26	202	6/27	MARKET
Planning and Design	\$ =	\$	-	\$	-	\$	-	\$	36,000	\$	-	\$	-	\$ 36,000
Construction	\$ _	\$	-	\$	-	\$	_	\$	204,000	\$	=	\$	a-	\$ 204,000
TOTAL	\$ -	\$	-	\$	-	\$	-	\$	240,000	\$	-	\$	-	\$ 240,000
Funding Sources	Prior	20	21/22	202	22/23	202	3/24	2	2024/25	202	25/26	202	6/27	
611 Water Fund	\$ -	\$	_	\$	-	\$	-	\$	240,000	\$	_	\$	_	\$ 240,000
TOTAL	\$ -	\$	-	\$		\$	-	\$	240,000	\$	-	\$	-	\$ 240,000

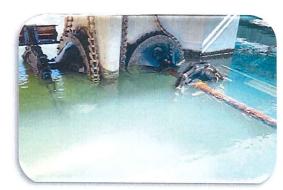


Water Treatment Plant Chain and Flights Rehabilitation

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2027



Project Description: This project will replace the existing chains and flights of the sludge collection and removal system for sedimentation basins at Plant "B".

Justification: The chain and flight system is a critical system component and prone to significant wear over its constant use and needs to be replaced on a routine basis.

Project Financing	Cur	rent	TO THE						Pro	posed				Total
Expenditures	Prior	202	21/22	202	22/23	202	23/24	202	24/25	202	25/26	1 2	2026/27	
Planning and Design	\$ -	\$	0-1	\$	-	\$	-	\$	=	\$	-	\$	36,900	\$ 36,900
Construction	\$ -	\$	_	\$	-	\$	-	\$	=	\$	-	\$	209,100	\$ 209,100
TOTAL	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	246,000	\$ 246,000
Funding Sources	Prior	202	21/22	202	22/23	202	23/24	202	24/25	202	25/26	1	2026/27	
611 Water Fund	\$ _	\$	-	\$	-	\$	-	\$	-	\$	-	\$	246,000	\$ 246,000
TOTAL	\$ _	\$		\$	-	\$	-	\$	-	\$	-	\$	246,000	\$ 246,000



Radio Communication Improvements

Location: Various Water Storage Reservoirs and Booster Pump Stations

Project Manager: Zach Hylton

Estimated Completion: 2023



Project Description: This project will investigate and improve the radio infrastructure used to monitor water treatment facilities.

Justification: The Water Treatment Plant utilizes radio facilities to monitor and operate control over water storage reservoirs and booster pump stations. The existing system is in a state of disrepair and needs to be updated to be able to responsibly manage the system.

Pro	ject Financing	Cur	rent							Pro	posed			AL ASSET	Total
E	xpenditures	Prior	20	21/22	2	2022/23	202	3/24	202	24/25	202	25/26	202	6/27	
P	Planning and Design	\$ -	\$	-	\$	25,500	\$	-	\$	-	\$	_	\$	_	\$ 25,500
	Construction	\$ _	\$	-	\$	144,500	\$	-	\$	-	\$	_	\$	-	\$ 144,500
TOTAL		\$ -	\$	-	\$	170,000	\$	-	\$	-	\$	-	\$	-	\$ 170,000
										1					
Fu	nding Sources	Prior	20	21/22	2	2022/23	202	3/24	202	24/25	202	5/26	202	6/27	
611 V	Vater Fund	\$ -	\$	-	\$	170,000	\$	-	\$	-	\$	_	\$	_	\$ 170,000
TOTAL	u .	\$ -	\$	-	\$	170,000	\$	-	\$	-	\$	-	\$	-	\$ 170,000



Chemical Injection Modifications

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2025



Project Description: This project will install flow paced pump meters and motors for chemical introduction at the Water Treatment Plant.

Justification: Flow paced technology allows operations to manage and make changes in real time providing a more efficient and cost-effective treatment process.

Project Financing	Cur	rent							Prop	ose	d			Total
Expenditures	Prior	20	21/22	20	22/23	202	23/24	2	2024/25	20	25/26	202	6/27	
Planning and Design	\$ -	\$	-	\$	-	\$	-	\$	26,400	\$	_	\$	_	\$ 26,400
Construction	\$ _	\$	-	\$	-	\$	-	\$	149,600	\$	_	\$	-	\$ 149,600
TOTAL	\$ -	\$	-	\$	1,=1	\$	-	\$	176,000	\$	<u> </u>	\$	-	\$ 176,000
									v					,
Funding Sources	Prior	20	21/22	20	22/23	202	23/24	2	2024/25	20	25/26	202	26/27	
611 Water Fund	\$	\$	-	\$	-	\$	-	\$	176,000	\$	_	\$	_	\$ 176,000
TOTAL	\$ -	\$	-	\$	7=1	\$	-	\$	176,000	\$	-	\$	-	\$ 176,000



Water Treatment Plant Generator Replacement

Location: Water Treatment Plant

Project Manager: Zach Hylton

Estimated Completion: 2026



Project Description: This project will replace the existing water treatment plant generators.

Justification: The current generators are nearing the end of their useful service life and need to be replaced to maintain future operations reliability in the event of a power failure.

	Project Financing	Cur	rent						HEE!	Pro	pos	ed		10.50	Total
	Expenditures	Prior	20	21/22	202	2/23	202	3/24	202	4/25	1	2025/26	2026	/27	
	Planning and Design	\$ -	\$	-	\$	-	\$	-	\$	-	\$	135,000	\$	-	\$ 135,000
	Construction	\$ -	\$	-	\$	-	\$	-	\$		\$	765,000	\$	_	\$ 765,000
TOTAL		\$ -	\$	-	\$	-	\$	-	\$	=	\$	900,000	\$	-	\$ 900,000
	Funding Sources	Prior	20	21/22	202	2/23	202	3/24	202	4/25	2	2025/26	2026	/27	THE RESIDENCE
613	1 Water Fund	\$ -	\$	_	\$	-	\$	-	\$	E =	\$	900,000	\$	-	\$ 900,000
TOTAL		\$ -	\$	-	\$	-	\$	-	\$	-	\$	900,000	\$	-:	\$ 900,000



Canal Pump Variable Frequency Drives

Location: Canal Pump on Lone Tree Way

Project Manager: Zach Hylton

Estimated Completion: 2027



Project Description: This project will install variable frequency drives at the canal pumps.

Justification: The variable frequency drive motors will increase the lifespan of existing pumps and allow operations to fill and drain the Antioch Municipal Reservoir more responsibly and efficiently. This addition will lessen the impact on the reservoirs earthen dam.

Project Financing	Cur	rent							Pro	posed				Total
Expenditures	Prior	20	22/23	202	23/24	202	24/25	202	25/26	1	2026/27			
Planning and Design	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	42,450	\$ 42,450
Construction	\$ -	\$	_	\$	-	\$	-	\$	_	\$	-	\$	240,550	\$ 240,550
TOTAL	\$ -	\$	-	\$	_	\$	-	\$	-	\$		\$	283,000	\$ 283,000
	Ñ													
Funding Sources	Prior	20	21/22	20	22/23	202	23/24	202	24/25	202	25/26	1	2026/27	
611 Water Fund	\$ -	\$	-	\$	_	\$	-	\$	-	\$	-	\$	283,000	\$ 283,000
TOTAL	\$ -	\$	-	\$	-	\$	=	\$	-	\$	-	\$	283,000	\$ 283,000



Lone Tree Way Booster Pump Station Replacement

Location: Lone Tree Way Booster Pump Station

Project Manager: Zach Hylton

Estimated Completion: 2024



Project Description: This project will replace outdated electrical panels, pumps, motors, control valves and install a new flow meter at the Lone Tree Way Booster Pump Station.

Justification: The facility is aging and requires improvements for reliability and efficiency.

F	Project Financing Current					Proposed									Total
	Expenditures		Prior	20	21/22	202	22/23	2023/24	202	4/25	202	25/26	202	6/27	
	Planning and Design	\$		\$	-	\$	-	\$ 69,300	\$	-	\$	1-	\$	-	\$ 69,300
	Construction	\$	-	\$	-	\$	-	\$ 392,700	\$	-	\$	=	\$	-	\$ 392,700
TOTAL		\$	-	\$	-	\$	-	\$ 462,000	\$	_	\$	-	\$	-	\$ 462,000
															,
	Funding Sources		Prior	20:	21/22	202	22/23	2023/24	202	4/25	202	25/26	202	6/27	
611	1 Water Fund	\$	-	\$	-	\$	-	\$ 462,000	\$	_	\$	-	\$	-	\$ 462,000
TOTAL		\$	-	\$	-	\$	-	\$ 462,000	\$	-	\$	-	\$	_	\$ 462,000



Wi-Fi Installation in Downtown

Location: Downtown

Project Manager: Alan Barton

Estimated Completion: Ongoing Program



Project Description: This project will install Wi-Fi connection in the downtown area of the City.

Justification: The project will provide wireless network to ensure residents and visitors in downtown stay connected online.

Project Financing	Curi	rent			Total			
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Construction	N/A	\$ -	\$ 60,000	\$100,000	\$100,000	\$ 100,000	\$100,000	\$ 460,000
TOTAL	\$ -	\$ -	\$ 60,000	\$100,000	\$100,000	\$ 100,000	\$100,000	\$ 460,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
206 ARPA	N/A	\$ -	\$ 60,000	\$100,000	\$ -	\$ -	\$ -	\$ 160,000
Unfunded	N/A	\$ -	\$ -	\$ -	\$100,000	\$ 100,000	\$100,000	\$ 300,000
TOTAL	\$ -	\$ -	\$ 60,000	\$100,000	\$100,000	\$ 100,000	\$100,000	\$ 460,000



Community Facilities

Public Safety and Community Resources Department Facility

Location: TBD

Project Manager: John Samuelson

Estimated Completion: 2024



Project Description: This project will evaluate locations for housing the Public Safety and Community Resources Department and modify existing facilities as needed to accommodate the new department.

Justification: The new department currently does not have space suitable for staffing needs.

Project Financing	Cı	ırrent			Proposed			Total
Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Planning and Design	\$ -	\$ 70,000	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Construction			\$2,000,000	\$1,800,000				\$ 3,800,000
TOTAL	\$ -	\$ 70,000	\$2,430,000	\$1,800,000	\$ -	\$ -	\$ -	\$ 4,300,000
Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	生在基本的基本技术
206 ARPA	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000
TOTAL	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000



Bicycle Garden Construction

Location: Prewett Community Park

Project Manager: Brad Helfenberger

Estimated Completion: 2024



Project Description: This project will construct the Bicycle Garden within the Prewett Community Park.

Justification: The Bicycle Garden will be a hands-on bicycle training facility and designed like a miniature city streetscape. The park would consist of small roads that weave in and around landscaped areas with smaller scaled versions of real-life traffic features including signals, traffic signs, road markings, bus stops, bike lanes, train tracks, and more to help youth learn the rules-of-the-road. The City intends to pursue grant funding through the One Bay Area Grant program to fund the unfunded portion of the project.

Project Financing		Cur	rent		ELECTION OF STREET		Propo	sed				Mary Str	A SA	Total
Expenditures		Prior	202	21/22	2022/23	2023/24	2024	/25	2025/	26	202	26/27		
Planning and Desig	n \$	-	\$	-	\$ 550,000	\$ -	\$	-	\$	-	\$	-	\$	550,000
Construction	2				\$ -	\$3,700,000							\$ 3	,700,000
TOTAL	\$	_	\$	-	\$ 550,000	\$3,700,000	\$	-	\$	-	\$	_		,250,000
Funding Sources		Prior	202	21/22	2022/23	2023/24	2024	/25	2025/	26	202	26/27		
100 General Fund	\$	-	\$	-	\$ 550,000	\$ -	\$	-	\$	-	\$	-	\$	550,000
Unfunded	\$	_	\$	-	\$ -	\$3,700,000	\$	-	\$	_	\$	_	\$ 3	,700,000
TOTAL	\$	-	\$	-	\$ 550,000	\$3,700,000	\$	-	\$	-	\$	-	\$ 4	,250,000

Rivertown Community Space Design

Location: Southeast Corner of Intersection at 2nd and E Streets

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: This project will design improvements at the former Antioch Lumber Storage Yard that will transform the area into a family friendly space.

Justification: This project will provide a design for a community space in the downtown area utilizing the currently vacant parcel.

	Project Financing		Cur	rent	N D D		FIRMINE		1814	Propo	osed					Total
	Expenditures	F	Prior	202	21/22	1	2022/23	2023/	24	202	4/25	202	25/26	202	26/27	
	Planning and Design	\$	_	\$	=	\$	350,000	\$	-	\$	-	\$	-	\$	-	\$ 350,000
TOTAL		\$	-	\$	-	\$	350,000	\$	-	\$	-	\$	_	\$	-	\$ 350,000
	Funding Sources	F	rior	202	21/22	2	2022/23	2023/	24	202	4/25	203	25/26	202	26/27	
21	.6 Park in Lieu Fund	\$	-	\$	-	\$	350,000	\$	-	\$	-	\$	-	\$	-	\$ 350,000
TOTAL		\$	-	\$	-	\$	350,000	\$	-	\$	-	\$	-	\$	-	\$ 350,000



Antioch School Pedestrian Safety Improvements

Location: Fremont and Turner Elementary Schools

Project Manager: Scott Buenting

Estimated Completion: 2023



Project Description: The project will install safety improvements, such as Rectangular Rapid Flashing Beacons, a speed radar, pedestrian warning devices, concrete curb ramps, and school crossing signage and legends will be upgraded near Turner Elementary and Fremont Elementary.

Justification: The project will improve access and safety in the vicinity of the elementary schools.

P	roject Financing	Cur	rent			Total			
	Expenditures	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	FY 22-27
-	Planning and Design	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
	Construction	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
TOTAL		\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \								
F	Funding Sources	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	FY 22-27
	TDA Grant	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
TOTAL		\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000





STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY:

Carlton Thompson, Assistant City Engineer (1

APPROVED BY:

John Samuelson, Director of Public Works/City Engineer 🄰

SUBJECT:

Ordinance Amending Article 15 of Chapter 5 of Title 4 of the

Antioch Municipal Code and Changing the Prima Facia Speed Limit

on Various Roadway (PW 282-3A)

RECOMMENDED ACTION

It is recommended that the City Council introduce, by title only, an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code "Special Speed Zones" in order to change the prima facie speed limit on certain streets.

FISCAL IMPACT

Minor costs will be incurred associated with removing and replacing existing speed limit signs as a result of this item. It is anticipated that this recommendation will have no impact to the General Fund.

DISCUSSION

The State of California requires municipalities to update speed zone surveys every 5 years with an option to extend to 7 or 10 years, depending on certain circumstances. Section 627 of the California Vehicle Code (CVC) requires that Engineering and Traffic Surveys be conducted based on the methodology mandated by the California Department of Transportation (Caltrans).

Specific procedures for conducting Engineering and Traffic Surveys are contained in Sections 2B.13 through 2B.18 of the California Manual on Uniform Traffic Control Devices ("MUTCD"). Speed limits set by these procedures are enforceable by radar or lidar. Radar enforcement appears to be the most common method of enforcement as the City's roadway configurations (narrow width, curvature, divided roadways and non-vehicular uses) do not lend themselves to other means of speed enforcement like pacing vehicles. Therefore, any speed zone that is not based on the California MUTCD procedures would have the following consequences:

- > Radar enforcement could not be utilized, potentially compromising safety by restricting the ability to control unreasonable driving behavior;
- > Speed zones set artificially low would make a large number of reasonable drivers "unlawful" and do not facilitate the orderly flow of traffic;
- > Speed limits set higher than the prevailing speed are not considered reasonable and safe.

In 2015, the City Council approved the establishment and update of speed limits on various street segments, based on an Engineering and Traffic Survey. In order to ensure speed limits are appropriate and enforceable, selected street segments were identified as requiring a resurvey due to various roadway modifications including resurfacing and restriping. Accordingly, this Engineering and Traffic Survey has been prepared to update speed limits for the following street segments shown in the table below.

Interwest Consulting Group conducted and prepared the updated Engineering and Traffic Survey (E&TS) Report, dated April 14, 2022. The report presents the results of the survey and includes a summary of collected radar speed surveys, daily traffic counts, traffic collisions, and recommended speed limits for the 35 identified street segments on arterial and collector roadways. The following changes are recommended.

Second S	No.	Street	Between	Roadway Classification	Existing Speed Limit (mph)		Speed Limit
3 W. 6th St	1	W. 2nd St.	L St. & G St.	Collector	25	31	25
3 W. 6th St.	2	W. 4th St.	L St. & C. St.	Collector	25	29	25
4* W, 10th St.* Auto Center Dr. & L St. Arterial 35 42 35 5 E, 18th St. A St. & Hillcrest Ave. & East City Limits Arterial 30 42 35 7* Auto Center Dr. 4th St. & 10th St. Arterial 35 42 35 8* SPRR & SR-4 Arterial 35 42 35 10* Buchanan Rd. City Limits & Somersville Rd. Arterial 45 49 45 10* SprRR & SR-4 Arterial 35 42 35 10* Buchanan Rd. City Limits & Somersville Rd. Arterial 35 40 35 10* Lucena Wy. & Contra Loma Blvd. Arterial 35 40 35 11* Lucena Wy. & Contra Loma Blvd. Arterial 35 41 35 11* Lucena Wy. & Molkeloma Dr. Arterial 35 41 35 14* Dallas Ranch Rd. Lone Tree Wy. & Mokeloma Dr. Arterial 45 45 1		W. 6th St.		Local	25	32	25
Hillcrest Ave. & East City Limits		W. 10th St.*	Auto Center Dr. & L St.	Arterial	35	42	35
Hillcrest Ave. & East City Limits	5	E. 18th St.	A St. & Hillcrest Ave.	Arterial	30	42	<mark>35</mark>
SPRR & SR-4			Hillcrest Ave. & East City Limits	Arterial	45	50	
Suchanan Rd.	7*	Auto Center Dr.	4th St. & 10th St.	Arterial	35	42	35
10*	8*		SPRR & SR-4	Arterial	35	42	35
Lucena Wy. & Contra Loma Blvd.	9	Buchanan Rd.	City Limits & Somersville Rd.	Arterial	45	49	45
12 Cavallo Rd. E. Tregallas Rd. & 18th St. Collector 35 37 30 13	10*	,	Somersville Rd. & Lucena Wy.	Arterial	35	40	35
18th St. & Wilbur Ave. Collector 35	11*		Lucena Wy. & Contra Loma Blvd.	Arterial	35		35
14* Dallas Ranch Rd. Lone Tree Wy. & Mokelomne Dr. Arterial 45 48 45	12	Cavallo Rd.	E. Tregallas Rd. & 18th St.	Collector	25	37	<mark>30</mark>
15* 16* 16* 16* 16* 16* 16* 16* 16* 16* 16	13		18th St. & Wilbur Ave.	Collector	35	41	
16*	14*	Dallas Ranch Rd.	Lone Tree Wy. & Mokelomne Dr.	Arterial	45	48	45
Delta Fair Blvd.	15*	Deer Valley Rd.	Hillcrest Ave. & Lone Tree Wy.	Arterial	45	52	
18*	16*		Lone Tree Wy. & Mammoth Dr.	Arterial	45	51	
Somersville Rd. & Buchanan Rd.	17*	Delta Fair Blvd.	City Limits & Belle Dr.	Arterial	35		
20 Garrow Dr. E. Tregallas Rd & Davison Dr. Collector 25 25 25 25 21	18*		Kendree St. & Somersville Rd.	Arterial	30		Andread and the same of the sa
20 Garrow Dr. E. Tregallas Rd & Davison Dr. Collector 25 25 25 25 21	19		Somersville Rd. & Buchanan Rd.	Arterial	30		
Sunset Dr. & Davison Dr. Arterial 45 46 40	20	Garrow Dr.	E. Tregallas Rd & Davison Dr.	Collector	25	25	
Davison Dr. & Lone Tree Wy. Arterial 45 46 40	21*	Hillcrest Ave.	18th St. & Sunset Dr.	Arterial	40		
Somersville Rd. & Contra Loma Blvd.	22*		Sunset Dr. & Davison Dr.	<u>Arterial</u>			AND DESCRIPTION OF THE PARTY OF
Contra Loma Blvd. & Lone Tree Wy. Arterial 40 47 40 40 26* Lone Tree Wy. SR-4 & Putnam St. Arterial 35 40 35 40 35 40 35 40 35 40 35 40 35 40 35 40 35 45 40 40 40 40 40 40 4			Davison Dr. & Lone Tree Wy.	<u>Arterial</u>	<mark>45</mark>		
SR-4 & Putnam St. Arterial 35 40 35 40 26* Putnam St. & James Donlon Blvd. Arterial 35 45 40 40 28* James Donlon Blvd. & Deer Valley Rd. Arterial 45 51 45 45 45 45 45 45	24*	James Donlon Blvd.	Somersville Rd. & Contra Loma Blvd.	<u>Arterial</u>	40	<mark>52</mark>	<mark>45</mark>
26* 27* 27* 28* 29* 29* 29* 29* 29* 29* 29* 20* 20* 20* 20* 20* 20* 20* 20* 20* 20	25*		Contra Loma Blvd. & Lone Tree Wy.	Arterial	40	47	
Dames Donlon Blvd. & Deer Valley Rd. Arterial 45 51 45 45 45 45 45 45	26*	Lone Tree Wy.	SR-4 & Putnam St.	Arterial			
Deer Valley Rd. & East City Limits	27*		Putnam St. & James Donlon Blvd.	Arterial	<mark>35</mark>	<mark>45</mark>	<mark>40</mark>
Pittsburg-Antioch (W. 10th St) West City Limits & Auto Center Dr. Arterial 50 53 50	28*		James Donlon Blvd. & Deer Valley Rd.	Arterial	45	51	45
West City Limits & Auto Center Dr. Arterial 30 30 30 30 31 31* Somersville Rd. SR-4 & Buchanan Rd. Arterial 35 37 35 32* Wilbur Ave. Cavallo Rd. & 1600 ft. east of Minaker Dr. & Fast City Limits Arterial 40 47 40 45 45 45 45 45 45 45	29*	,	Deer Valley Rd. & East City Limits	Arterial	45	51	45
31* Somersville Rd. SR-4 & Buchanan Rd. Arterial 35 37 35 32* Wilbur Ave. Cavallo Rd. & 1600 ft. east of Minaker Dr. & East City Limits Arterial 40 47 40 33 Hillcrest Ave. & Wild Horse Rd Easterly Terminus Collector 45 49 45 35 Worrell Rd. Lone Tree Wy. & Garrow Dr. Collector 25 31 25	30		West City Limits & Auto Center Dr.	Arterial	50	53	50
1600 ft. east of Minaker Dr. & East City Arterial 45 52 45 34* Wild Horse Rd. Hillcrest Ave. & Wild Horse Rd Easterly Terminus Collector 45 49 45 35 Worrell Rd. Lone Tree Wy. & Garrow Dr. Collector 25 31 25	31*	Somersville Rd.	SR-4 & Buchanan Rd.	Arterial	35	37	35
1600 ft. east of Minaker Dr. & East City Arterial 45 52 45 34* Wild Horse Rd. Hillcrest Ave. & Wild Horse Rd Easterly Terminus Worrell Rd. Lone Tree Wy. & Garrow Dr. Collector 25 31 25		Wilbur Ave.	Cavallo Rd. & 1600 ft. east of Minaker Dr.	Arterial	40	47	40
Terminus Terminus Collector 45 49 43 Unne Tree Wy. & Garrow Dr. Collector 25 31 25	33		The intercept and the first definition of the contract and the contract of the	Arterial	45	52	45
	34*	Wild Horse Rd.		Collector	45	49	45
	35			Collector	25	31	25

¹ D = Divided Roadway, U = Undivided Roadway

² For divided roadways, the greater 85th percentile speed for the two directions, which is shown in the 85th%ile Speed column, was used to determine the speed limit. See Engineering and Traffic Survey Summary Sheets in Appendix C for both 85th percentile speeds.

^{*} Study roadways that are predominantly divided (see Lanes column), are marked with an asterisk next to the segment number.

For the updated speed limits to be memorialized, an Ordinance recommending changes to the Municipal Code must be approved. A copy of the proposed Ordinance is included as Attachment A and a redline of the revisions is included as Attachment B.

CONCLUSION

Defensible speed zone surveys supported by the courts are required for continued radar enforcement of the posted speed limit and the issuance of citations. Therefore, staff recommends that the City Council introduce an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code "Special Speed Zones".

ATTACHMENTS

- A. Proposed Ordinance
- B. Redline/Strikeout of Municipal Code Section 4-5, Article 15
- C. Citywide Engineering and Traffic Survey, April 14, 2022

ATTACHMENT "A"

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AMENDING SECTIONS 4-5.1501 OF THE ANTIOCH MUNICIPAL CODE IN ORDER TO CHANGE THE PRIMA FACIE SPEED LIMIT ON VARIOUS STREETS

WHEREAS, Engineering and Traffic Surveys are required by the State of California to establish speed limits on arterial and collector streets within a municipality as shown on the Functional Classification Maps of the Federal Highway Administration and to enforce those limits using radar or other speed measuring devices;

WHEREAS, Interwest Consulting Group prepared an "Engineering and Traffic Survey, dated April 14, 2022, recommending revisions to the speed limit on various arterial and collector roadways;

WHEREAS, municipalities within the State of California are required to set the speed limits on local streets as shown on the Functional Classification Maps of the Federal Highway Administration;

WHEREAS, Engineering and Traffic Surveys are <u>not</u> required on local streets to establish speed limits, but speed limits must conform to the California Vehicle Code;

WHEREAS, the City of Antioch is required to memorialize changes to speed limits by ordinance per the California Vehicle Code (CVC 22357); and

WHEREAS, Antioch Municipal Code Sections 4-5.1501.5 and 4-5.1501.6, which set speed limits on various streets at 35 and 40 respectively, will be affected by the proposed ordinance revisions.

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code is hereby amended to read as follows in its entirety:

"§ 4-5.1501 SPEED LIMITS ESTABLISHED.

The City Council, on the basis of engineering and traffic investigations and surveys, has determined that the speeds permitted by state laws, as applicable to certain City streets, are different than those necessary for safe operation thereon under the conditions found to exist on such streets. It is hereby declared that the prima facie speed limit shall be as set forth in this article on those streets, or parts of streets, within the City when signs giving notice thereof have been erected upon such streets.

§ 4-5.1501.1 FIFTEEN MILES PER HOUR.

The speed limit shall be 15 miles per hour on the following streets or parts of streets:

- (A) Parker Lane;
- (B) Noia Avenue;
- (C) Wisner Drive; and
- (D) Roelling Drive from Wisner Drive to Noia Avenue.

§ 4-5.1501.2 TWENTY MILES PER HOUR.

The speed limit shall be 20 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1501.3 TWENTY-FIVE MILES PER HOUR.

The speed limit shall be 25 miles per hour on the following streets or parts of streets: All City streets except those designated otherwise in this article.

§ 4-5.1501.4 THIRTY MILES PER HOUR.

The speed limit shall be 30 miles per hour on the following streets or parts of streets:

- (A) A Street from Wilbur Avenue to State Route 4;
- (B) East Tregallas Road from Lone Tree Way to Garrow Drive;
- (C) Delta Fair Boulevard from Belle Drive to Buchanan Road;
- (D) Sycamore Drive from the east boundary of Somersville Road to the west boundary of L Street;
- (E) Willow Avenue from East Eighteenth Street to the north boundary of Oakley Road;
- (F) Oakley Road from the west boundary of Willow Avenue to the east boundary of Viera Avenue;
- (G) Viera Avenue from East 18th Street to its southerly terminus;
- (H) Buchanan Road from Somersville Road to Contra Loma Boulevard;
- (I) San Jose Drive from Delta Fair Boulevard to Buchanan Road;
- (J) Somersville Road from State Route 4 to Buchanan Road;
- (K) Country Hills Drive from Lone Tree Way to Deer Valley Way;
- (L) Country Hills Drive from Hillcrest Avenue to Laurel Road
- (M) Mokelumne Drive from Lone Tree Way to Prewett Ranch Road;
- (N) Wildflower Drive from Hillcrest Avenue to Deer Valley Road;
- (O) Mt. Hamilton Drive from Golf Course Road to Dallas Ranch Road;
- (P) Sand Creek Road north of Lone Tree Way;
- (Q) Vista Grande Drive;
- (R) Wilson Street;
- (S) Auto Center Drive from West Fourth Street to State Route 4;
- (T) Canada Valley Road; and
- (U) Cavallo Road from East Tregallas Road to East 18th Street;



§ 4-5.1501.5 THIRTY-FIVE MILES PER HOUR.

The speed limit shall be 35 miles per hour on the following streets or parts of streets:

- (A) Lone Tree Way from State Route 4 to Putnam Street;
- (B) Cavallo Road from Wilbur Avenue to 18th Street;
- (C) East Tregallas Road from Garrow Drive to Hillcrest Avenue;
- (D) Sunset Drive from Cavallo Road to Hillcrest Avenue;
- (E) East 18th Street from A Street to Hillcrest Avenue;
- (F) Hillcrest Avenue from East 18th Street to East Tregallas Road;
- (G) West Tenth Street from Somersville Road to L Street;
- (H) L Street from West Tenth Street to the Freeway;
- (I) Contra Loma Boulevard from Buchanan Road to James Donlon Boulevard;
- (J) Buchanan Road from Somersville Road to Delta Fair Boulevard;
- (K) Delta Fair Boulevard from the west City limits to Belle Drive;
- (L) Somersville Road from north City limits to south City limits;
- (M) Davison Drive from Lone Tree Way to Hillcrest Avenue;
- (N) Verne Roberts Circle;
- (O) Golf Course Road;
- (P) Prewett Ranch Road from Dallas Ranch Road to Deer Valley Road;
- (Q) Frederickson Lane;
- (R) W. 4th Street from Somersville Road to L Street; and
- (S) Larkspur Drive from Hillcrest Avenue to Bluebell Circle.

§ 4-5.1501.6 FORTY MILES PER HOUR.

The speed limit shall be 40 miles per hour on the following streets or parts of streets:

- (A) Wilbur Avenue from A Street to 1600 feet east of Minaker Drive;
- (B) Lone Tree Way from Putnam Street to James Donlon Boulevard;
- (C) James Donlon Boulevard between Contra Loma Blvd & Lone Tree Way; and
- (D) Hillcrest Avenue from E. 18th Street to Lone Tree Way.

§ 4-5.1501.7 FORTY-FIVE MILES PER HOUR.

The speed limit shall be 45 miles per hour on the following streets or parts of streets:

- (A) Dallas Ranch Road;
- (B) East 18th Street from Hillcrest Avenue to the east City limits;
- (C) Buchanan Road from the west City limits to Somersville Road;
- (D) Oakley Road from Willow Avenue to the east City limits;
- (E) Lone Tree Way from James Donlon Boulevard to the east City limits:
- (F) Deer Valley Road;
- (G) Laurel Road;



- (H) Wild Horse Road;
- (I) Somersville Road south of Buchanan Road;
- (J) Wilbur Avenue from 1600 feet east of Minaker to the easterly City limits;
- (K) Heidorn Ranch Road;
- (L) Sand Creek Road; and
- (M) James Donlon Boulevard between Somersville Road and Contra Loma Boulevard.

§ 4-5.1501.8 FIFTY MILES PER HOUR.

The speed limit shall be 50 miles per hour on the following streets or parts of streets: West Tenth Street from the west City limits to Somersville Road.

§ 4-5.1501.9 FIFTY-FIVE MILES PER HOUR.

The speed limit shall be 55 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1502 SIGNS ERECTED TO DESIGNATE SPEED LIMITS.

The City Traffic Engineer is directed to have signs erected upon the streets at appropriate **locations** giving notice of the limits established by § 4-5.1501 of this article.

§ 4-5.1503 REGULATION OF SPEED BY TRAFFIC SIGNALS.

The City Traffic Engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from speeds otherwise applicable within the district or intersections and shall erect appropriate signs giving notice thereof."

SECTION 2. CEQA.

Harrison In Proceedings

This Ordinance is not a "project" subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378. In the event that this Ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guideline section 15061(b)(3) because it can be seen with certainty that there is no possibility that it may have a significant effect on the environment, subject to a statutory exemption contained in CEQA Guidelines section 15369(b), or subject to a categorical exemption contained in CEQA Guidelines sections 15301, 15302, 15303, 15304, 15307, 15308, and 15309.

<u>SECTION 3.</u> This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be as required in the California Government Code in a newspaper of general circulation printed and published in the City of Antioch.

AY

of the City Council of the City of Antioch, held on the 14 th and adopted at a regular meeting thereof, held on thefollowing vote:	th day of June 2	022 and passed
AYES:		
NOES:		
ABSTAIN:		
ABSENT:		
ATTEST:	Mayor of the	e City of Antioch
City Clerk of the City of Antioch		
(PW 282-3A)		

a version

A5

ATTACHMENT "B"

PROPOSED MUNICIPAL CODE "RED-LINE/STRIKE-OUT"

§ 4-5.1501 SPEED LIMITS ESTABLISHED.

The Council, on the basis of engineering and traffic investigations and surveys, has determined that the speeds permitted by state laws, as applicable to certain city streets, are different than those necessary for safe operation thereon under the conditions found to exist on such streets. It is hereby declared that the prima facie speed limit shall be as set forth in this article on those streets, or parts of streets, within the city when signs giving notice thereof have been erected upon such streets.

§ 4-5.1501.1 FIFTEEN MILES PER HOUR.

The speed limit shall be 15 miles per hour on the following streets or parts of streets:

- (A) Parker Lane;
- (B) Noia Avenue;
- (C) Wisner Drive;
- (D) Roelling Drive from Wisner Drive to Noia Avenue.

§ 4-5.1501.2 TWENTY MILES PER HOUR.

The speed limit shall be 20 miles per hour on the following streets or parts of streets: (none).

§ 4-5.1501.3 TWENTY-FIVE MILES PER HOUR.

The speed limit shall be 25 miles per hour on the following streets or parts of streets: All city streets except those designated otherwise in this article.

§ 4-5.1501.4 THIRTY MILES PER HOUR.

The speed limit shall be 30 miles per hour on the following streets or parts of streets:

- (A) A Street from Wilbur Avenue to State Route 4;
- (B) East Tregallas Road from Lone Tree Way to Garrow Drive;
- (C) East 18th Street from A Street to Cavallo Road;
- (D)(C) Delta Fair Boulevard from Belle Drive to Buchanan Road;
- (E)(D) Sycamore Drive from the east boundary of Somersville Road to the west boundary of L Street;
- (F)(E) Willow Avenue from East Eighteenth Street to the north boundary of Oakley Road;
- (G)(F) Oakley Road from the west boundary of Willow Avenue to the east boundary of Viera Avenue;
- (H)(G) Viera Avenue from East 18th Street to its southerly terminus;
- (H)(H) Buchanan Road from Somersville Road to Contra Loma Boulevard;
- (J)(I) San Jose Drive from Delta Fair Boulevard to Buchanan Road;
- (K)(J) Somersville Road from State Route 4 to Buchanan Road;
- (L)(K) Country Hills Drive from Lone Tree Way to Deer Valley Way;
- (M)(L) Country Hills Drive from Hillcrest Avenue to Laurel Road
- (N)(M) Mokelumne Drive from Lone Tree Way to Prewett Ranch Road;

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- (O)(N) Wildflower Drive from Hillcrest Avenue to Deer Valley Road;
- (P)(O) Mt. Hamilton Drive from Golf Course Road to Dallas Ranch Road;
- (Q)(P) Sand Creek Road north of Lone Tree Way;
- (R)(Q) Vista Grande Drive;
- (S)(R) Wilson Street;
- (T)(S) Auto Center Drive from West Fourth Street to State Route 4; and
- (T) Canada Valley Road; and-
- (U) Cavallo Road from East Tregallas Road to East 18th Street;

§ 4-5.1501.5 THIRTY-FIVE MILES PER HOUR.

The speed limit shall be 35 miles per hour on the following streets or parts of streets:

- (A) Lone Tree Way from State Route 4 to James Donlon Boulevard Putnam Street;
- (B) Cavallo Road from Wilbur Avenue to 18th Street;
- (C) East Tregallas Road from Garrow Drive to Hillcrest Avenue;
- (D) Sunset Drive from Cavallo Road to Hillcrest Avenue;
- (E) East 18th Street from Cavallo Road to Hillcrest Avenue
- (E)(F) East 18th Street from A Street to Hillcrest Avenue;
- (F)(G) Hillcrest Avenue from East 18th Street to East Tregallas Road;
- (G)(H) West Tenth Street from Somersville Road to L Street;
- (H)(I) L Street from West Tenth Street to the Freeway;
- (I)(J) Contra Loma Boulevard from Buchanan Road to James Donlon Boulevard;
- (J)(K) Buchanan Road from Somersville Road to Delta Fair Boulevard;
- (K)(L) Delta Fair Boulevard from the west city limits to Belle Drive;
- (L)(M) Somersville Road from north city limits to south city limits;
- (M)(N) Davison Drive from Lone Tree Way to Hillcrest Avenue;
- (N)(O) Verne Roberts Circle;
- (O)(P) Golf Course Road;
- (P)(Q) Prewett Ranch Road from Dallas Ranch Road to Deer Valley Road;
- (Q)(R) Frederickson Lane; and
- (R)(S) W. 4th Street from Somersville Road to L Street; and
- (S)(T) Larkspur Drive from Hillcrest Avenue to Bluebell Circle.

§ 4-5.1501.6 FORTY MILES PER HOUR.

The speed limit shall be 40 miles per hour on the following streets or parts of streets:

- (A) Wilbur Avenue from A Street to 1600 feet east of Minaker Drive; and
- (A)(B) Lone Tree Way from Putnam Street to James Donlon Boulevard;
- (C) James Donlon Boulevard between Lone Tree Way & Somersville

 Readand James Donlon Boulevard between Contra Loma Blvd & Lone

 Tree Way; and-
- (B)(D) Hillcrest Avenue from E. 18th Street to Lone Tree Way.

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§ 4-5.1501.7 FORTY-FIVE MILES PER HOUR.

The speed limit shall be 45 miles per hour on the following streets or parts of streets:

- (A) Dallas Ranch Road;
- (B) East 18th Street from Hillcrest Avenue to the east city limits;
- (C) Hillcrest Avenue from south of East Tregallas Road;
- (D) Buchanan Road from the west city limits to Somersville Road;
- (E) Oakley Road from Willow Avenue to the east city limits;
- (F) Lone Tree Way from James Donlon Boulevard to the east city limits;
- (G) Deer Valley Road;
- (H) Laurel Road;
- (I) Wild Horse Road;
- (J) Somersville Road south of Buchanan Road;
- (K) Wilbur Avenue from 1600 feet east of Minaker to the easterly city limits;
- (L) Heidorn Ranch Road; and
- (M) Sand Creek Road .; and

(M)(N) James Donlon Boulevard between Somersville Road and Contra Loma Boulevard.

§ 4-5.1501.8 FIFTY MILES PER HOUR.

The speed limit shall be 50 miles per hour on the following streets or parts of streets: West Tenth Street from the west city limits to Somersville Road.

§ 4-5.1501.9 FIFTY-FIVE MILES PER HOUR.

The speed limit shall be 55 miles per hour on the following streets or parts of streets: None.

Engineering and Traffic Survey

APRIL 14, 2022



Submitted to:

City of Antioch



Prepared by:

Interwest Consulting Group, Inc.





TRAFFIC ENGINEER'S CERTIFICATION

I, Ruth Smith, do hereby certify that this Engineering and Traffic Survey dated April 14, 2022, has been prepared in accordance with procedures established by the State of California and conform to Sections 627 of the California Vehicle Code (CVC) and Section 2B.13 of the latest edition of the State of California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices, in order to establish and update speed limits. This Engineering and Traffic Survey is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar or other electronic devices for traffic speed enforcement. This Engineering and Traffic Survey contains recommended speed limits for thirty-five (35) roadway segments in the City of Antioch and was prepared under my supervision and is accurate and complete. I certify that I am experienced in performing surveys of this type and that I am duly registered in the State of California as a Professional Traffic Engineer.

Ruth M. Smith, TE, PTP Traffic Engineer RTE 1650, Exp. 9/30/22

Date





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APPENDIX

- A Regulations Governing Speed Limits (Excerpts from the California Vehicle Code)
- B Speed Zoning Regulations from the Caltrans California Manual on UniformTraffic Control Devices and Definitions of Terms
- C Engineering and Traffic Survey Summary Sheets
- D Speed Survey Data Sheets
- E Radar/Lidar Gun and Operator(s) Certifications





The purpose of this report is to document the results of an engineering and traffic survey conducted to update and to establish the speed limits for thirty-five (35) street segments in the City of Antioch. The study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries.

Posted speed limits are established to inform drivers of the safe speed limit and to protect the general publicfrom reckless and unpredictable behavior of irresponsible drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.

Posted speed limits also provide law enforcement with a clearly understood method of identifying and apprehending violators of the Basic Speed Law (CVC Section 22350), which states: No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property. The posted speed limit gives drivers a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

It is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

This report contains sufficient information to document that the conditions of the latest edition of the California Vehicle Code (CVC) Section 627 have been satisfied and that other conditions not readily apparent to a motorist are properly identified. To legally use radar for speed enforcement, Section 40802(b) of the CVC requires that limits be established per Sections 22357 and 22358 of the CVC, the limits must be justified by an Engineering and Traffic Survey conducted within five years prior to the date of the alleged violation. Section 40802(c) of the CVC allows cities to extend the survey period up to seven or fourteen years depending on specific criteria. Details of these CVC criteria are provided in Appendix A. CVC Section 627 also requires that the Engineering and Traffic Survey be conducted in accordance with the latest edition of the California *Manual on Uniform Traffic Control Devices* (CA MUTCD). Details of these CA MUTCD criteria are provided in Appendix B.

In 2015, the City Council approved the establishment and update of speed limits on various street segments in Antioch, based on an Engineering and Traffic Survey. In order to ensure speed limits are appropriate and enforceable, thirty-five (35) of the street segments were identified as requiring a resurvey. Accordingly, this Engineering and Traffic Survey has been prepared to update the speed limits for the following street segments:





- 1. W. 2nd Street between L Street and G Street
- 2. W. 4th Street between L Street and C Street
- 3. W. 6th Street between L Street and A Street
- 4. W. 10th Street between Auto Center Drive and L Street
- 5. E 18th Street between A Street and Hillcrest Avenue
- 6. E 18th Street between Hillcrest Avenue and East City Limits
- 7. Auto Center Drive between 4th Street and 10th Street
- 8. Auto Center Drive between SPRR and SR-4
- 9. Buchanan Road between City Limits and Somersville Road
- 10. Buchanan Road between Somersville Road and Lucena Way
- 11. Buchanan Road between Lucena Way and Contra Loma Boulevard
- 12. Cavallo Road between E. Tregallas Road and 18th Street
- 13. Cavallo Road between 18th Street and Wilbur Avenue
- 14. Dallas Ranch Road between Lone Tree Way and Mokelomne Drive
- 15. Deer Valley Road between Hillcrest Avenue and Lone Tree Way
- 16. Deer Valley Road between Lone Tree Way and Sand Creek Road
- 17. Delta Fair Boulevard between West City Limit and Belle Drive
- 18. Delta Fair Boulevard between Kendree Street and Somersville Road
- 19. Delta Fair Boulevard between Somersville Road and Buchanan Road
- 20. Garrow Drive between E. Tregallas Road and Davison Drive
- 21. Hillcrest Avenue between 18th Street and Sunset Drive
- 22. Hillcrest Avenue between Sunset Drive and Davison Drive
- 23. Hillcrest Avenue between Davison Drive and Lone Tree Way
- 24. James Donlon Boulevard between Somersville Road and Contra Loma Boulevard
- 25. James Donlon Boulevard between Contra Loma Boulevard and Lone Tree Way
- 26. Lone Tree Way between SR-4 and Putnam Street
- 27. Lone Tree Way between Putnam Street and James Donlon Boulevard
- 28. Lone Tree Way between James Donlon Boulevard and Deer Valley Road
- 29. Lone Tree Way between Deer Valley Road and East City Limits
- 30. Pittsburg-Antioch (W. 10th Street) between West City Limits and Auto Center Drive
- 31. Somersville Road between SR-4 and Buchanan Road
- 32. Wilbur Avenue between Cavallo Road and 1600 ft east of Minaker Drive
- 33. Wilbur Avenue between 1600 ft east of Minaker Drive and East City Limits



2022 E&TS INTRODUCTION

34. Wild Horse Road between Hillcrest Avenue and Wild Horse Road Easterly Terminus

35. Worrell Road between Lone Tree Way and Garrow Drive

Spot speed surveys were taken at thirty-five (35) locations on the City's network, in conformance with the State law for conducting engineering and traffic surveys, for the purpose of establishing/updating prima facie speed limits. The data was collected in accordance with the latest edition of the CA MUTCD 2014 (rev 6). Sections of the CA MUTCD that contain the regulations for conducting the required "Engineering and Traffic Survey" are presented in Appendix B. Also in Appendix B are definitions of terms used in speed zone surveys. As previously noted, excerpts from the CVC regarding regulations governing speed limits are presented in Appendix A. It should be noted that the excerpts reflect changes and additions to the CVC due to Assembly Bill 43, which took effect on January 1, 2022. The results of the analysis are summarized for each roadway segment in Appendix C. The speed zone radar surveys in Appendix D were conducted by National Data & Surveying Services (NDS). Certifications for their staff and equipment are provided in Appendix E.

Based on the data and results obtained in this Engineering and Traffic Survey, recommendations have been made to either maintain, increase, or decrease the existing speed limits for the selected thirty-five (35) roadway segments within the City of Antioch. The recommended speed limits are summarized in Table 1 and illustrated on Figure 1.







The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and, therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on the fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgement of one or a few individuals. A radar spot speed survey is usually used to record the prevailing speed of reasonable drivers.

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic surveyrather than by arbitrary methods.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics and land use must also be analyzed before determining speed limits.

The engineering and traffic survey involved the three major elements of data collection and analysis, as required by California Vehicle Code (CVC) Section 627 and as outlined in the California *Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition, rev 6. The three elements of an Engineering and Traffic Survey, as described in the CVC, are:

- 1. Prevailing speed as determined by a spot speed survey
- 2. Collision records
- 3. Highway, traffic, and roadside conditions not readily apparent to the driver

<u>Spot Speed Survey</u>. Spot speed surveys, performed by a certified radar technician utilizing a calibrated radar gun, were conducted for thirty-five (35) roadway segments to determine existing vehicular travel speeds. A minimum of 100 observations were recorded, 50 for each direction of travel, on all the surveyed street segments. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis. The 85th percentile speed is the speed at or below which 85 percent of the traffic is traveling. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on the roadway conditions that are present.

<u>Collision Rate</u>. Mid-block traffic collision data for the thirty-five (35) roadway segments was tabulated from the City's and County's collision records as reported to the Statewide



Integrated Traffic Records System (SWITRS) for the period from January 1, 2018 through December 31, 2020 (three years). The collision rate was calculated and considered in recommending the speed limit.

<u>Field Review</u>. The streets were field reviewed to determine/confirm the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity, and to identify roadway characteristics that are not readily apparent to vehicle drivers.

<u>Analysis</u>. The three elements described above were used to determine the recommended speed limit. The analysis began with the 85th percentile speed from the spot speed survey and was modified, as appropriate, by the collision rate and existing conditions not readily apparent to the driver.

The speed limit is initially established at the nearest 5 mph increment to the 85th percentile speed. It can then be reduced by 5 mph if it meets one of the following two options:

- Option 1. CVC Sections 627 and 22358.5 allow the speed limit to be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed under certain circumstances.
- Option 2. For cases where the nearest 5 mph increment would require rounding up, CVC Section 21400(b) allows the speed limit to be rounded down to the nearest 5 mph increment below the 85th percentile speed, however, no further reduction is allowed.

The following examples explain the use of these speed limit criteria:

- A. Using Option 1, when the 85th percentile speed is rounded down (i.e. the 85th percentile speed is 37 mph, so the speed limit would be established at 35 mph), the speed limit could be reduced another 5 mph, to 30 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.
- B. Using Option 1, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph, so the speed limit would be established at 40 mph), the speed limit could be reduced by 5 mph, to 35 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.
- C. Using Option 2, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph and would normally be rounded up to 40 mph), instead of rounding up, the speed limit can be reduced by 5 mph (established at 35 mph), but no further reduction can be applied.

In accordance with the State-imposed speed limit establishment regulation, the Engineering and Traffic Survey, as defined in CVC Section 627 and described in detail in the California MUTCD 2014, Section 2B.13 (see Appendices A and B, respectively), there are several factors that may



be considered to justify setting the prima facie speed limit five mph below the rounded 85th percentile speed under Option 1.

The factors that may be considered are highway, traffic, and roadside conditions, specifically including those listed below, however, factors that are readily apparent to motorists are not to be considered.

- Most recent collision record (mid-block)
- Roadway characteristics
- Shoulder condition
- Grade
- Alignment
- Sight Distance
- Roadside development and environment
- Parking practices and pedestrian activity
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and Bicycle safety
- Residential density

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix C.

In addition to the *California Manual on Uniform Traffic Control Devices*, Caltrans publishes the *California Manual for Setting Speed Limits*. For divided highways with the same alignment in both directions, the *California Manual for Setting Speed Limits* notes that the speed limit for both directions may be set based on the greater 85th percentile speed of the two directions (a divided highway has a barrier that separates the two directions of traffic, such as a raised or painted median). This is the City's preferred methodology and is the basis of the recommended speed limits for the divided roadways. Of the 35 analyzed segments, 22 are predominantly divided. In Table 1, the 85th percentile speeds shown for the divided roadways are the greater of the two directions, and the divided roadways are indicated with an asterisk next to the segment number. The 85th percentile speeds for both directions are provided in the Engineering and Traffic Survey Summary sheets in Appendix C.

The 85th percentile speed and the factors noted above were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). Additionally, discussions were held with City staff in making decisions with respect to changing existing speed limits. This allowed for consideration of any special knowledge of the segment. Table 1 shows the surveyed road segments with posted and recommended speed limits. The 2018-2020 Collision Survey Analysis in Table 2 lists each segment's daily traffic volumes, total number of collisions and calculated collision rate.

<u>Speed Limit Signing</u>. All California motorists are required to know the basic 15, 25, and 55 MPH speed laws and are tested on the subject when applying for a driver's license. Consequently,

speed limit signs covering these conditions need not be posted on City streets. However, although not required by law, speed limit signs for these situations may be posted on streets that have significant daily vehicular traffic volumes, a by-pass traffic situation, the continued violation of a residential 25 MPH speed zone, or with other applicable warrants.

It is a common policy to recommend the posting of speed limit signs only on streets that have been covered bythe City speed limit ordinance or by the warranted situations covered above.

Speed limit signs should be installed at about one-half mile intervals on the City streets which have been speed zoned. Signs are normally installed on the exit side of traffic signal controlled intersections and the more important intersections where there is high side street vehicle entry. It is important that motorists be given adequate information while not over signing, which tends to confuse the motorist.

Enforcement issues can occur when, (a) the highway is posted with inappropriate speed limit signs, (b)the highway is improperly or inadequately posted; or, (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.





3.1 Spot Speed Radar Survey

Spot speed radar surveys were conducted at each street segment to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the five mile per hourincrement nearest the 85th percentile speed, as recorded for the surveyed segment. However, engineering judgment and other factors such as collision rates (Section 3.2) and Roadway Segment Field Review (Section 3.3) may indicate the need for further reduction in establishing reasonable and effective speed limits. Table 1 shows the existing speed limit and the 85th percentile speed for each studied segment.

The criteria used to conduct the radar survey are listed in Appendices A and B.

Appendix D contains the Speed Survey Data sheets for each of the thirty-five (35) segments surveyed. The data collected and information calculated for the radar speed survey are as follows:

- Date and time of speed survey
- Posted speed limit
- Weather conditions
- Number of vehicles observed
- > Speed of each surveyed vehicle
- > 50th percentile speed
- > 85th percentile speed
- 10 mph pace speed
- Number of vehicles in pace
- Percent in pace speed
- Percent and number below pace speed
- Percent and number above pace speed

The summary contains information about vehicular speed data observed, collision data, street classification, and any unusual conditions at the location.





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Table 1: Segment Spot Speed Summary

No	Street	Between	Roadway Classification	Lanes ¹	Existing Speed Limit (mph)	85th%ile Speed (mph) ²	Recommended Speed Limit (mph) ²	Comments ³
1	W. 2nd St.	L St. & G St.	Collector	2U	25	31	25	No Change - 85th%ile, Option 1
2	W. 4th St.	L St. & C. St.	Collector	2U	25	29	25	No Change - 85th%ile, Option 2
3	W. 6th St.	L St. & A St.	Local	2U	25	32	25	No Change - 85th%ile, Option 1
4*	W. 10th St.*	Auto Center Dr. & L St.	Arterial	4D	35	42	35	No Change - 85th%ile, Option 1
5	E. 18th St.	A St. & Hillcrest Ave.	Arterial	4U	30	42	35	Increase - 85th%ile, Option 1
6		Hillcrest Ave. & East City Limits	Arterial	4D/4U	45	50	45	No Change - 85th%ile, Option 1
7*	Auto Center Dr.	4th St. & 10th St.	Arterial	4D	35	42	35	No Change - 85th%ile, Option 1
8*		SPRR & SR-4	Arterial	5D/6D	35	42	35	No Change - 85th%ile, Option 1
9	Buchanan Rd.	City Limits & Somersville Rd.	Arterial	2U/2D/ 4D	45	49	45	No Change - 85th%ile, Option 2
10*		Somersville Rd. & Lucena Wy.	Arterial	4D	35	40	35	No Change - 85th%ile, Option 1
11*		Lucena Wy. & Contra Loma Blvd.	Arterial	4D	35	41	35	No Change - 85th%ile, Option 1
12	Cavallo Rd.	E. Tregallas Rd. & 18th St.	Collector	2U	25	37	30	Increase - 85th%ile, Option 1
13		18th St. & Wilbur Ave.	Collector	2U	35	41	35	No Change - 85th%ile, Option 1
14*	Dallas Ranch Rd.	Lone Tree Wy. & Mokelomne Dr.	Arterial	4D	45	48	45	No Change - 85th%ile, Option 2
15*	Deer Valley Rd.	Hillcrest Ave. & Lone Tree Wy.	Arterial	4D	45	52	45	No Change - 85th%ile, Option 1
16*		Lone Tree Wy. & Mammoth Dr.	Arterial	4D	45	51	45	No Change - 85th%ile, Option 1
17*	Delta Fair Blvd.	City Limits & Belle Dr.	Arterial	4D	35	41	35	No Change - 85th%ile, Option 1
18*		Kendree St. & Somersville Rd.	Arterial	4D	30	36	30	No Change - 85th%ile, Option 1
19		Somersville Rd. & Buchanan Rd.	Arterial	4U	30	37	30	No Change - 85th%ile, Option 1
20	Garrow Dr.	E. Tregallas Rd & Davison Dr.	Collector	2U	25	25	25	No Change - 85th%ile
21*	Hillcrest Ave.	18th St. & Sunset Dr.	Arterial	4D	40	45	40	No Change - 85th%ile, Option 1
22*		Sunset Dr. & Davison Dr.	Arterial	6D	45	46	40	Decrease - 85th%ile, Option 1
23*		Davison Dr. & Lone Tree Wy.	Arterial	4D	45	46	40	Decrease - 85th%ile, Option 1
24*	James Donlon Blvd.	Somersville Rd. & Contra Loma Blvd.	Arterial	4D	40	52	45	Increase - 85th%ile, Option 1
25*		Contra Loma Blvd. & Lone Tree Wy.	Arterial	4D	40	47	40	No Change - 85th%ile, Option 1

¹ D = Divided Roadway, U = Undivided Roadway

³ See Appendix B, 12a, for explanation of Option 1 and Option 2.



² For divided roadways, the greater 85th percentile speed for the two directions, which is shown here, was used to determine the speed limit. See Engineering and Traffic Survey Summary Sheets in Appendix C for both 85th percentile speeds. Study roadways that are predominantly divided, are marked with an asterisk next to the segment number.

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Table 1: Segment Spot Speed Summary (Continued)

No	Street	Between	Roadway Classification	Lanes ¹	Existing Speed Limit (mph)	85th%ile Speed (mph) ²	Recommended Speed Limit (mph) ²	Comments ³
26*	Lone Tree Wy.	SR-4 & Putnam St.	Arterial	4D	35	40	35	No Change - 85th%ile, Option 2
27*		Putnam St. & James Donlon Blvd.	Arterial	4D/5D	35	45	40	Increase - 85th%ile, Option 1
28*		James Donlon Blvd. & Deer Valley Rd.	Arterial	6D	45	51	45	No Change - 85th%ile, Option 1
29*		Deer Valley Rd. & East City Limits	Arterial	6D	45	51	45	No Change - 85th%ile, Option 1
30	Pittsburg-Antioch (W. 10th St)	West City Limits & Auto Center Dr.	Arterial	2U	50	53	50	No Change - 85th%ile, Option 2
31*	Somersville Rd.	SR-4 & Buchanan Rd.	Arterial	5D/4D	35	37	35	No Change - 85th%ile
32*	Wilbur Ave.	Cavallo Rd. & 1600 ft. east of Minaker Dr.	Arterial	4D	40	47	40	No Change - 85th%ile, Option 1
33		1600 ft. east of Minaker Dr. & East City Limits	Arterial	2U/2D	45	52	45	No Change - 85th%ile, Option 1
34*	Wild Horse Rd.	Hillcrest Ave. & Wild Horse Rd Easterly Terminus	Collector	4D/2D	45	49	45	No Change - 85th%ile, Option 2
35	Worrell Rd.	Lone Tree Wy. & Garrow Dr.	Collector	2U	25	31	25	No Change - 85th%ile, Option 1

¹ D = Divided Roadway, U = Undivided Roadway

² For divided roadways, the greater 85th percentile speed for the two directions, which is shown here, was used to determine the speed limit. See Engineering and Traffic Survey Summary Sheets in Appendix C for both 85th percentile speeds. Study roadways that are predominantly divided, are marked with an asterisk next to the segment number.

³ See Appendix B, 12a, for explanation of Option 1 and Option 2.

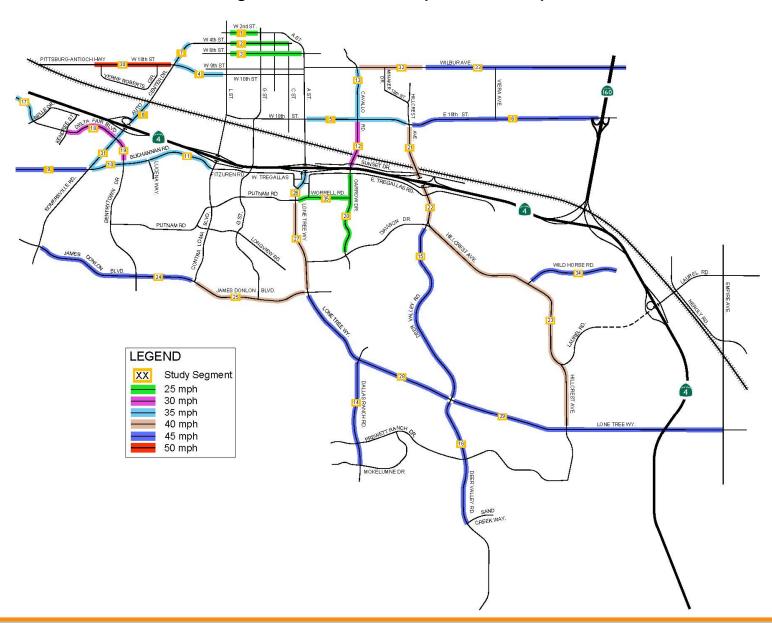


Figure 1: Recommended Speed Limits Map



3.2 Collision Rate Analysis

A greater-than-expected collision rate is one of the special conditions under Option 1, allowing the speed limit to be established 5 mph lower than the rounded speed limit. The collision rate is based onmid-block collisions only. It is determined using the equation shown below and is then compared to the statewide average collision rate for similar roadways, found in *Collision Data on California StateHighways (roads miles, travel, collisions)* published by Caltrans every two years. The latest edition, 2018, was used for this 2021 analysis.

The mid-block collision rate for each roadway segment was determined by using the most recent collision records as required by CVC Section 627. Traffic collision data for the roadway segments was collected from the Statewide Integrated Traffic Records System (SWITRS) collision records for the City of Antioch from January 1, 2018 to December 31, 2020. Based on this data, the mid-block collision rates were calculated for each roadway segment in terms of "collisions per 1,000,000 vehiclemiles of travel."

It was then determined if any of the collision rates warranted an additional 5 mph reduction in the rounded 85th percentile speed per Option 1. The collision rates were compared to the statewide average collision rates for similar roadways. All of the calculated roadway segment collision rates were less than the statewide average, indicating no segments qualified for the additional 5 mph reduction.

The collision rates are calculated using the following equation:

Collision Rate = Number of Midblock collisions x 10⁶

24-hour volume x 365 x segment length x number of years

Where: Number of mid-block collisions based on 3 years (January 1,

2018 to December 31, 2020), 24-hour traffic volume (both directions) in the survey segment and segment length in miles. Rates are shown in Collisions per Million Vehicle Miles

(per year) or Col/MVM.

The results of the collision rate calculations are shown in Table 2 and in the Engineering and Traffic Survey Summary sheets (Appendix C). A sample collision rate calculation is shown below.

Example:

Collision rate on: A Street between 18th Street and SR-4:

Collision Rate = 1×10^6

19,111 x 365 x 1.00 x 3

= 0.10 collisions per million vehicle miles (Col/MVM)

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The comparison collision rates vary from year to year. The 2018 Statewide average rates, which are the most recent rates available, were used for the thirty-five (35) segments studied in the 2021 analysis, and are as follows:

Table 2: Segment Statewide Average Collision Rates

No	Street	Between	Statewide Average Collision Rate
1	W. 2nd St.	L St. & G St.	1.60
2	W. 4th St.	L St. & C. St.	1.60
3	W. 6th St.	L St. & A St.	1.60
4	W. 10th St.	Auto Center Dr. & L St.	0.91
5	E. 18th St.	A St. & Hillcrest Ave.	0.93
6		Hillcrest Ave. & East City Limits	0.93
7	Auto Center Dr.	4th St. & 10th St.	0.91
8	Buchanan Rd.	SPRR & SR-4	0.91
9	Buchanan Nu.	City Limits & Somersville Rd.	0.62
10		Somersville Rd. & Lucena Wy.	0.91
11		Lucena Wy. & Contra Loma Blvd.	0.91
12	Cavallo Rd.	E. Tregallas Rd. & 18th St.	1.60
13		18th St. & Wilbur Ave.	1.60
14	Dallas Ranch Rd.	Lone Tree Wy. & Mokelomne Dr.	0.91
15	Deer Valley Rd. Hillcrest Ave. & Lone Tree Wy.		0.91
16		Lone Tree Wy. & Sand Creek Rd	0.91
17	Delta Fair Blvd.	City Limits & Belle Dr.	0.93
18		Kendree St. & Somersville Rd.	0.93
19		Somersville Rd. & Buchanan Rd.	0.93
20	Garrow Dr.	E. Tregallas Rd & Davison Dr.	1.60
21	Hillcrest Ave.	18th St. & Sunset Dr.	0.91
22		Sunset Dr. & Davison Dr.	0.91
23		Davison Dr. & Lone Tree Wy.	0.91
24	James Donlon Blvd.	Somersville Rd. & Contra Loma Blvd.	0.91
25		Contra Loma Blvd. & Lone Tree Wy.	0.91
26	Lone Tree Wy.	SR-4 & Putnam St.	0.91
27	-	Putnam St. & James Donlon Blvd.	0.91
28		James Donlon Blvd. & Deer Valley Rd.	0.98
29		Deer Valley Rd. & East City Limits	0.98
30	Pittsburg-Antioch (W. 10th St)		1.60
31	Somersville Rd.	SR-4 & Buchanan Rd.	0.91

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Table 2: Segment Statewide Average Collision Rates (Continued)

No	Street	Between	Statewide Average Collision Rate
32	Wilbur Ave.	Cavallo Rd. & 1600 ft. east of Minaker Dr.	0.91
33		1600 ft. east of Minaker Dr. & East City Limits	1.32
34	Wild Horse Rd. Hillcrest Ave. & Wild Horse Rd Easterly Terminus		0.91
35	Worrell Rd.	Lone Tree Wy. & Garrow Dr.	1.60

Table 3, below, summarizes the collision rate analysis, and includes the factors used to calculate the collision rate for each segment. It also determinations if each segment's collision rate is greater than the statewide average rate for similar roadways, which would allow the collision rate to be used as a factor in reducing the speed limit by 5 mph based on Option 1.



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Table 3: Collision Analysis

No	Street	Between	Segment Length (mile)	Segment Length (feet)	Average Daily Traffic (ADT) (vehs/day)	Midblock Collisions ¹ (3 yr total)	Collision Rate (Col/MVM) ²	Statewide Collision Rate	Segment Rate More Than Statewide Rate?
1	W. 2nd St.	L St. & G St.	0.32	1,690	7,468	0	0.00	1.60	No
2	W. 4th St.	L St. & C. St.	0.60	3,170	1,599	0	0.00	1.60	No
3	W. 6th St.	L St. & A St.	0.74	3,910	1,453	0	0.00	1.60	No
4	W. 10th St.	Auto Center Dr. & L St.	0.54	2,855	11,680	0	0.00	0.91	No
5	E. 18th St.	A St. & Hillcrest Ave.	0.50	2,640	12,539	0	0.00	0.93	No
6		Hillcrest Ave. & East City Limits	1.93	10,190	9,462	0	0.00	0.93	No
7	Auto Center Dr.	4th St. & 10th St.	0.44	2,325	3,752	0	0.00	0.91	No
8		SPRR & SR-4	0.33	1,745	20,864	0	0.00	0.91	No
9	Buchanan Rd.	City Limits & Lucena Wy.	0.64	3,380	16,899	0	0.00	0.62	No
10		Lucena Wy. & Gentrytown Dr.	0.34	1,795	7,895	0	0.00	0.91	No
11		Gentrytown Dr. & Contra Loma Blvd.	0.93	4,910	10,338	0	0.00	0.91	No
12	Cavallo Rd.	E. Tregallas Rd. & 18th St.	0.51	2,695	3,818	0	0.00	1.60	No
13		18th St. & Wilbur Ave.	0.51	2,695	4,134	0	0.00	1.60	No
14	Dallas Ranch Rd.	Lone Tree Wy. & Mokelomne Dr.	1.03	5,440	6,038	0	0.00	0.91	No
15	Deer Valley Rd.	Hillcrest Ave. & Lone Tree Wy.	1.85	9,770	11,563	1	0.04	0.91	No
16		Lone Tree Wy. & Sand Creek Rd.	0.81	4,280	13,030	0	0.00	0.91	No
17	Delta Fair Blvd.	City Limits & Belle Dr.	0.27	1,430	10,429	0	0.00	0.93	No
18		Kendree St. & Somersville Rd.	0.54	2,855	11,885	1	0.14	0.93	No
19		Somersville Rd. & Buchanan Rd.	0.28	1,480	12,839	0	0.00	0.93	No
20	Garrow Dr.	E. Tregallas Rd & Davison Dr.	0.85	4,490	2,333	0	0.00	1.60	No
21	Hillcrest Ave.	18th St. & Sunset Dr.	0.46	2,430	15,038	0	0.00	0.91	No
22		Sunset Dr. & Davison Dr.	0.55	2,905	36,441	1	0.05	0.91	No
23		Davison Dr. & Lone Tree Wy.	1.85	9,770	11,626	1	0.04	0.91	No
24	James Donlon Blvd.	Somersville Rd. & Contra Loma Blvd.	1.56	8,240	9,541	0	0.00	0.91	No
25		Contra Loma Blvd. & Lone Tree Wy.	1.56	8,240	13,834	0	0.00	0.91	No
26	Lone Tree Wy.	SR-4 & Putnam St.	0.33	1,745	28,215	0	0.00	0.91	No
27		Putnam St. & James Donlon Blvd.	0.91	4,805	27,014	0	0.00	0.91	No
28		James Donlon Blvd. & Deer Valley Rd.	1.80	9,505	32,115	0	0.00	0.98	No
29		Deer Valley Rd. & East City Limits	2.56	13,520	22,602	1	0.02	0.98	No
30	Pittsburg-Antioch (W. 10th St)	West City Limits & Auto Center Dr.	0.74	3,910	9,884	0	0.00	1.60	No
31	Somersville Rd.	SR-4 & Buchanan Rd.	0.54	2,855	12,365	0	0.00	0.91	No



<sup>Number of speed-related mid-block traffic collisions during most recently available 3-year period
Col/MVM = Collisions (Accidents) per Million Vehicle Miles per year; An actual rate greater than state average rate indicates condition that may allow a lower speed limit.</sup>



Table 3: Collision Analysis (Continued)

No	Street	Between	Segment Length (mile)	Segment Length (feet)	Average Daily Traffic (ADT) (vehs/day)	Midblock Collisions ¹ (3 yr total)	CollisionRate(Col/MVM) ²	Statewide Collision Rate	Segment Rate More Than Statewide Rate?
32	Wilbur Ave.	Cavallo Rd. & 1600 ft. east of Minaker Dr.	0.59	3,115	6,782	0	0.00	0.91	No
33		1600 ft. east of Minaker Dr. & East City Limits	0.74	3,910	5,248	0	0.00	1.32	No
34	Wild Horse Rd.	Hillcrest Ave. & Wild Horse Rd Easterly Terminus	0.88	4,645	3,375	0	0.00	0.91	No
35	Worrell Rd.	Lone Tree Wy. & Garrow Dr.	0.53	2,800	1,506	0	0.00	1.60	No



¹ Number of speed-related mid-block traffic collisions during most recently available 3-year period
2 Col/MVM = Collisions (Accidents) per Million Vehicle Miles per year; An actual rate greater than state average rate indicates condition that may allow a lower speed limit.

SURVEY RESULTS



3.3 Roadway Segment Field Review

Section 2B.13 of the CA MUTCD 2014, "Speed Limit Signs" states that the speed limit should be established at the nearest five mile per hour increment to the 85th percentile speed recorded duringthe spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction in speed, as allowed under Option 1. Whenever such factors are considered to establish the speed limit, they should be documented on the speed survey or in the accompanying engineering report.

Each roadway segment was driven and video-recorded while "embedded" in prevailing traffic and assessed by a registered Civil Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver (lack of sidewalks/bike lanes, driveways with limited sight distance, clustered driveways, heavy truck activity, etc.), type of land use adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, onstreet parking etc.) were recorded as part of the study. The roadway characteristics recorded were used to determine if any physical conditions warranted consideration of an additional five mile per hour reduction of the recommended speed in accordance with CVC Section 627.

The results of the roadway segment field review for each segment are indicated on the Engineering and Traffic Survey Summary sheets in Appendix C.

- Average Daily Traffic Volume
- Collision History
- Collision Rate
- Road Description, including on-street parking and unusual lane configurations
- Lack of Sidewalks and Bike Lanes
- Pedestrian, Bicycle and Truck activity
- Driveways with limited sight distance or clustered driveways
- Nearby schools and parks
- Adjacent land uses







- 1. The radar survey and the raw data collection were conducted per CVC Section 627 and California Manual on Uniform Traffic Control Devices, 2014, rev 6, Section 2B.13.
- Daily traffic counts for the thirty-five (35)selected roadway segments on the City's arterial roadway network were collected in 2021 on April 6 (15 segments), April 8 (18 segments), April 20 (13 segments) and April 22 (22 segments). Radar speed surveys were taken in 2021 on April 6 (15 segments), April 7 (20 segments), April 8 (18 segments) and April 9 (15 segments).
- 3. Bicycle and Pedestrian mid-block collision frequency was low.
- 4. A summary of recommended speed limits is provided in Table 1 and illustrated on Figure 1.
- 5. Based on the Engineering and Traffic Survey, it is recommended that the existing speed limits on the thirty-five (35) studied roadway segments in the City of Antioch should remain unchanged except for the six (6) roadway segments listed below.

Table 4: Roadway Segments with Recommended Changes to Speed Limit

No.	Street	Between	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
5	E. 18 th Street	A Street and Hillcrest Ave.	30 MPH	35 MPH	Increase Speed Limit – 85th percentile, Option 1
12	Cavallo Road	E. Tregallas Road and 18th Street	25 MPH	30 MPH	Increase Speed Limit – 85th percentile, Option 1
22		Sunset Drive and Davison Drive	45 MPH	40 MPH	Decrease Speed Limit - 85th percentile, Option 1
23	Hillcrest Avenue	Davison Drive and Lone Tree Way	45 MPH	40 MPH	Decrease Speed Limit – 85th percentile, Option 1





Table 4: Roadway Segments with Recommended Changes to Speed Limit (Continued)

No.	Street	Between	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
		Somersville Road and Contra Loma Boulevard	40 MPH	45 MPH	Increase Speed Limit – 85th percentile, Option 1
27	,	Putnam Street and James Donlon Boulevard	35 MPH	40 MPH	Increase Speed Limit – 85th percentile, Option 1



APPENDIX A

Regulations Governing Speed Limits

(Excerpts from the California Vehicle Code) (Updated January 2022)

REGULATIONS GOVERNING SPEED LIMITS

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits which "on the face of it", are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25 mph limit in business and residential districts; the 15 mph limit in alleys, at blind intersections and blind railroad grade crossings; and a part-time 25 mph limit in school zones when children are going to and from school.

Intermediate speed limits between 25 and 65 mph may be established by local authorities based on engineering and traffic surveys. Such surveys include the analysis of roadway conditions, collision records, and the prevailing speed of prudent drivers using the highway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and consequently, are difficult to enforce. Those drivers who do not comply with posted reasonable speed limits are, conversely, subject to equitable enforcement action.

The California Vehicle Code provides that the use of radar to enforce speed limits, which have not been based on an engineering and traffic survey within the preceding five years, constitutes a "speed trap". Since speed traps are also prohibited by the code, lack of the required study effectively prohibits local agencies from using radar enforcement.

APPLICABLE CALIFORNIA VEHICLE CODE SECTIONS

Provided below are the sections of the California Vehicle Code that are applicable to engineering and traffic surveys. The California Vehicle Code was recently modified by Assembly Bill 43 (AB 43), which was signed into law in 2021, with parts of it taking effect on January 1, 2022. The CVC sections noted below have been updated to reflect AB 43, with the "effective date" provided. The primary change that could affect the results of this engineering and traffic survey is the addition of Section 22358.8, which allows a local authority that finds, after completing the engineering and traffic survey, that the speed limit is still more than is reasonable and safe, to, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of roadway and determined that no additional general purpose lanes have been added to the roadway since the completion of the engineering and traffic survey establishing the prior speed limit.

Increase of Local Limits

22357. Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie limit of 25 miles per hours, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the

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street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. The provisions of this section shall not apply in respect to any 25-mile-per-hour prima facie limit, which is applicable when passing a school building or the grounds thereof.

Decrease of Local Limits

22358. Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20 or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street. (Effective January 1, 2022)

Downward Speed Zoning

<u>22358.5</u>. It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

<u>22358.6</u>. The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8. (Effective with next scheduled revision of the California Manual on Uniform Traffic Control Devices).

<u>22358.7</u>. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons (Effective June 30, 2024):

- (1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.
- (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.
- (b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

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- (2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.
- (c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.
- (d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.
- <u>22358.8</u>. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit. (Effective January 1, 2021)
 - (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.
 - (c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.
- <u>22358.9</u>. (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour. (Effective January 1, 2021)
 - (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
 - (A) A maximum of four traffic lanes.
 - (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.
 - (C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.
 - (b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or

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neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

- (1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
- (2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
- (3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
- (4) Marked crosswalks not controlled by a traffic control device.
- (c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.
- (d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Speed Trap

- 40802. (a) A "speed trap" is either of the following (Effective January 1, 2022):
 - (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
 - (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.
 - (b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:
 - (A) Roadway width of not more than 40 feet.
 - (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
 - (C) Not more than one traffic lane in each direction.
 - (2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area

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- approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.
- (3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.
- (4) For purposes of this section, "business activity district" means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.
- (c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:
 - (A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
 - (B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.
 - (C) (i)The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
 - (ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.
 - (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.
 - (2) A "speed trap" is either of the following:
 - (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
 - (B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

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- (I) Except as specified in subclause (II), seven years.
- (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.
- (ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

Speed Trap Evidence.

- 40803. (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.
 - (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in subdivision (b) of Section 40802.
 - (c) When a traffic and engineering survey is required pursuant to subdivision (b) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in subdivision (b) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in subdivision (b) 40802.

Engineering and Traffic Survey

- <u>627</u>. (a) "Engineering and traffic survey" as used in this Code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by the state and local authorities.
 - (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all the following
 - 1) Prevailing speeds as determined by traffic engineering measurements.
 - 2) Collision records.
 - 3) Highway, traffic, and roadside conditions not readily apparent to the driver.
 - (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

- (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
- (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
- (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
- (2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused. (Effective January 1, 2022.

Business District

235. A "business district: is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent of more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sided of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distance specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

Residence District

515. A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sided of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling housed or business structures. A residence district may be longer than one quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

Business and Residence District: Determination

- <u>240</u>. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:
 - a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
 - b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
 - c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.

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d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

Maximum Speed Limit

<u>22349</u>. Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.

Basic Speed Law

<u>22350</u>. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

- <u>22351</u>. (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
 - (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

<u>22352</u>. The prima facie limits are as follows and the same shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

- (a) Fifteen miles per hour:
 - 1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical mechanical railway crossing signal device is installed but does not then indicate theirmediate approach of a railway train or car.
 - 2) When traversing any intersection of highways if during the last 100 feet of his approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all such highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.
 - 3) On any alley.

(b) Twenty-five miles per hour:

- 1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.
- 2) When passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. Such prima facie limit shall also apply when passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign.
- 3) When passing a senior center or facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign.

Boundary Line Streets

<u>22359</u>. With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Multiple-Lane Highways

<u>22361</u>. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

Speed Trap Prohibition

<u>40801</u>. No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

APPENDIX B

Speed Zoning Regulations from Caltrans California *Manual on Uniform Traffic Control Devices*And Definitions of Terms

(Updated January 2022)

California Manual on Uniform Traffic Control Devices (Regarding Speed Limits)

(Updated January 2022)

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.

Standard:

01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

03 Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

04 At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

05 Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas. Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones based on engineering studies.
- 07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

 Option:

08 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see

Figure 2B-3).

Guidance:

09 A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10

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mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

10 States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.

- 11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.
 - 12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.

Standard:

12aWhen a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.

Option:

- 1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.
- 2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(f).

Standard:

12b If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

12d Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with the Department's Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.

Option:

12e After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(f).

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Support:

12f Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria.

13 Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.

Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to asignalized intersection are usually more effective than a reduced speed limit zone. *Guidance:*

15 An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.

Option:

- 16 Other factors that may be considered when establishing or reevaluating speed limits are the following:
 - A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
 - B. The pace;
 - C. Roadside development and environment;
 - D. Parking practices and pedestrian activity; and
 - E. Reported crash experience for at least a 12-month period.
- 17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.
- 18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.
- 19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign. *Guidance:*
- 20 If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors. Support:
- 21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary TrafficControl Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.
- 22 Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.
- 23 Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

- 24 An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - A. Prevailing speeds as determined by traffic engineering measurements.
 - **B.** Collision records.
 - C. Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

- 25 The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.
 - 26 Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:
 - A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.
 - B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,
 - C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.
 - D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
 - E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.
 - F. The weather should be fair (dry pavement) with no unusual conditions prevailing.
 - G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
 - H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
 - I. Short speed zones of less than 0.5 mile should be avoided, except in transition areas.
 - J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
 - K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
 - L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

27 Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

- 28 When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:
- A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - 1. Upon one side of the highway, within 0.25 mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - 2. Upon both sides of the highway, collectively, within a distance of 0.25 mile the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

- 3. The portion of highway is larger than 0.25 mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph a or b.
- B. Pedestrian and bicyclist safety.
- 29 The following two methods of conducting E&TS may be used to establish speed limits:
- 1. State Highways The E&TS for State highways is made under the direction of the Department of Transportation's District Traffic Engineer. The data includes:
 - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
 - A north arrow
 - Engineer's station or post mileage
 - Limits of the proposed zones
 - Appropriate notations showing type of roadside development, such as "scattered business,"
 "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not
 be plotted unless they are a factor in the speed recommendation or the point of termination of a
 speed zone.
 - Collision rates for the zones involved
 - Average daily traffic volume
 - Location of traffic signals, signs and markings
 - If the highway is divided, the limits of zones for each direction of travel
 - Plotted 85th percentile and pace speeds at location taken showing speed profile
 - b. A report to the District Director that includes:
 - The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in mileage at the beginning and ending of each proposed zone
 and any intermediate equations. Location ties must be given to readily identifiable physical
 features.
- 2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
 - a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
 - b. Determination of Existing Speed Limits Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.
- 30 In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency. *Guidance:*
- 31 The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.
- 32 The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.

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Support:

- 33 Generally, the most decisive evidence of conditions not readily apparent to the driver surface in collision histories.
- 34 Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.
- 35 The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent.

Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

36 When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

37 Speed zones of less than 0.5 mile and short transition zones should be avoided.

Sians

Standard:

- 38 The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.
- 39 When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.
- 40 The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.

Guidance:

41 The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.

Option:

- 42 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.
- 43 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue.

On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

- 44 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit. Option:
- 45 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

- 46 The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.
 - 47 The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.
- 48 The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.

Option:

49 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

50 Speed limit signs shall be placed at the beginning of all restricted speed zones.

Option:

51 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

- 52 The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.
- 53 Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by the Department of Transportation, with approval by the California Highway Patrol, shall be posted as follows:
 - At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.
 - R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.

Option:

The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.
- The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.

Option:

• The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- Signs shall be placed in protected locations.
- At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.
 - 54 Freeway segments where a 55 mph speed limit has been approved by the Department of Transportation, with the approval of the California Highway Patrol, shall be posted as follows:
- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.

Guidance:

- Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

55 Conventional highways with 55 mph speed limits should be posted as follows:

Standard:

• The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

Guidance:

- Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 65 mph speed limits should be posted as follows:

- The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.
- Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Option:

56 Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

- 57 The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California. *Guidance:*
- 58 The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.

Standard:

59 Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.

Option:

60 The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- 61 Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.
- 62 Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.
- 63 Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.

Speed Enforced Signs

Option:

64 The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

65 One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.

Support:

66 The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

67 The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

68 When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.

Option:

69 The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

70 The R48-2(CA) sign shall be used for both directions of travel.

Guidance:

71 The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).

Vehicle Speed Feedback Signs

Option:

72 A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

73 If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.

Guidance:

74 To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.

Option:

75 When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

76 In lieu of lights, legend may be retroreflective film for flip-disk systems.

77 The legend YOUR SPEED may be white on black plaque located above the changeable speed display. Support:

78 Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

79 Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

80 The basic speed law states "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

Standard:

81 Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.

Option:

82 Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

<u>Use of Metric System Designations – See CVC 21351.3</u>

Option:

83 Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

84 If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.

Support:

85 Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

86 Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.

Legal Authority for Establishing Speed Limits

Support:

87 Delegation of legal authority to set speed limits on State highways is given to Department of Transportation's District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of the Department of Transportation retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

88 The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).

Option:

89 The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

- 90 The following speed limits may apply:
- Whenever the Department of Transportation determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- The Department may erect, regulate, and control signs upon the state highway which is a freeway, or any
 portion thereof, which, if used, signs shall be designed to permit display of different speeds at various
 times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

- 91 The following speed limits may apply:
- Whenever the Department of Transportation determines based upon an engineering and traffic survey
 (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable
 movement of traffic, the Department may determine and declare a minimum speed limit. Appropriate signs
 giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

92 Refer to CVC 40802 for Speed Traps.

Standard:

- 93 A speed trap shall not apply to a local street, road, or school zone.
- 94 A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.
- 95 This time provision shall be extended to seven years when using radar and all of the following criteria are met:
 - The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
 - The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.
- 96 This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:
 - The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
 - The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
 - The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

97 This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

98 Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile. Support:

99 To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

100 Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.

Guidance:

101 Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.

Standard:

102 If warranted, the Department of Transportation's District Director shall issue a standard speed zone order.

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Support:

103 Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

104 A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.

Speed Zones in Temporary Traffic Control Areas

Support:

105 For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part

Speed Zones and Traffic Signals

Standard:

106 An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.

Support:

107 Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

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Definitions of Selected Terms Used in the CA MUTCD

Text Headings

Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb "shall" is typically used. The verbs "should" and "may" are not used in Standard statements. Standard statements are sometimes modified by Options.

Guidance—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation tobe appropriate. All Guidance statements are labeled, and the text appears in non-bolded type. The verb "should" is typically used. The verbs "shall" and "may" are not used in Guidance statements. Guidance statements are sometimes modified by Options.

Option—a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometime contain allowable modifications to a Standard or Guidance statement. All Option statements are labeled, and the text appears in non-bolded type. The verb "may" is typically used. The verbs "shall" and "should" are not used in Option statements.

Support—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in non-bolded type. The verbs "shall," "should," and "may" are not used in Support statements.

Words and Phrases

Speed—speed is defined based on the following classifications:

- (a) **Average Speed**—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.
- (b) **Design Speed**—a selected speed used to determine the various geometric designfeatures of a roadway.
- (c) **85th-Percentile Speed**—the speed at or below which 85 percent of the motor vehicles travel.
- (d) Operating Speed—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85th-percentile speeds.
- (e) **Pace**—the 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

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Speed Limit—the maximum (or minimum) speed applicable to a section of highway as established by law or regulation.

Posted Speed Limit—a speed limit determined by law or regulation and displayed on SpeedLimit signs.

Speed Zone—a section of highway with a speed limit that is established by law or regulation, but which might be different from a legislatively specified statutory speed limit.

Statutory Speed Limit—a speed limit established by legislative action that typically is applicable for a particular class of highways with specified design, functional, jurisdictional and/or location characteristics and that is not necessarily displayed on Speed Limit signs.

Average Daily Traffic (ADT)—the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

Bicycle Lane—a portion of a roadway that has been designated for preferential or exclusiveuse by bicyclists by pavement markings and, if used, signs. See Class II Bikeway.

Business District - A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business districtmay be longer than the distances specified in this section if the above ratio of buildings in usefor business to the length of the highway exists. Refer to CVC 235.

CVC – California Vehicle Code.

Class II Bikeway (such as a Bike Lane) – Provides a restricted right-of-way designated forthe exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motoristspermitted. Refer to California Streets and Highways Code Section 890.4. Refer to Caltrans' Highway Design Manual Index 1003.2 for design criteria.

Divided Highway – A highway with separated roadbeds for traffic in opposing directions.

Engineer – a person registered under California Professional Engineers Act as a professional engineer, including any of the branches thereof. Refer to California Business and Professions Code Section 6706. 63b. Engineering and Traffic Survey – Refer to CVC 627.

Engineering Judgment—the evaluation of available pertinent information, and the application of appropriate principles, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be

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exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

Engineering Study—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, engineering judgment, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

Median—the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median widthmight be different between intersections, interchanges, and at opposite approaches of the same intersection.

Multi-Lane—more than one lane moving in the same direction. A multi-lane street, highway, or roadway has a basic cross-section comprised of two or more through lanes in one or both directions. A multi-lane approach has two or more lanes moving toward the intersection, including turning lanes.

Pedestrian—a person on foot, in a wheelchair, on skates, or on a skateboard. As per CVC 467, (a) A "pedestrian" is a person who is afoot or who is using any of the following: (1) A means of conveyance propelled by human power other than a bicycle. (2) An electric personal assistive mobility device. (b) "Pedestrian" includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, isotherwise unable to move about as a pedestrian, as specified in subdivision(a).

Pedestrian Facilities—a general term denoting improvements and provisions made to accommodate or encourage walking.

Roadway—that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used in this Manual shall refer to any such roadway separately, but not to all such roadwayscollectively. Refer to CVC 527.

Shared-Use Path (Class I Bikeway) —a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Refer to the Caltrans' Highway Design Manual Index 1003.1 for design criteria.

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Shoulder – The portion of the highway contiguous with the roadway for accommodations of pedestrians, bicyclists, stopped vehicles, for emergency use, and for lateral support of baseand surface courses.

Sidewalk—that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians. As per CVC 555, "Sidewalk" is that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel.

Traffic Control Device—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel (see definition of private road open to public travel), pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel (see definition of private road open to public travel), by authority of the private owner or private official having jurisdiction.

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APPENDIX C

Engineering and Traffic Survey Summary Sheets



City of Antioch

Engineering & Traffic Survey Summary

Location:	W. 2nd Street	Survey Date: April 8, 2021
Between:	L Street & G Street	Segment No: 1
Direction of Travel:	East/West	<u> </u>
	Traffic Data	
Average Daily Traffic:	7,468	
Length of Segment (feet):	1,690	
Length of Segment (miles):	0.32	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Collector	
	Speed Survey Data	
85th Percentile:	31 mph	
10 mph Pace:	22-31 mph	
Posted Speed Limit:	25 mph	
-	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	1.60	
	Conditions Not Readily Apparent	
Roadway Geometrics:		
2-lane undivided.		
Comments:		
On-street parking, trucks present, a		
Adjacent Land Use:	Downtown Commercial / Residential / Public Institution	
	Recommendation	
Recommended Speed:	25 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 30 mph, then reduced another 5 mph, to 25 mph ped/bike safety)	n, due to on-street parking, trucks present, and
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly r	do hereby certify that this Engineering and Traffic Survey within the supervision, conforms to Sections 627 and 40802 of the California f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic	1850 ± 1850
MaMan	4/14/22	
Ruth Smith, TE, PTP TE 1650	Date	
* Contract services provided by Int	erwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location:	W. 4th Street	Survey Date: April 8, 2021
Between:	L Street & C Street	Segment No: 2
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	1,599	
Length of Segment (feet):	3,170	
Length of Segment (miles):	0.60	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Collector	
	Speed Survey Data	
85th Percentile:	29 mph	
10 mph Pace:	19-28 mph	
Posted Speed Limit:	25 mph	
1	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	_
Total Collisions:	0	_
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	1.60	
	Conditions Not Readily Apparent	
Conditions:		
No bike lanes, sidewalk on both sid	les of the road.	
Roadway Geometrics:		
2-lane undivided		
Comments:		
On-street parking, high driveway d	ensity, residential density, and ped/bike safety	
Adjacent Land Use:	Residential / Commercial	
	Recommendation	
Recommended Speed:	25 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 30 mph, then reduced by 5 mph to 25 mph)	
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n	do hereby certify that this Engineering and Traffic Survey within the Cit y supervision, conforms to Sections 627 and 40802 of the California Traffic Control Devices, and is egistered in the State of California as a Professional Engineer (Traffic)*: 4/14/22 Date	YROFESSONAL THEMS OF THE PART OF CAUTOMIN
Ruth Smith, TE, PTP TE 1650	Date	
* Contract services provided by Int	erwest Consulting Group	



Location:	W. 6th Street	Survey Date:	April 7, 2021
Between:	L Street & A Street	Segment No:	3
Direction of Travel:	East/West	_	
	Traffic Data		
Average Daily Traffic:	1,453		
Length of Segment (feet):	3,910		
Length of Segment (miles):	0.74		
Lane Configuration:	Single Lane Each Direction		
Street Classification:	Local		
	Speed Survey Data		
85th Percentile:	32 mph		
10 mph Pace:	23-32 mph		
Posted Speed Limit:	25 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	1.60		
	Conditions Not Readily Apparent		
Comments:	cal curve, residential density, and ped/bike safety	rection.	
Adjacent Land Use:	Residential / Institutional		
	Recommendation		
Recommended Speed:	25 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 30 mph, then reduced another 5 mph, to 25 mph, du curve, residential density, and ped/bike safety)	ne to on-street parki	ng, not obvious vertical
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n	do hereby certify that this Engineering and Traffic Survey within the Cy supervision, conforms to Sections 627 and 40802 of the California of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)	REGISTE	PROFESSIONAL INTTHEMS OF THE PROPERTY OF CAUTOMINE
Mu M Sm	4/14/22		
Ruth Smith, TE, PTP TE 1650	Date		
* Contract services provided by Int	erwest Consulting Group		



Location:	W. 10th Street	Survey Date: April 7, 2021
Between:	Auto Center Drive & L Street	Segment No: 4
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	11,680	
Length of Segment (feet):	2,855	
Length of Segment (miles):	0.54	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Media	an
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	EB: 42 mph / WB: 41 mph. Recommended speed limit ba	sed on greater 85th percentile speed of 42 mph.
10 mph Pace:	EB: 33-42 mph / WB: 33-42	
Posted Speed Limit:	35 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Roadway Geometrics: 4-lane, divided (raised median)		
Comments:		
on-street parking, high driveway de	ensity, trucks present, residential density, and ped/bike safet	y
Adjacent Land Use:	Commercial / Residential	
	Recommendation	
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 42 mph down to 40 mph, then reduced another 5 driveway density, trucks present, residential density, and p	
of Antioch was performed under m Vehicle Code and Section 2B.13 or	do hereby certify that this Engineering and Traffic Survey by supervision, conforms to Sections 627 and 40802 of the C f the California Manual on Uniform Traffic Control Devices registered in the State of California as a Professional Engine 4/14/22 Date	California s, and is
* Contract services provided by Int		
Commact services provided by IIII	er west Consulting Oroup	



Location:	E. 18th Street	Survey Date:	April 7, 2021
Between:	A Street & Hillcrest Avenue	Segment No:	5
Direction of Travel:	East/West		
	Traffic Data		
Average Daily Traffic:	12,539		
Length of Segment (feet):	2,640		
Length of Segment (miles):	0.50		
Lane Configuration:	Two Lanes Each Direction		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	42 mph		
10 mph Pace:	33-42 mph		
Posted Speed Limit:	30 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.93		
	Conditions Not Readily Apparent		
Roadway Geometrics: 4-lane undivided, with two-way le	it turn lane		
Comments: high driveway density and ped/bik	e safety		
Adjacent Land Use:	Residential / Commercial		
D 1. 1 C 1	Recommendation		
Recommended Speed:	35 mph Yes, 5 mph increase		
Speed Limit Change: Recommendation based on:	85th percentile speed, Option 1		
Recommendation based on:	(rounded down to 40 mph, then reduced another 5 mph, to 35 mph, safety)	due to high driveway	density and ped/bike
	do hereby certify that this Engineering and Traffic Survey within the		PROFESSIONAL MATTHEMS OF
Vehicle Code and Section 2B.13 o	y supervision, conforms to Sections 627 and 40802 of the California f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffi	c)*:	1650 I
Ma M Sm	4/14/22		
Ruth Smith, TE, PTP TE 1650			
* Contract services provided by Int	erwest Consulting Group		



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City of Antioch

Location:	E. 18th Street	Survey Date: April 7, 2021
Between:	Hillcrest Avenue & East City Limits	Segment No: 6
Direction of Travel:	East/West	_
	Traffic Data	
Average Daily Traffic:	9,462	
Length of Segment (feet):	10,190	
Length of Segment (miles):	1.93	
Lane Configuration:	Two Lanes Each Direction	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	50 mph	
10 mph Pace:	40-49 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.93	
	Conditions Not Readily Apparent	
	EB/1WB. No bike lanes, sidewalk on both sides of the road.	
Roadway Geometrics: 4-lane divided (raised median) and	4-lane undivided, with two-way left turn lane	
Comments: Residential density and ped/bike sa	nfety	
Adjacent Land Use:	Residential / Commercial / Agricultural / Open Space	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded to 50 mph, then reduced by 5 mph, to 45 mph, due to residen	ntial density and ped/bike safety)



Location:	Auto Center Drive	Survey Date: April 6, 2021
Between:	4th Street & 10th Street	Segment No: 7
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	3,752	
Length of Segment (feet):	2,325	
Length of Segment (miles):	0.44	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction wit	h Median
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:		mit based on greater 85th percentile speed of 42 mph.
10 mph Pace:	NB: 33-42 mph / SB: 32-41 mph	
Posted Speed Limit:	35 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Ap	parent
Roadway Geometrics:		
4-lane divided (raised median)		
Comments:		
ped/bike safety		
Adjacent Land Use:	Commercial	
	Recommendation	
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 42 mph down to 40 mph, then reduced ar	nother 5 mph, to 35 mph, due to ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly r	do hereby certify that this Engineering and Traffic Sy supervision, conforms to Sections 627 and 40802. The California Manual on Uniform Traffic Control egistered in the State of California as a Professional	of the California Devices, and is
Ruth Smith, TE, PTP TE 1650	4/14/22	
Ruth Smith, TE, PTP TE 1650	Date	
* Contract services provided by Inte	erwest Consulting Group	



Location:	Auto Center Drive	Survey Dat	e: April 9, 2021
Between:	SPRR & SR-4	Segment N	o: 8
Direction of Travel:	North/South		
	Traffic D	ata	
Average Daily Traffic:	20,864		
Length of Segment (feet):	1,745		
Length of Segment (miles):	0.33		
Lane Configuration:	Divided Roadway: Two Lanes Each Direct	ction with Median	
Street Classification:	Arterial		
	Speed Surve	y Data	
85th Percentile:	NB: 42 mph / SB: 39 mph. Recommended	d speed limit based on greater 85th percentile	speed of 42 mph.
10 mph Pace:	NB: 30-39 mph / SB: 29-38 mph		
Posted Speed Limit:	35 mph		
	Collision Hi	istory	
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Read	dily Apparent	
Roadway Geometrics: 5-lane divided (raised median), 6-l	ane divided (raised median)		
Comments:			
trucks present and ped/bike safety			
Adjacent Land Use:	Commercial		
	Recommend	lation	
Recommended Speed:	35 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded 42 mph down to 40 mph, then re	educed by 5 mph, to 35 mph, due to trucks pr	esent and ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 o accurate and complete. I am duly m	do hereby certify that this Engineering and sy supervision, conforms to Sections 627 and the California Manual on Uniform Traffic registered in the State of California as a Production of the California as a Production of California as a Productio	d 40802 of the California Control Devices, and is	PROFESSIONAL PROFE
Ruth Smith, TE, PTP TE 1650	Date		
* Contract services provided by Int	erwest Consulting Group		



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City of Antioch

Location:	Buchanan Road	Survey Date: April 6, 2021
Between:	City Limits & Somersville Road	Segment No: 9
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	16,899	
Length of Segment (feet):	3,380	
Length of Segment (miles):	0.64	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	49 mph	
10 mph Pace:	41-50 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.62	
	Conditions Not Readily Apparen	nt
	of the segment is 1EB/1WB. Very narrow WB bike lanes ng site visit. Only partial sidewalk throughout segment.	
Roadway Geometrics: 2-lane undivided, 2-lane divided (p	ainted median), 3-lane divided (painted median)	
Comments: trucks present, not obvious dumpin	g issue and ped/bike safety	
Adjacent Land Use:	High Density Residential / Commercial / Open Space	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 50 mph, then reduced by 5 mph, to 45 mp	ph)
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey y supervision, conforms to Sections 627 and 40802 of the the California Manual on Uniform Traffic Control Device egistered in the State of California as a Professional Engin	California es, and is



Location:	Buchanan Road	Survey Date: April 6, 2021
Between:	Somersville Road & Lucena Way	Segment No: 10
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	7,895	
Length of Segment (feet):	1,795	
Length of Segment (miles):	0.34	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction	with Median
Street Classification:	Arterial	
	Speed Survey Da	nta
85th Percentile:	EB: 38 mph / WB: 40 mph. Recommended spe	eed limit based on greater 85th percentile speed of 40 mph.
10 mph Pace:	EB: 29-38 mph / WB: 31-40 mph	
Posted Speed Limit:	35 mph	
	Collision Histor	. y
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily	Apparent
Roadway Geometrics: 4-lane divided (raised median)		
Comments:		
Trucks present and ped/bike safety		
Adjacent Land Use:	Commercial / Medium Density Residential	
	Recommendation	on
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 40 mph down to 40 mph, then reduce	ed by 5 mph, to 35 mph due to trucks present and ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n	do hereby certify that this Engineering and Trafty supervision, conforms to Sections 627 and 408 of the California Manual on Uniform Traffic Contregistered in the State of California as a Profession	802 of the California trol Devices, and is
Ruth Smith, TE, PTP TE 1650		
 Contract services provided by Int 	erwest Consulting Group	



Location:	Buchanan Road	Survey Date: April 6, 2021
Between:	Lucena Way & Contra Loma Boulevard	Segment No: 11
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	10,338	
Length of Segment (feet):	4,910	
Length of Segment (miles):	0.93	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	EB: 38 mph / WB: 41. Recommended speed limit based on greate	er 85th percentile speed of 41 mph.
10 mph Pace:	EB: 30-39 mph / WB: 33-42 mph	
Posted Speed Limit:	35 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Bike lanes and sidewalk on both si	acs of the fold.	
Roadway Geometrics: 4-lane divided (raised median), bik	e lanes	
Comments:		
residential density and ped/bike sat	fety	
Adjacent Land Use:	Mixed Residential / Commercial	
	Recommendation	
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 41 mph down to 40 mph, then reduced by 5 mph, to 35 n safety)	nph, due to residential density and ped/bike
of Antioch was performed under m Vehicle Code and Section 2B.13 o	do hereby certify that this Engineering and Traffic Survey within the supervision, conforms to Sections 627 and 40802 of the California of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic Control Devices) and is registered in the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California as a Professional Engineer (Traffic Control Devices) and the State of California and California an	A TESO TESO
* Contract services provided by Int	erwest Consulting Group	



Engineering & Traffic Survey Summary

Location:	Cavallo Road	Survey Date:	April 7, 2021
Between:	E. Treagallas Road & 18th Street	Segment No:	12
Direction of Travel:	North/South	_	
	Traffic Data		
Average Daily Traffic:	3,818		
Length of Segment (feet):	2,695		
Length of Segment (miles):	0.51		
Lane Configuration:	Single Lane Each Direction		
Street Classification:	Collector		
	Speed Survey Data		
85th Percentile:	37 mph		
10 mph Pace:	25-34 mph		
Posted Speed Limit:	25 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	1.60		
	Conditions Not Readily Apparent		
Roadway Geometrics: 2-lane undivided			
Comments: on-street parking, high driveway do	ensity, residential density, and ped/bike safety		
Adjacent Land Use:	Residential		
	Recommendation		
Recommended Speed:	30 mph		
Speed Limit Change:	Yes, 5 mph increase		
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 35 mph, then reduced another 5 mph, to 30 mph, due density, residential density, and ped/bike safety)	to on-street parki	ng, high driveway
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n M. M. M. Ruth Smith, TE, PTP TE 1650		REGISTE	PROFESSIONAL THEMS OF THE STATE OF CAUSEMENT
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City of Antioch

Engineering & Traffic Survey Summary

Location:	Cavallo Road	Survey Date: April 9, 2021
Between:	18th Street & Wilbur Avenue	Segment No: 13
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	4.134	
Length of Segment (feet):	2,695	
Length of Segment (miles):	0.51	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Collector	
Street Glassification.	Speed Survey Data	
85th Percentile:	41 mph	
10 mph Pace:	29-38 mph	
Posted Speed Limit:	35 mph	
1	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	1.60	
	Conditions Not Readily Apparent	
		_
Roadway Geometrics: 2-lane undivided, with bike lanes		
Comments:		
on-street parking, trucks present, re	esidential density, and ped/bike safety	
Adjacent Land Use:	Residential	
	Recommendation	
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 40 mph, then reduced another 5 mph, to 35 mph residential density, and ped/bike safety)	ı, due to on-street parking, trucks present,
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the system of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic	1850 THE

C-13 Appendix C



Location:	Dallas Ranch Road	Survey Date: April 7, 2021
Between:	Lone Tree Way & Mokelomne Drive	Segment No: 14
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	6.038	
Length of Segment (feet):	5,440	
Length of Segment (miles):	1.03	-
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	NB: 48 mph / SB: 47 mph. Recommended speed limit based on greater	85th percentile speed of 48 mph.
10 mph Pace:	NB: 40-49 mph / SB: 38-47 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Conditions:		
Danderson Comments		
Roadway Geometrics:	1.16. 1	
4-lane divided (raised median) with	1 bike lanes	
Comments:		
trucks present and ped/bike safety		
Adjacent Land Use:	Residential	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 2 (rounded 48 mph up to 50 mph, then reduced by 5 mph, to 45 mph)	
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n	do hereby certify that this Engineering and Traffic Survey within the Cit sy supervision, conforms to Sections 627 and 40802 of the California of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)*:	YNOFESSIONAL THENS OF THE PROPERTY OF CAMPUTE OF CAMPUT
MaMan	4/14/22	
Ruth Smith, TE, PTP TE 1650	Date	
* Contract services provided by Int	erwest Consulting Group	



* Contract services provided by Interwest Consulting Group

City of Antioch

	Deer Valley Road	Survey Date: April 8, 2021
Between:	Hillcrest Avenue & Lone Tree Way	Segment No: 15
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	11,563	
Length of Segment (feet):	9,770	
Length of Segment (miles):	1.85	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	NB: 52 mph / SB: 52 mph. Recommended speed limit based on g	reater 85th percentile speed of 52 mph.
10 mph Pace:	NB: 41-50 mph / SB: 43-52 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	1	
Collision Rate (Accidents/MVM):	0.04, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Roadway Geometrics:		
4-lane divided (raised median)		
Comments:		
residential density and ped/bike saf	èty	
Adjacent Land Use:	Mixed Residential / Commercial	
	Recommendation	
T-		
Recommended Speed:	45 mph	
Recommended Speed: Speed Limit Change:	No	
	•	45 mph, due to residential density and



Ruth Smith, TE, PTP

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City of Antioch

Engineering & Traffic Survey Summary

Location:	Deer Valley Road	Survey Date: A	April 8, 2021
Between:	Lone Tree Way & Sand Creek Road	Segment No: 1	16
Direction of Travel:	North/South		
	Traffic Data		
Average Daily Traffic:	13,030		
Length of Segment (feet):	4,280		
Length of Segment (miles):	0.81		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Media	an	
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	NB: 49 mph / SB: 51 mph. Recommended speed limit ba	sed on greater 85th percentile spec	ed of 51 mph.
10 mph Pace:	NB: 39-48 / SB: 42-51 mph		
Posted Speed Limit:	45 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent	t	
Bike lanes and partial sidewalk on	east side of road south of Kaiser Hospital on east side. Nea	ar Deer Valley High School.	
Roadway Geometrics: 4-lane divided (raised median) wit	h bike lanes		
Comments:			
trucks present, residential density,	and ped/bike safety		
Adjacent Land Use:	Mixed Residential / Commercial		
	Recommendation		
Recommended Speed:	45 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded 51 mph down to 50 mph, then reduced by 5 mph and ped/bike safety)	h, to 45 mph, due to trucks present	t, residential density,
of Antioch was performed under m Vehicle Code and Section 2B.13 o	do hereby certify that this Engineering and Traffic Survey by supervision, conforms to Sections 627 and 40802 of the C f the California Manual on Uniform Traffic Control Device registered in the State of California as a Professional Engine	California es, and is	PAFFICALITY

4/14/22

Date



Location:	Delta Fair Boulevard	Survey Date: April 6, 2021
Between:	West City Limits & Belle Drive	Segment No: 17
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	10,429	
Length of Segment (feet):	1,430	
Length of Segment (miles):	0.27	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction	with Median
Street Classification:	Arterial	
	Speed Survey Da	ta
85th Percentile:	EB: 41 / WB: 41. Recommended speed limit ba	ased on greater 85th percentile speed of 41 mph.
10 mph Pace:	EB: 33-42 mph / WB: 29-38 mph	
Posted Speed Limit:	35 mph	
	Collision History	y
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.93	
	Conditions Not Readily A	Apparent
No bike lanes and partial sidewalk.		
Roadway Geometrics:		
4-lane divided (raised median)		
Comments: residential density and ped/bike saf	îety	
Adjacent Land Use:	Mixed High Density Residential / Office	
	Recommendation	n
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 41 mph down to 40 mph, then reduced ped/bike safety)	I another 5 mph, to 35 mph, due to residential density and
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n M. M. J. Ruth Smith, TE, PTP TE 1650		02 of the California rol Devices, and is
 Contract services provided by Int 	erwest Consulting Group	



Location:	Delta Fair Boulevard	Survey Date: April 6, 2021
Between:	Kendree Street & Somersville Road	Segment No: 18
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	11,885	
Length of Segment (feet):	2,855	
Length of Segment (miles):	0.54	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with	Median
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	EB: 36 mph / WB: 35 mph. Recommended speed lin	mit based on greater 85th percentile speed of 36 mph.
10 mph Pace:	EB: 27-36 mph / WB: 26-35 mph	
Posted Speed Limit:	30 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	1	
Collision Rate (Accidents/MVM):	0.14, less than statewide collision rate	
Statewide Collision Rate:	0.93	
	Conditions Not Readily Appa	arent
Roadway Geometrics: 4-lane divided (raised median)		
Comments: on-street parking, high driveway de	ensity, residential density, and ped/bike safety	
Adjacent Land Use:	Commercial	
	Recommendation	
Recommended Speed:	30 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 36 mph down to 35 mph, then reduced ano driveway density, residential density, and ped/bike s	ther 5 mph, to 30 mph, due to on-street parking, high afety)
of Antioch was performed under m Vehicle Code and Section 2B.13 or accurate and complete. I am duly i		f the California evices, and is
* Contract services provided by Int	erwest Consulting Group	



Location:	Delta Fair Boulevard	Survey Date: April 7, 2021
Between:	Somersville Road & Buchanan Road	Segment No: 19
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	12,839	
Length of Segment (feet):	1,480	
Length of Segment (miles):	0.28	-
Lane Configuration:	Two Lanes Each Direction	-
Street Classification:	Arterial	-
	Speed Survey Data	
85th Percentile:	37 mph	
10 mph Pace:	28-37 mph	
Posted Speed Limit:	30 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.93	
	Conditions Not Readily Apparent	
Roadway Geometrics: 4-lane undivided		
Comments:		
ped/bike safety		
Adjacent Land Use:	Commercial	
	Recommendation	
Recommended Speed:	30 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 35 mph, then reduced another 5 mph, to 30 mph, due	to ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the City supervision, conforms to Sections 627 and 40802 of the California Ethe California Manual on Uniform Traffic Control Devices, and is egistered in the State of California as a Professional Engineer (Traffic)*: 4/14/22 Date	1650 HERB
* Contract services provided by Int	erwest Consulting Group	



Engineering & Traffic Survey Summary

Location:	Garrow Drive	Survey Date:	April 9, 2021
Between:	E. Tregallas Road & Davison Drive	Segment No:	20
Direction of Travel:	North/South	_ _	
	Traffic Data		
Average Daily Traffic:	2,333		
Length of Segment (feet):	4,490		
Length of Segment (miles):	0.85		
Lane Configuration:	Single Lane Each Direction		
Street Classification:	Collector		
	Speed Survey Data		
85th Percentile:	25 mph		
10 mph Pace:	17-26 mph		
Posted Speed Limit:	25 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
	0.00, less than statewide collision rate		
Statewide Collision Rate:	1.60		
	Conditions Not Readily Apparent		
Roadway Geometrics: 2-lane undivided			
2-lane undivided			
Comments: on-street parking, high driveway do	ensity, residential density, and ped/bike safety		
Adjacent Land Use:	Residential		
D 1. 1 C 1.	Recommendation		
Recommended Speed:	25 mph		
Speed Limit Change: Recommendation based on:	No 85th percentile speed		
Recommendation based on.	(rounded to 25 mph)		
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the City supervision, conforms to Sections 627 and 40802 of the California Traffic Control Devices, and is egistered in the State of California as a Professional Engineer (Traffic)*: 4/14/22 Date	REGISTE	PROFESSIONAL THENS OF THE PROPERTY OF CAMPAINT
* Contract services provided by Int	erwest Consulting Group		

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Engineering & Traffic Survey Summary

Location:	Hillcrest Avenue	Survey Date:	April 8, 2021
Between:	18th Street & Sunset Drive	Segment No:	21
Direction of Travel:	North/South	- -	
	Traffic Data		
Average Daily Traffic:	15,038		
Length of Segment (feet):	2,430		
Length of Segment (miles):	0.46		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	NB: 45 mph / SB: 45 mph. Recommended speed limit based on greater	85th percentile s	peed of 45 mph.
10 mph Pace:	NB: 35-44 mph / SB: 35-44 mph		
Posted Speed Limit:	40 mph		
-	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent		
Dog dayay Coomataias			
Roadway Geometrics: 4-lane divided (raised median) with	n bike lanes		
Comments:			
ped/bike safety			
Adjacent Land Use:	Mixed Residential / Commercial		
	Recommendation		
Recommended Speed:	40 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded 45 mph down to 45 mph, then reduced by 5 mph, to 40 mph, d	lue to ped/bike sa	ifety)
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly i	do hereby certify that this Engineering and Traffic Survey within the City y supervision, conforms to Sections 627 and 40802 of the California it the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)*:	A SECOND	PROFESSIONAL LATTHEWS OF CAUCOUNT OF CAUCOUNT
Ruth Smith, TE, PTP TE 1650	4/14/22 Date		
* Contract services provided by Int	erwest Consulting Group		

C-21 Appendix C



Engineering & Traffic Survey Summary

Location:	Hillcrest Avenue	Survey Date:	April 9, 2021
Between:	Sunset Drive & Davison Drive	Segment No:	22
Direction of Travel:	North/South	-	
	Traffic Data		
Average Daily Traffic:	36,441		
Length of Segment (feet):	2,905		
Length of Segment (miles):	0.55		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	NB: 46 mph / SB: 45 mph. Recommended speed limit based on greater	r 85th percentile s	peed of 46 mph.
10 mph Pace:	NB: 35-44 mph / SB: 35-44 mph		
Posted Speed Limit:	45 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	1		
Collision Rate (Accidents/MVM):	0.05, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent		
Roadway Geometrics: 6-lane divided (raised median) with	bike lanes		
Comments:			
trucks present and ped/bike safety			
Adjacent Land Use:	Mixed Residential / Commercial		
	Recommendation		
Recommended Speed:	40 mph		
Speed Limit Change:	Yes, 5 mph decrease		
Recommendation based on:	85th percentile speed, Option 1 (rounded 46 mph down to 45 mph, then reduced another 5 mph, to 40 safety)	mph, due to trucks	present and ped/bike
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly r	do hereby certify that this Engineering and Traffic Survey within the C y supervision, conforms to Sections 627 and 40802 of the California Traffic Control Devices, and is egistered in the State of California as a Professional Engineer (Traffic)*	REGISTE	PROFESSIONAL THEMS OF THE PROFESSIONAL THE PROFESSIONAL THEMS OF THE PROFESSIONAL THE PROFESSIO
Ruth Smith, TE, PTP TE 1650	<u>4/14/22</u> Date		
Rum Simui, 1E, F1F 1E 1030	Date		
* Contract services provided by Int	erwest Consulting Group		

C-22 Appendix C



Engineering & Traffic Survey Summary

Location:	Hillcrest Avenue	Survey Date:	April 8, 2021
Between:	Davison Drive & Lone Tree Way	Segment No:	23
Direction of Travel:	North/South		
	Traffic Data		
Average Daily Traffic:	11,626		
Length of Segment (feet):	9,770		
Length of Segment (miles):	1.85		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	NB: 45 mph / SB: 46 mph. Recommended speed limit based on	greater 85th percentile s	peed of 46 mph.
10 mph Pace:	NB: 34-43 mph / SB: 35-44 mph		
Posted Speed Limit:	45 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	1		
Collision Rate (Accidents/MVM):	0.04, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent		
Roadway Geometrics: 4-lane divided (raised median) with	n bike lanes		
Comments:			
trucks present and ped/bike safety			
Adjacent Land Use:	Mixed Residential / Commercial / Open Space		
	Recommendation		
Recommended Speed:	40 mph		
Speed Limit Change:	Yes, 5 mph decrease		
Recommendation based on:	85th percentile speed, Option 1 (rounded 46 mph down to 45 mph, then reduced by 5 mph, to 40	mph, due to trucks prese	ent and ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 or	do hereby certify that this Engineering and Traffic Survey within y supervision, conforms to Sections 627 and 40802 of the Californ f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Tra	nia s	PROFESSIONAL THEM'S OF CAUCHES
Ruth Smith, TE, PTP TE 1650			
* Contract services provided by Int	erwest Consulting Group		

C-23 Appendix C



Location:	James Donlon Boulevard	Survey Date:	April 7, 2021
Between:	Somersville Road & Contra Loma Boulevard	Segment No:	24
Direction of Travel:	East/West	<u>-</u>	
	Traffic Data		
Average Daily Traffic:	9,541		
Length of Segment (feet):	8,240		
Length of Segment (miles):	1.56		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median		
Street Classification:	Arterial		
Street Classification.	Speed Survey Data		
85th Percentile:	EB: 50 mph / WB: 52 mph. Recommended speed limit based on greater	85th percentile	speed of 52 mph.
10 mph Pace:	EB: 41-50 mph / WB: 41-50 mph	ocus percentino	sp ece or c2 mpm
Posted Speed Limit:	40 mph		
r esseu Speed Zmms	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent		
Conditions:	Conditions Not Readily Diplatent		
Roadway Geometrics:			
4-lane divided (raised median) with	h bike lanes		
Comments:			
trucks present and ped/bike safety			
Adjacent Land Use:	Mixed Residential / Commercial / Open Space		
	Recommendation		
Recommended Speed:	45 mph		
Speed Limit Change:	Yes, 5 mph increase		
Recommendation based on:	85th percentile speed, Option 1 (rounded 52 mph down to 50 mph, then reduced another 5 mph, to 45 mp safety)	oh, due to trucks	present and ped/bike
of Antioch was performed under m Vehicle Code and Section 2B.13 or accurate and complete. I am duly n Mu M Ruth Smith, TE, PTP TE 1650		HE RESIDENCE OF THE PROPERTY O	PROFESSIONAL LANGE OF CAMPUTE OF
 Contract services provided by Int 	erwest Consulting Group		



Engineering & Traffic Survey Summary

Location:	James Donlon Boulevard	Survey Date:	April 9, 2021
Between:	Contra Loma Boulevard & Lone Tree Way	Segment No:	25
Direction of Travel:	East/West	_	
	T. 66° D. 4		
A D'I T CC	Traffic Data		
Average Daily Traffic:	13,834		
Length of Segment (feet):	8,240		
Length of Segment (miles):	1.56		
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	EB: 46 mph / WB: 47 mph. Recommended speed limit based on greater	85th percentile s	speed of 47 mph.
10 mph Pace:	EB: 37-46 mph / WB: 37-46 mph		
Posted Speed Limit:	40 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Readily Apparent		
Conditions:			
Roadway Geometrics: 4-lane divided (raised median) with	n bike lanes		
Comments:			
residential density and ped/bike saf	îety .		
Adjacent Land Use:	Mixed Residential / Open Space		
	Recommendation		
Recommended Speed:	40 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded 47 mph down to 45 mph, then reduced another 5 mph, to 40 mp ped/bike safety)	oh, due to resider	ntial density and
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the City ys supervision, conforms to Sections 627 and 40802 of the California of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)*: 4/14/22 Date	* REGISTRA	PROFESSIONAL PROFE
* Contract services provided by Int	erwest Consulting Group		

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* Contract services provided by Interwest Consulting Group

City of Antioch

Location:	Lone Tree Way	Survey Date: April 7, 2021	
Between:	SR-4 & Putnam Street	Segment No: 26	
Direction of Travel:	North/South		
	Traffic D	ata	
Average Daily Traffic:	28,215		
Length of Segment (feet):	1,745		
Length of Segment (miles):	0.33		
Lane Configuration:	Divided Roadway: Two Lanes Each Dire	ection with Median	
Street Classification:	Arterial		
	Speed Surve	y Data	
85th Percentile:	NB: 39 mph / SB: 40 mph. Recommende	d speed limit based on greater 85th percentile speed of 40 mph.	
10 mph Pace:	NB: 30-39 mph / SB: 30-39 mph		
Posted Speed Limit:	35 mph		
	Collision H	istory	
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	0.91		
	Conditions Not Rea	dily Apparent	
	dewalk on both sides of road. Near Park M	nade seneoi.	
Roadway Geometrics: 4-lane divided (raised median) with	ı bike lanes		
Comments: Bike lanes, including Sharrows on	both sides of road, although bicyclists not o	observed.	
Adjacent Land Use:	Commercial		
	Recommend	dation	
Recommended Speed:	35 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 1 (rounded 40 mph down to 40 mph, then ro	educed by 5 mph, to 35 mph, due to ped/bike safety)	
of Antioch was performed under m Vehicle Code and Section 2B.13 or	do hereby certify that this Engineering and by supervision, conforms to Sections 627 and f the California Manual on Uniform Traffic registered in the State of California as a Pro	d 40802 of the California Control Devices, and is	
Ruth Smith, TE, PTP TE 1650			



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* Contract services provided by Interwest Consulting Group

Ruth Smith, TE, PTP

City of Antioch

Engineering & Traffic Survey Summary

Location:	Lone Tree Way	Survey Date: April 7, 2021
Between:	Putnam Street & James Donlon Boulevard	Segment No: 27
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	27,014	
Length of Segment (feet):	4,805	
Length of Segment (miles):	0.91	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	NB: 45 mph / SB: 45 mph. Recommended speed limit based	on greater 85th percentile speed of 45 mph.
10 mph Pace:	NB: 34-43 mph / SB: 36-45 mph	
Posted Speed Limit:	35 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Conditions:		
Roadway Geometrics: 4-lane divided (raised median) witl	h bike lanes / 5-lane divided (raised median) with bike lanes	
Comments:		
on-street parking, high driveway de	ensity, trucks present, and residential density	
Adjacent Land Use:	Mixed Residential / Commercial	
Adjacent Land Ose.	Recommendation	
Recommended Speed:	40 mph	
Speed Limit Change:	Yes, 5 mph increase	_
Recommendation based on:	85th percentile speed, Option 1	_
Recommendation based on.	(rounded 45 mph down to 45 mph, then reduced by 5 mph, to density, trucks present, and residential density)	40 mph, due to on-street parking, high driveway
of Antioch was performed under m Vehicle Code and Section 2B.13 or	do hereby certify that this Engineering and Traffic Survey with a supervision, conforms to Sections 627 and 40802 of the California Manual on Uniform Traffic Control Devices, a registered in the State of California as a Professional Engineer	fornia nd is 1650 I H

4/14/22

Date

C-27 Appendix C



Ruth Smith, TE, PTP

TE 1650

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City of Antioch

Engineering & Traffic Survey Summary

Location:	Lone Tree Way	Survey Date: April 9, 2021
Between:	James Donlon Boulevard & Deer Valley Road	Segment No: 28
Direction of Travel:	North/South	
	Traffic Data	
Average Daily Traffic:	32,115	
Length of Segment (feet):	9,505	
Length of Segment (miles):	1.80	
Lane Configuration:	Divided Roadway: Three Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	NB: 51 mph / SB: 49 mph. Recommended speed limit based on gre	ater 85th percentile speed of 51 mph.
10 mph Pace:	NB: 42-51 mph / SB: 40-49 mph	1 1
Posted Speed Limit:	45 mph	
1	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	_
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.98	-
	Conditions Not Readily Apparent	_
Roadway Geometrics: 6-lane divided (raised median) with	n bike route (sharrows)	
Comments:		
trucks present and ped/bike safety		
Adjacent Land Use:	Mixed Residential / Commercial	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded 51 mph down to 50 mph, then reduced by 5 mph, to 45 mph	h, due to trucks present and ped/bike safety)
of Antioch was performed under m Vehicle Code and Section 2B.13 o	do hereby certify that this Engineering and Traffic Survey within the sy supervision, conforms to Sections 627 and 40802 of the California of the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic	1650 H

4/14/22

Date

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* Contract services provided by Interwest Consulting Group

City of Antioch

Between:	Lone Tree Way	Survey Date: April 8, 2021
	Deer Valley Road & East City Limits	Segment No: 29
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	22,602	
Length of Segment (feet):	13,520	
Length of Segment (miles):	2.56	
Lane Configuration:	Divided Roadway: Three Lanes Each Direction with Media	n
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	EB: 50 mph / WB: 51 mph. Recommended speed limit base	ed on greater 85th percentile speed of 51 mph.
10 mph Pace:	EB: 39-48 mph / WB: 41-50 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	1	
Collision Rate (Accidents/MVM):	0.02, less than statewide collision rate	
Statewide Collision Rate:	0.98	
	Conditions Not Readily Apparent	
Roadway Geometrics: 6-lane divided (raised median) wit	th hilto moute (chemnous)	
·	in olde foute (sharrows)	
Comments: trucks present, residential density,		
trucks present, residential density,	and ped/bike safety	
trucks present, residential density,	and ped/bike safety Mixed Residential / Commercial / Open Space	
trucks present, residential density, Adjacent Land Use:	and ped/bike safety Mixed Residential / Commercial / Open Space Recommendation	
trucks present, residential density, Adjacent Land Use: Recommended Speed:	and ped/bike safety Mixed Residential / Commercial / Open Space Recommendation 45 mph	to 45 mph, due to trucks present, residential density,
trucks present, residential density, Adjacent Land Use: Recommended Speed: Speed Limit Change: Recommendation based on: CERTIFICATION: I, Ruth Smith of Antioch was performed under n Vehicle Code and Section 2B.13 of	mixed Residential / Commercial / Open Space Recommendation 45 mph No 85th percentile speed, Option 1 (rounded 51 mph down to 50 mph, then reduced by 5 mph,	rithin the City difornia and is



Engineering & Traffic Survey Summary

Location:	Pittsburg-Antioch (W. 10th Street)	Survey Date:	April 7, 2021
Between:	West City Limits & Auto Center Drive	Segment No:	30
Direction of Travel:	East/West	-	
	Traffic Data		
Average Daily Traffic:	9,884		
Length of Segment (feet):	3,910		
Length of Segment (miles):	0.74		
Lane Configuration:	Single Lane Each Direction		
Street Classification:	Arterial		
	Speed Survey Data		
85th Percentile:	53 mph		
10 mph Pace:	44-53 mph		
Posted Speed Limit:	50 mph		
	Collision History		
Date Range:	January 1, 2018 - December 31, 2020		
Total Collisions:	0		
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate		
Statewide Collision Rate:	1.60		
	Conditions Not Readily Apparent		
EB bike lane only, no sidewalk.			
Roadway Geometrics:			
2-lane undivided with two-way left	t turn lane		
Comments:			
trucks present and ped/bike safety			
Adjacent Land Use:	Commercial		
	Recommendation		
Recommended Speed:	50 mph		
Speed Limit Change:	No		
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 55 mph, then reduced by 5 mph, to 50 mph)		
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the City y supervision, conforms to Sections 627 and 40802 of the California f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)*: 4/14/22	RUE SERVICE SE	PROFESSIONAL LATTHEWS OF THE SECOND STATES OF CAUTOMIN STATES OF CAUTO
Ruth Smith, TE, PTP TE 1650			
* Contract services provided by Int	erwest Consulting Group		

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Engineering & Traffic Survey Summary

Location:	Somersville Road	Survey Date: April 7, 2021
Between:	SR-4 & Buchanan Road	Segment No: 31
Direction of Travel:		
	Traffic Data	
Average Daily Traffic:	12,365	
Length of Segment (feet):	2,855	
Length of Segment (miles):	0.54	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with M	edian
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	NB: 34 mph / SB: 37 mph. Recommended speed limit	based on greater 85th percentile speed of 37 mph.
10 mph Pace:	NB: 26-35 mph / 28-37 mph	
Posted Speed Limit:	35 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Appare	ent
Roadway Geometrics:		
5-lane divided (raised median) / 4-l	ane divided (raised median)	
Comments:		
trucks present and ped/bike safety		
Adjacent Land Use:	Commercial	
	Recommendation	
Recommended Speed:	35 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed (rounded 37 mph down to 35 mph and took no further n	reductions)
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Surv y supervision, conforms to Sections 627 and 40802 of the California Manual on Uniform Traffic Control Deviegistered in the State of California as a Professional Eng	ne California ices, and is
* Contract services provided by Int	erwest Consulting Group	

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* Contract services provided by Interwest Consulting Group

City of Antioch

Engineering & Traffic Survey Summary

Between:	Wilbur Avenue	Survey Date: April 8, 2021
	Cavallo Road & 1600 ft east of Minaker Drive	Segment No: 32
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	6,782	
Length of Segment (feet):	3,115	
Length of Segment (miles):	0.59	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	EB: 46 mph / WB: 47 mph. Recommended speed limit based or	greater 85th percentile speed of 47 mph.
10 mph Pace:	EB: 37-46 mph / 38-47 mph	
Posted Speed Limit:	40 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Roadway Geometrics: 4-lane divided (raised median) wit	th bike lanes	
Comments: trucks present, residential density,	and ped/bike safety	
trucks present, residential density,	and ped/bike safety Mixed Residential / Commercial / Industrial	
	•	
trucks present, residential density, Adjacent Land Use:	Mixed Residential / Commercial / Industrial Recommendation	
trucks present, residential density, Adjacent Land Use: Recommended Speed:	Mixed Residential / Commercial / Industrial	
trucks present, residential density, Adjacent Land Use:	Mixed Residential / Commercial / Industrial Recommendation 40 mph	to 40 mph, due to trucks present, residential
trucks present, residential density, Adjacent Land Use: Recommended Speed: Speed Limit Change: Recommendation based on: CERTIFICATION: I, Ruth Smith of Antioch was performed under m Vehicle Code and Section 2B.13 o	Mixed Residential / Commercial / Industrial Recommendation 40 mph No 85th percentile speed, Option 1 (rounded 47 mph down to 45 mph, then reduced another 5 mph,	the City mia is 1850

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Engineering & Traffic Survey Summary

Location:	Wilbur Avenue	Survey Date: April 9, 2021
Between:	1600 ft east of Minaker Drive & East City Limits	Segment No: 33
Direction of Travel:	East/West	
	TE CC D	
A	Traffic Data	
Average Daily Traffic:	5,248	
Length of Segment (feet):	3,910	
Length of Segment (miles):	0.74	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Arterial	
	Speed Survey Data	
85th Percentile:	52 mph	
10 mph Pace:	41-50 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	1.32	
	Conditions Not Readily Apparent	
Conditions:		
No bike lanes nor sidewalks east of	Tainoad crossing.	
Roadway Geometrics:		
2-lane undivided / 2-lane divided (raised median)	
Comments:		
trucks present		
Adjacent Land Use:	Mixed Commercial / Industrial / Open Space	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5 mph, to 45 mph, due	to trucks present)
of Antioch was performed under m Vehicle Code and Section 2B.13 of	do hereby certify that this Engineering and Traffic Survey within the City supervision, conforms to Sections 627 and 40802 of the California f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic)*: 4/14/22	PAFFICALITY OF CAUSE
Ruth Smith, TE, PTP TE 1650		
* Contract services provided by Int	erwest Consulting Group	

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Location:	Wild Horse Road	Survey Date: April 9, 2021
Between:	Hillcrest Avenue & Wild Horse Road Easterly Terminus	Segment No: 34
Direction of Travel:	East/West	<u> </u>
	Traffic Data	
Average Daily Traffic:	3,375	
Length of Segment (feet):	4,645	
Length of Segment (miles):	0.88	
Lane Configuration:	Divided Roadway: Two Lanes Each Direction with Median	
Street Classification:	Collector	
	Speed Survey Data	
85th Percentile:	EB: 49 / WB: 43. Recommended speed limit based on greater 85th p	percentile speed of 49 mph.
10 mph Pace:	EB: 39-48 mph / WB: 32-41 mph	
Posted Speed Limit:	45 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	0.91	
	Conditions Not Readily Apparent	
Roadway Geometrics:		
Comments: residential density and ped/bike saf	fety	
Adjacent Land Use:	Mixed Residential / Commercial / Open Space	
	Recommendation	
Recommended Speed:	45 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 2 (rounded 49 mph up to 50 mph, then reduced by 5 mph, to 45 mph)	
of Antioch was performed under m Vehicle Code and Section 2B.13 of accurate and complete. I am duly n	do hereby certify that this Engineering and Traffic Survey within the sy supervision, conforms to Sections 627 and 40802 of the California f the California Manual on Uniform Traffic Control Devices, and is registered in the State of California as a Professional Engineer (Traffic	1850 ±
Ruth Smith, TE, PTP TE 1650	Date	
* Contract services provided by Int	erwest Consulting Group	



Ruth Smith, TE, PTP

TE 1650

* Contract services provided by Interwest Consulting Group

City of Antioch

Engineering & Traffic Survey Summary

Location:	Worrell Road	Survey Date: April 8, 2021
Between:	Lone Tree Way & Garrow Drive	Segment No: 35
Direction of Travel:	East/West	
	Traffic Data	
Average Daily Traffic:	1,506	
Length of Segment (feet):	2,800	
Length of Segment (miles):	0.53	
Lane Configuration:	Single Lane Each Direction	
Street Classification:	Collector	
	Speed Survey Data	
85th Percentile:	31 mph	
10 mph Pace:	23-32 mph	
Posted Speed Limit:	25 mph	
	Collision History	
Date Range:	January 1, 2018 - December 31, 2020	
Total Collisions:	0	
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate	
Statewide Collision Rate:	1.60	
	Conditions Not Readily Appare	ent
Roadway Geometrics:		
2-lane undivided. Vertical curve be	etween Roosevelt Lane and Garrow Drive.	
Comments:		
on-street parking, high driveway d	ensity, not obvious vertical curve, and residential density	
Adjacent Land Use:	Mixed Residential / Commercial / Public Institution	
	Recommendation	
Recommended Speed:	25 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 30 mph, then reduced another 5 mph density, not obvious vertical curve, and residential density	
of Antioch was performed under m Vehicle Code and Section 2B.13 o	, do hereby certify that this Engineering and Traffic Surv ny supervision, conforms to Sections 627 and 40802 of th f the California Manual on Uniform Traffic Control Devi registered in the State of California as a Professional Eng	ie California lices, and is
VIII. 11/1 2M	4/14/22	

Date

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APPENDIX D

Speed Survey Data Sheets

Spot Speed Study

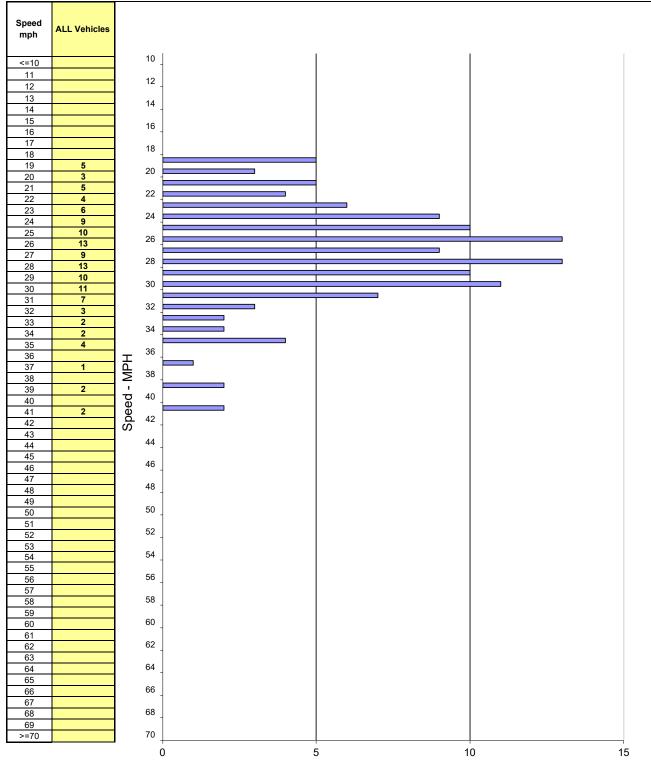
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 2nd St Bet. L St & G St

TIME: 14:45-16:00 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-054

Eastbound & Westbound Spot Speeds



Number of Vehicles

SPEED PARAMETERS									
Class	50th 85th 10 MPH Percent in								
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	121	19 - 41	27 mph	31 mph	22 - 31	92	76%	10% / 13	14% / 16

Spot Speed Study

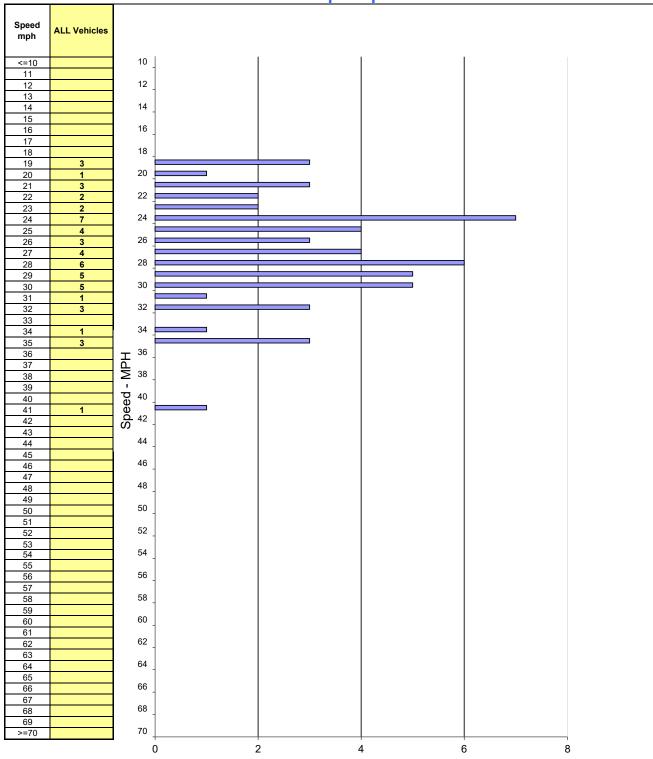
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 2nd St Bet. L St & G St

TIME: 14:45-16:00 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-054

Eastbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS								
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	54	19 - 41	27 mph	31 mph	21 - 30	41	76%	7% / 4	17% / 9

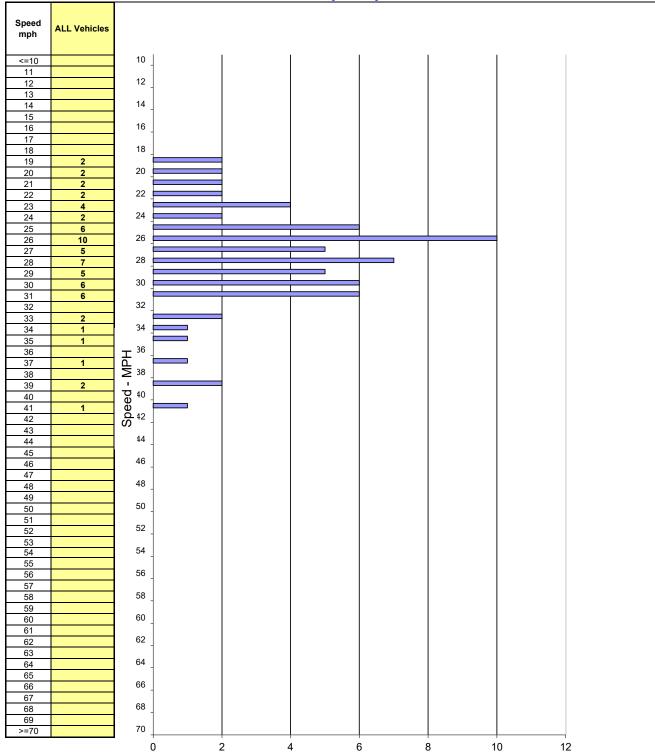
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 2nd St Bet. L St & G St

TIME: 14:45-16:00 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-054

Westbound Spot Speeds



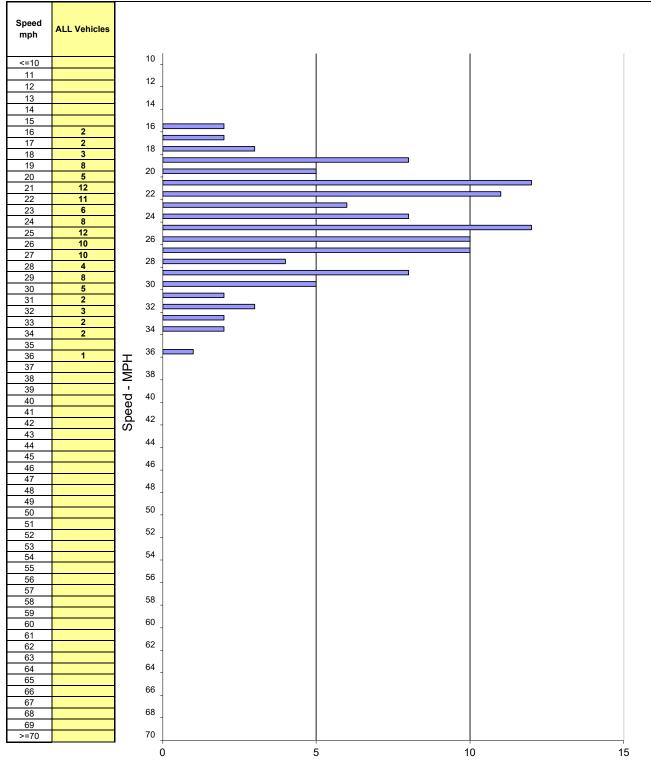
	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	67	19 - 41	27 mph	31 mph	22 - 31	53	79%	8% / 6	12% / 8			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 4th St Bet. L St & C St

Eastbound & Westbound Spot Speeds



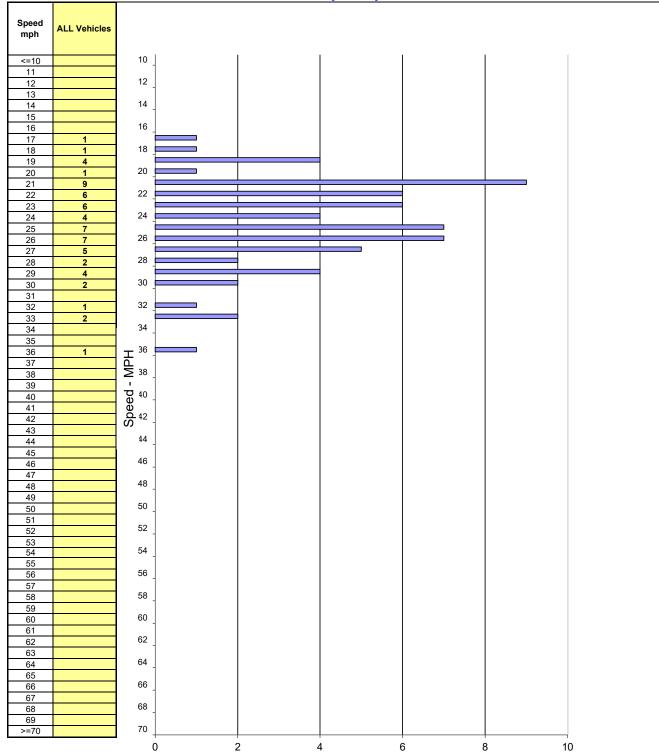
	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	116	16 - 36	25 mph	29 mph	19 - 28	86	74%	6% / 7	20% / 23			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 4th St Bet. L St & C St

Eastbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	63	17 - 36	24 mph	29 mph	21 - 30	52	83%	11% / 7	7% / 4			

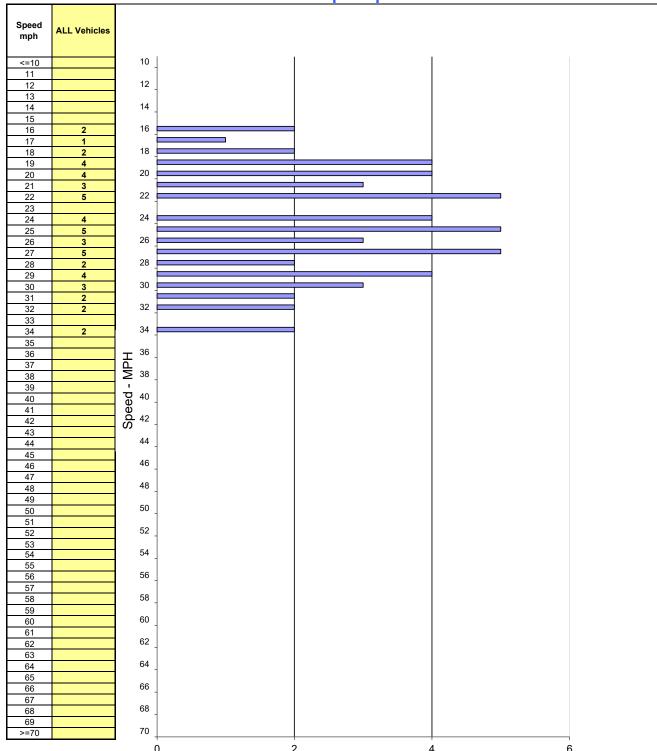
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: W 4th St Bet. L St & C St

TIME: 12:35-14:35 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-028

Westbound Spot Speeds



SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in				
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
ALL	53	16 - 34	25 mph	30 mph	18 - 27	35	66%	5% / 3	29% / 15		

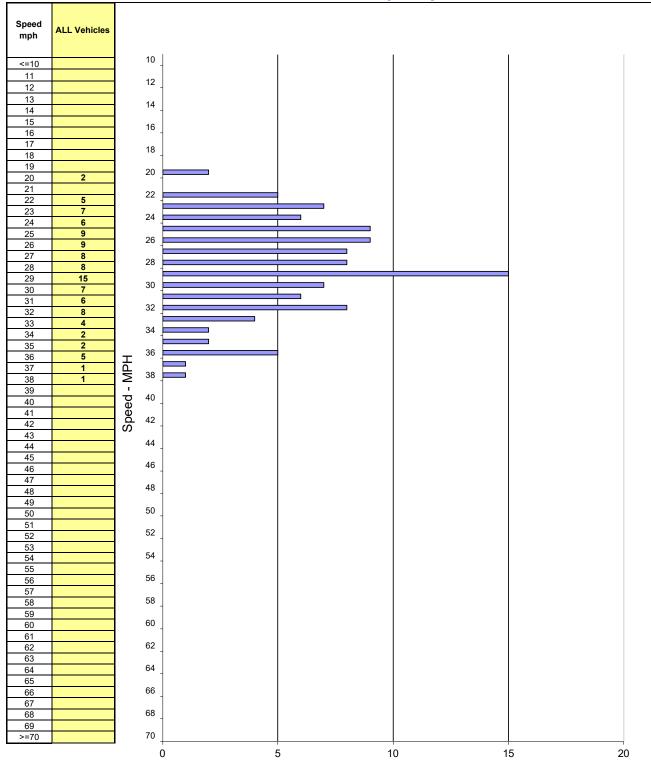
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 6th St Bet. L St & A St

TIME: 10:05-12:05 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-055

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	105	20 - 38	28 mph	32 mph	23 - 32	83	79%	6% / 7	15% / 15			

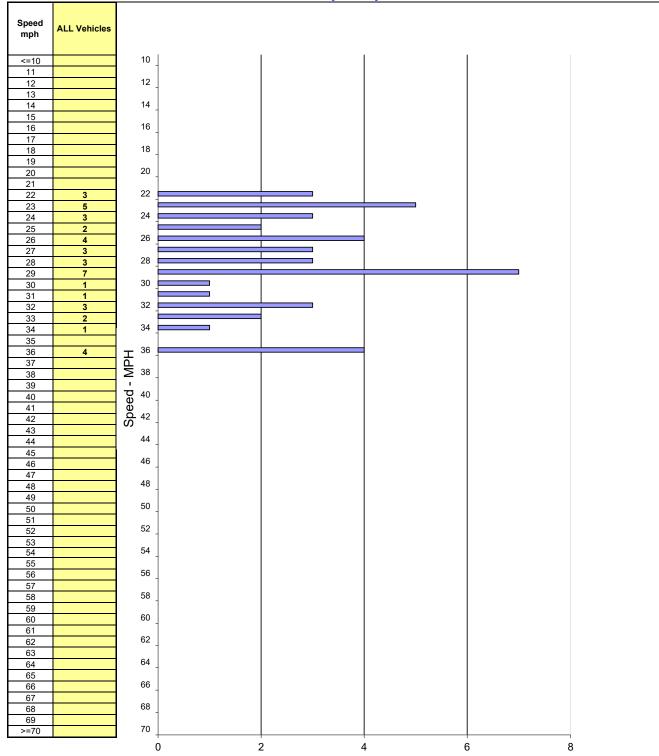
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 6th St Bet. L St & A St

TIME: 10:05-12:05 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-055

Eastbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	42	22 - 36	28 mph	33 mph	22 - 31	32	76%	0% / 0	24% / 10			

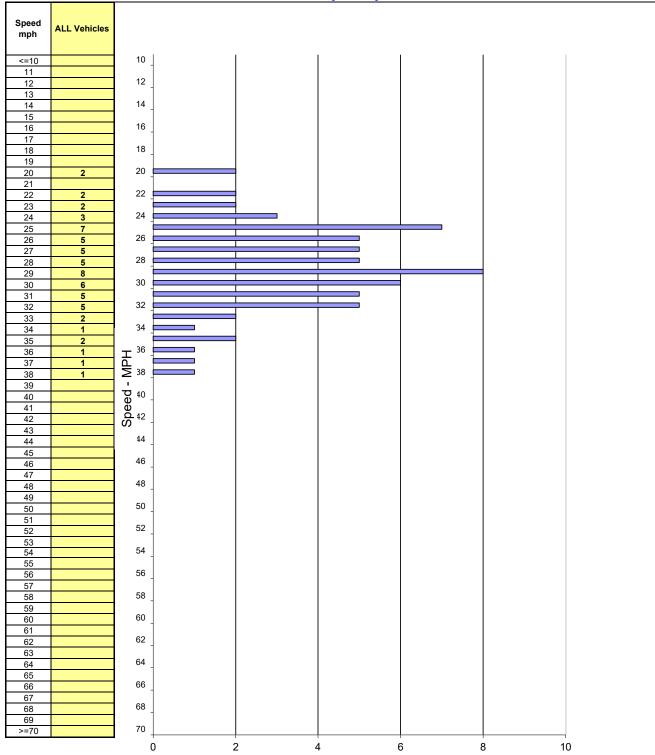
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 6th St Bet. L St & A St

TIME: 10:05-12:05 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-055

Westbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	63	20 - 38	29 mph	32 mph	23 - 32	51	81%	6% / 4	13% / 8			

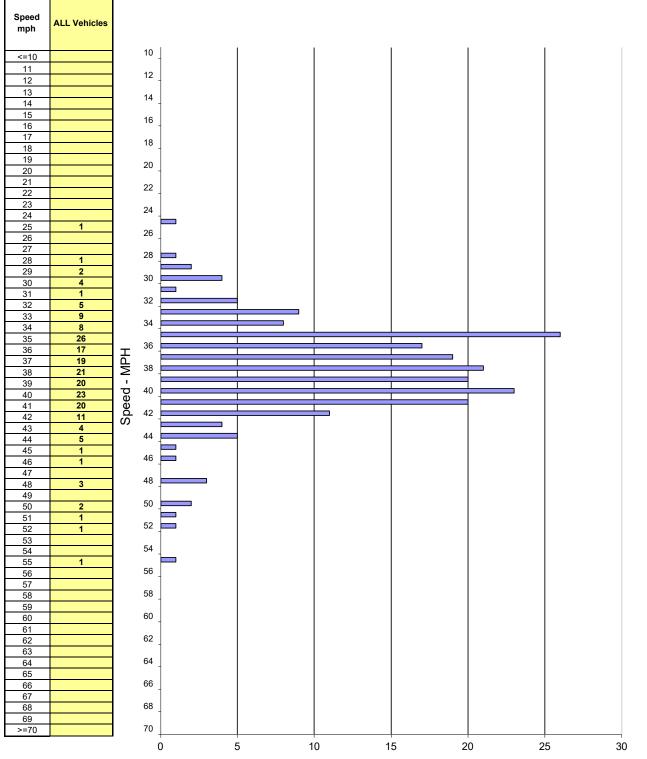
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 10th St Bet. Auto Center Dr & L St

TIME: 10:10-10:55 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-058

Eastbound & Westbound Spot Speeds



	SPEED PARAMETERS										
			50th	85th	10 MPH		Percent in				
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
ALL	207	25 - 55	38 mph	41 mph	33 - 42	174	84%	6% / 14	10% / 19		

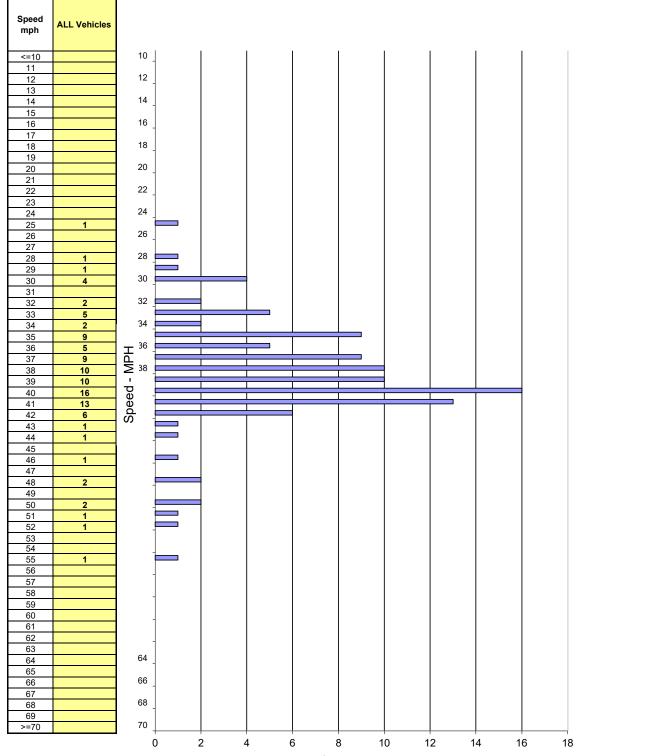
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 10th St Bet. Auto Center Dr & L St

TIME: 10:10-10:55 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-058

Eastbound Spot Speeds



	SPEED PARAMETERS											
50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	104	25 - 55	39 mph	42 mph	33 - 42	85	82%	8% / 9	10% / 10			

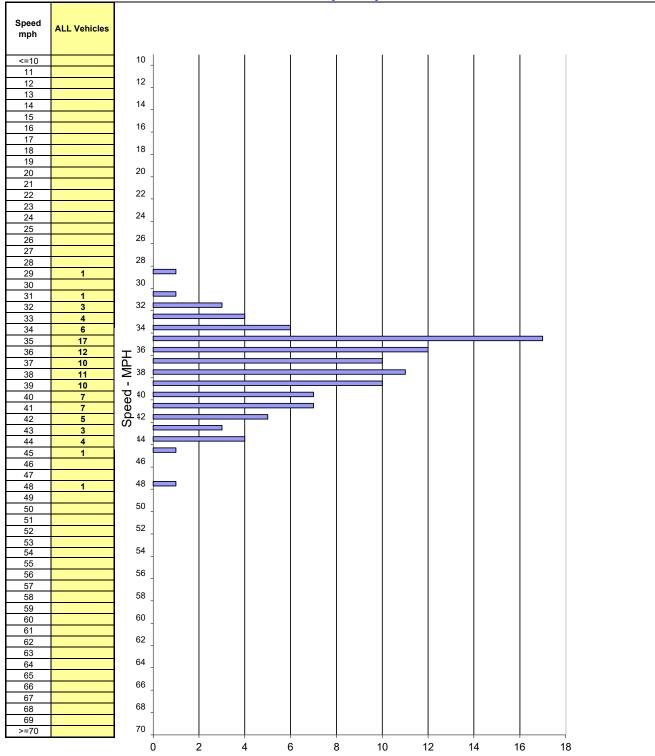
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: W 10th St Bet. Auto Center Dr & L St

TIME: 10:10-10:55 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-058

Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	103	29 - 48	37 mph	41 mph	33 - 42	89	86%	4% / 5	9% / 9			

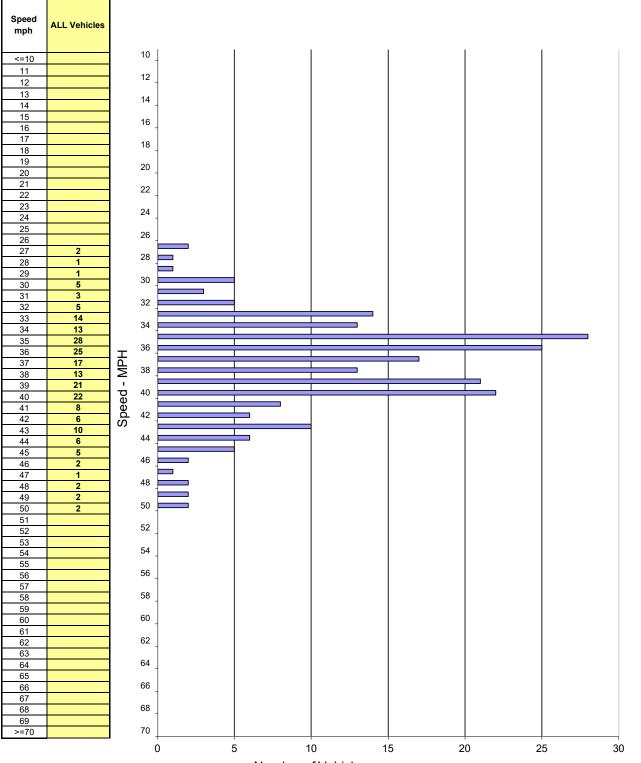
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: E 18th St Bet. A St & Gavallo Rd Hillcrest Ave

TIME: 12:50-13:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-023

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	214	27 - 50	37 mph	42 mph	33 - 42	167	78%	7% / 17	15% / 30			

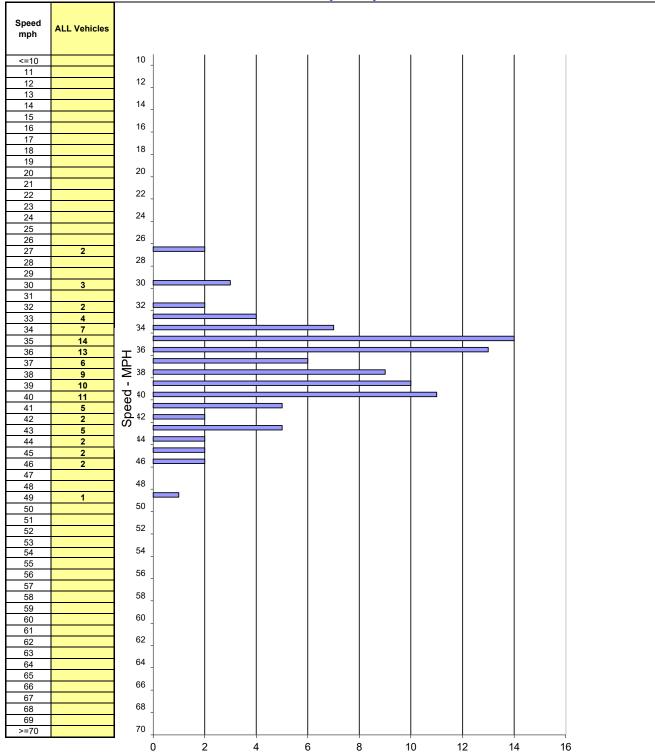
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: E 18th St Bet. A St & Cavallo Rd Hillcrest Ave

TIME: 12:50-13:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-023

Eastbound Spot Speeds



	SPEED PARAMETERS											
50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	100	27 - 49	37 mph	41 mph	34 - 43	82	82%	11% / 11	7% / 7			

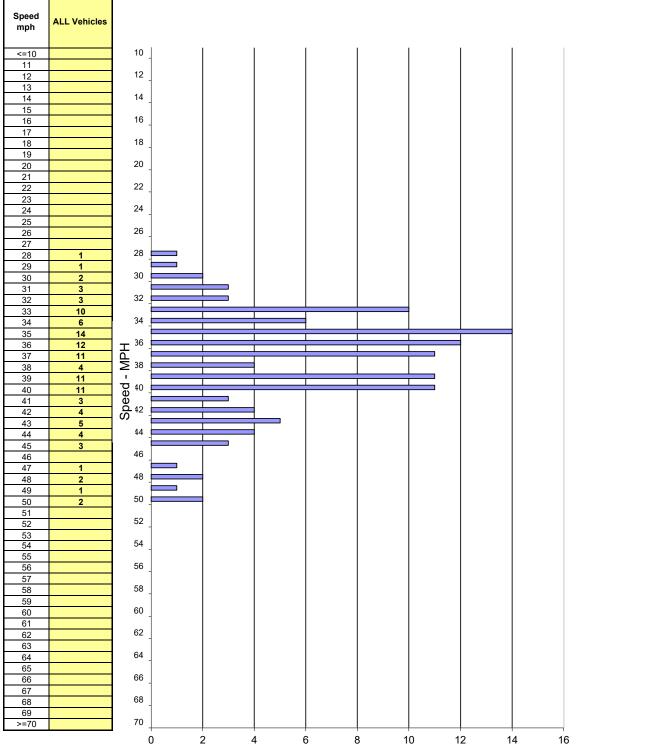
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: E 18th St Bet. A St & Cavallo-Rd Hillcrest Ave

TIME: 12:50-13:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-023

Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	114	28 - 50	37 mph	43 mph	33 - 42	86	75%	8% / 10	16% / 18			

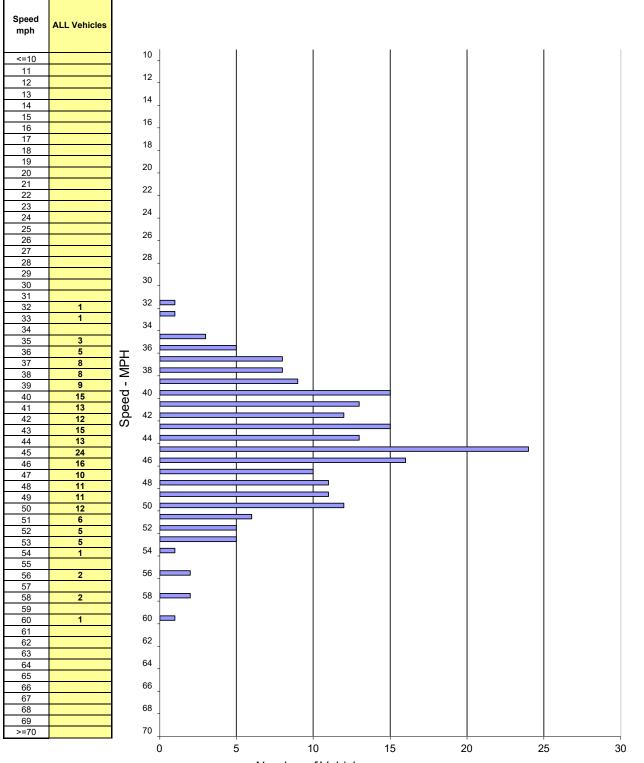
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: E 18th St Bet. Hillcrest Ave & East City Limits

TIME: 14:50-15:35 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-025

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	209	32 - 60	45 mph	50 mph	40 - 49	140	67%	16% / 35	17% / 34			

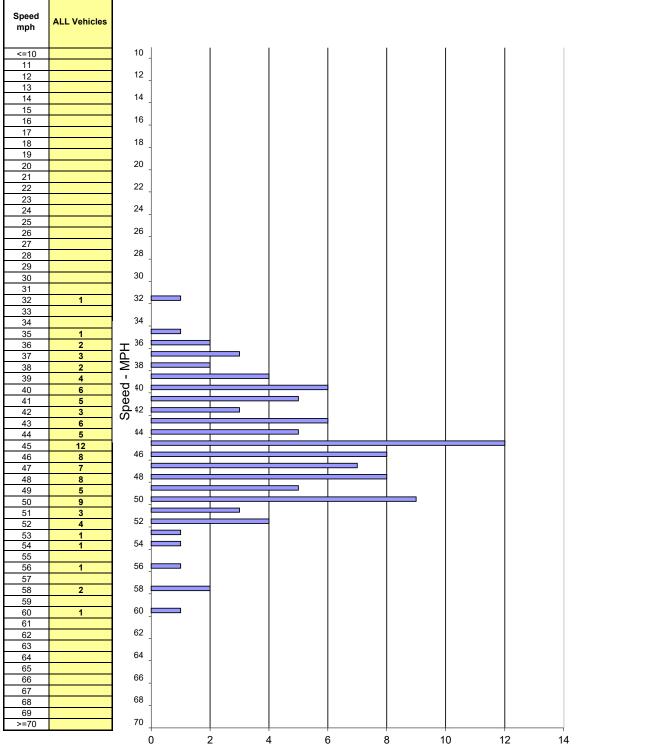
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021

Location: E 18th St Bet. Hillcrest Ave & East City Limits
Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-025 TIME: 14:50-15:35

Eastbound Spot Speeds



	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	100	32 - 60	45 mph	50 mph	41 - 50	68	68%	19% / 19	13% / 13				

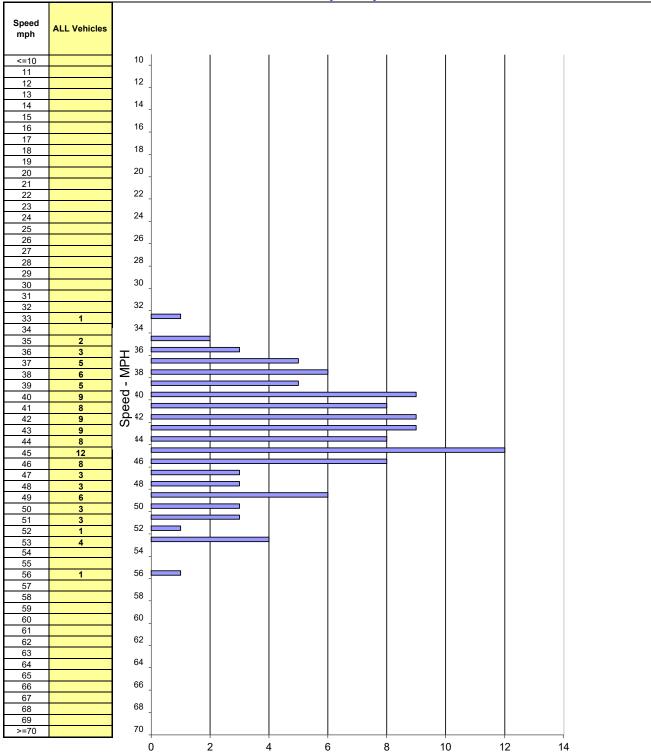
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021

Location: E 18th St Bet. Hillcrest Ave & East City Limits
Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-025 TIME: 14:50-15:35

Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	109	33 - 56	43 mph	49 mph	37 - 46	79	72%	5% / 6	23% / 24			

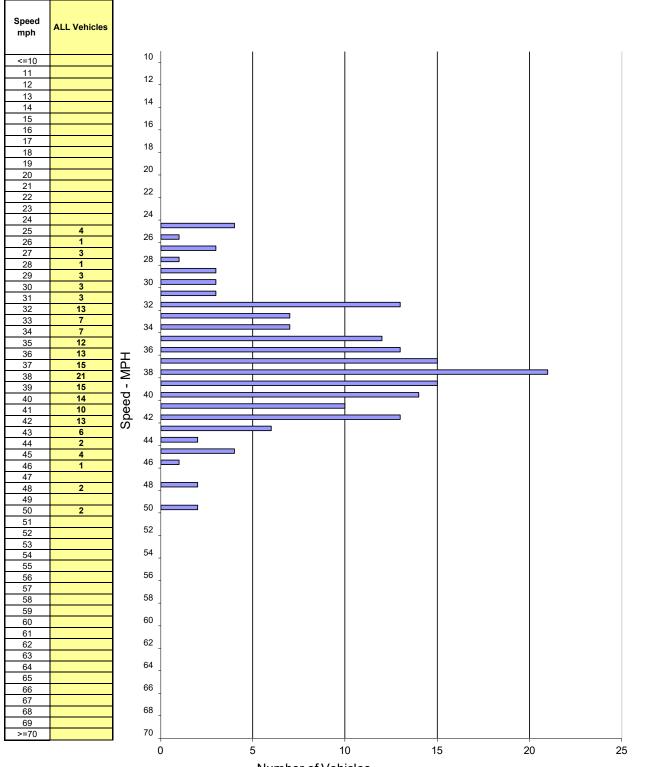
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: AutoCenter Dr/Somersville Rd Bet. 4th St & 10th St

TIME: 09:15-10:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-004

Northbound & Southbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
ALL	175	25 - 50	38 mph	42 mph	32 - 41	127	73%	10% / 18	18% / 30				

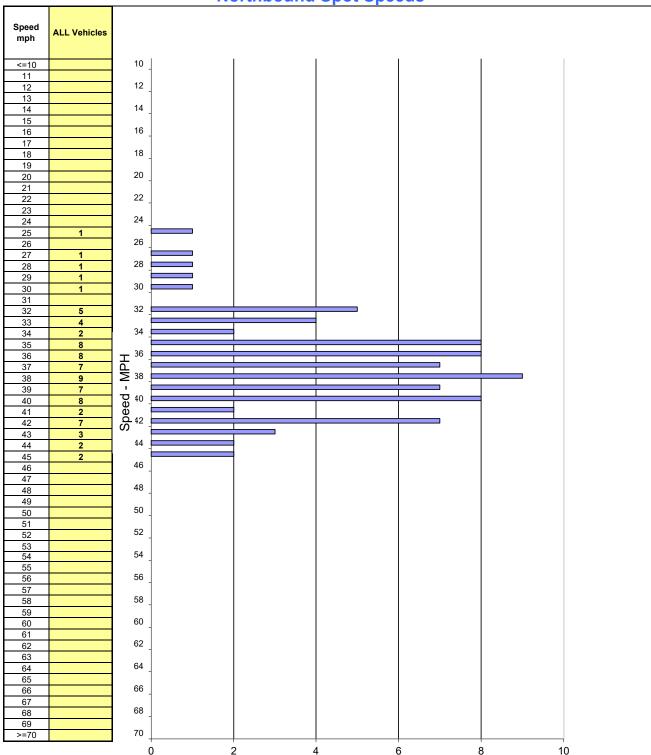
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: AutoCenter Dr/Somersville Rd Bet. 4th St & 10th St

TIME: 09:15-10:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-004

Northbound Spot Speeds



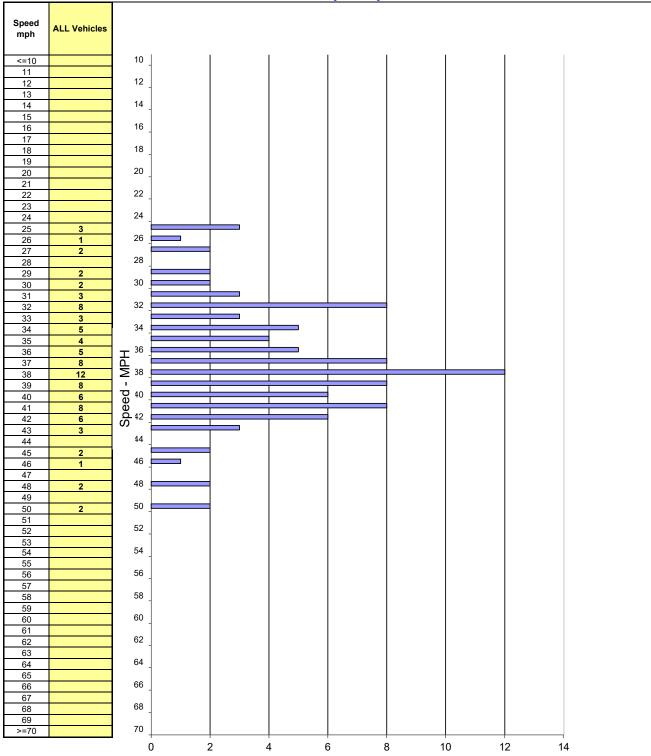
	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	79	25 - 45	38 mph	42 mph	33 - 42	62	78%	12% / 10	9% / 7				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: AutoCenter Dr/Somersville Rd Bet. 4th St & 10th St
TIME: 09:15-10:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-004

Southbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	96	25 - 50	38 mph	42 mph	32 - 41	67	70%	13% / 13	17% / 16				

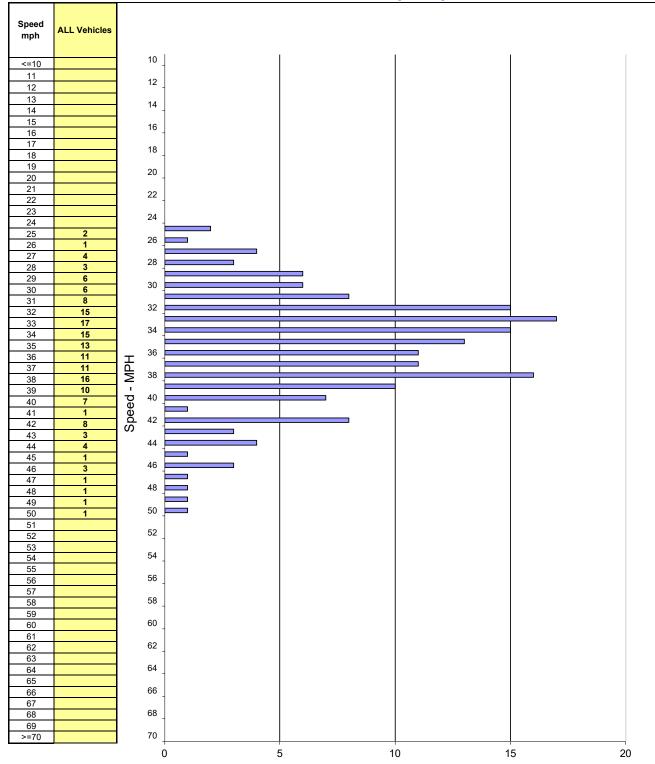
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: AutoCenter Dr Bet. SPRR & SR 4

TIME: 12:15-13:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-006

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	169	25 - 50	35 mph	40 mph	31 - 40	123	73%	13% / 22	15% / 24			

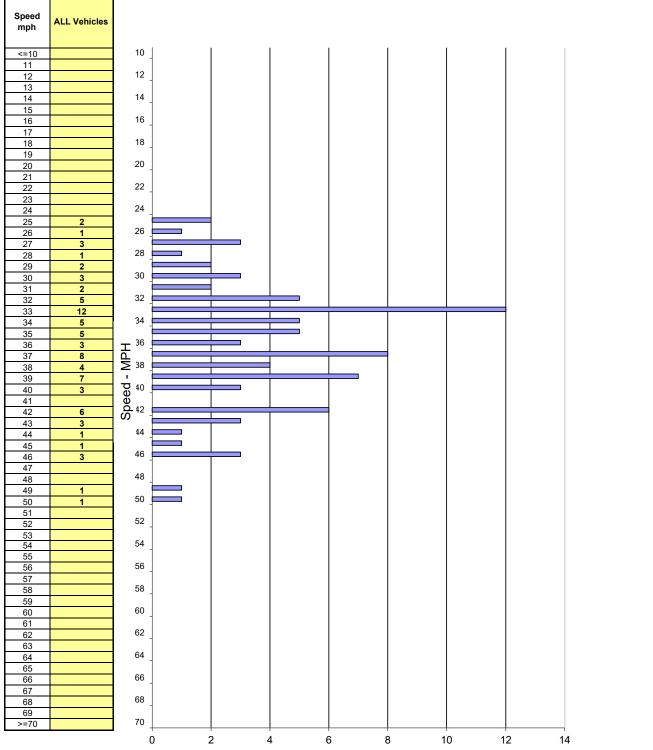
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: AutoCenter Dr Bet. SPRR & SR 4

TIME: 12:15-13:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-006

Northbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	82	25 - 50	35 mph	42 mph	30 - 39	54	66%	10% / 9	24% / 19				

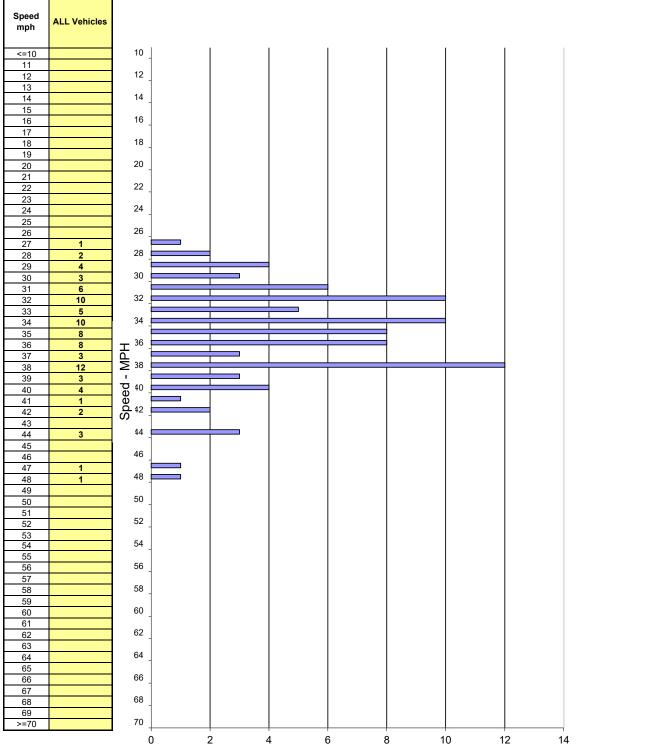
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: AutoCenter Dr Bet. SPRR & SR 4

TIME: 12:15-13:15 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-006

Southbound Spot Speeds



	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	87	27 - 48	35 mph	39 mph	29 - 38	69	79%	3% / 3	18% / 15				

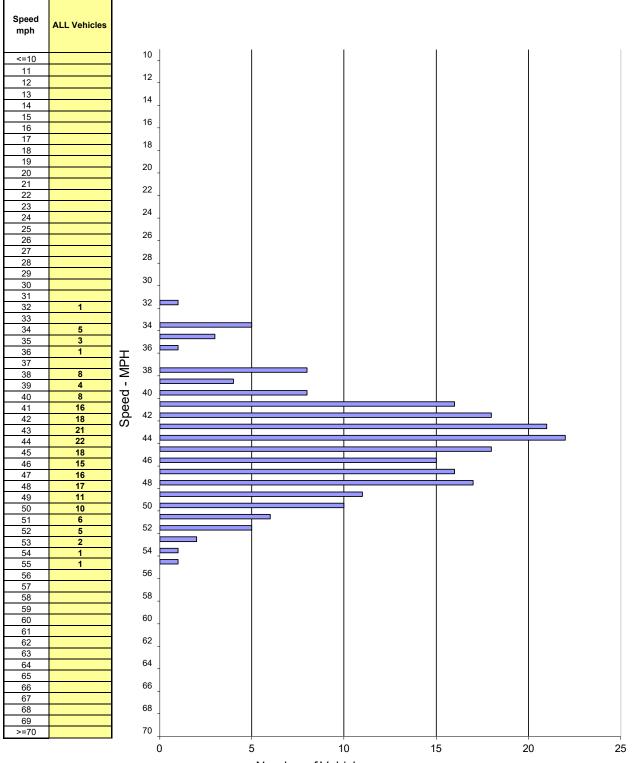
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. City Limits & Somersville Rd

TIME: 10:10-10:45 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-007

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL												

D-25

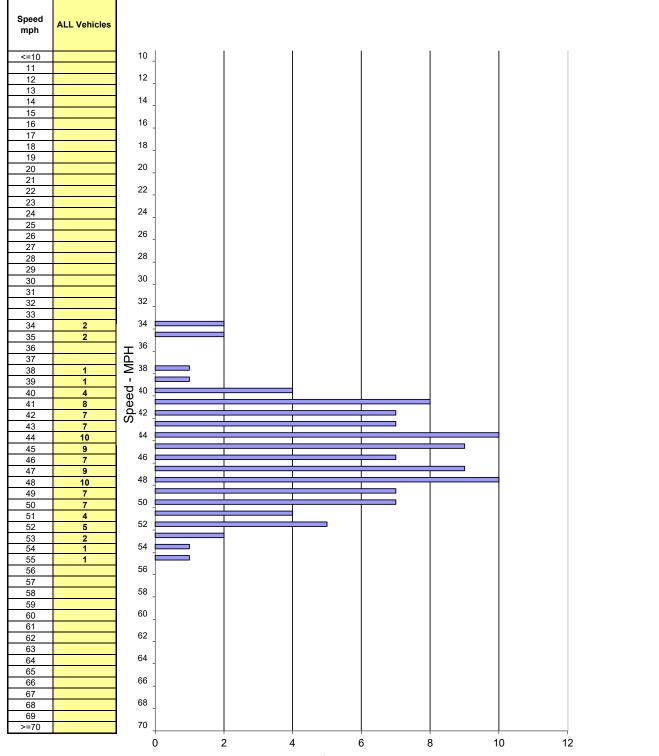
Prepared by: National Data & Surveying Services

City of Antioch

Location: Buchanan Rd Bet. City Limits & Somersville Rd
Posted Speed: 45 MPH Clear/Dry Project #: 21-080 DATE: 4/6/2021

TIME: 10:10-10:45 Project #: 21-080049-007

Eastbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	104	34 - 55	46 mph	50 mph	41 - 50	81	78%	9% / 10	13% / 13				

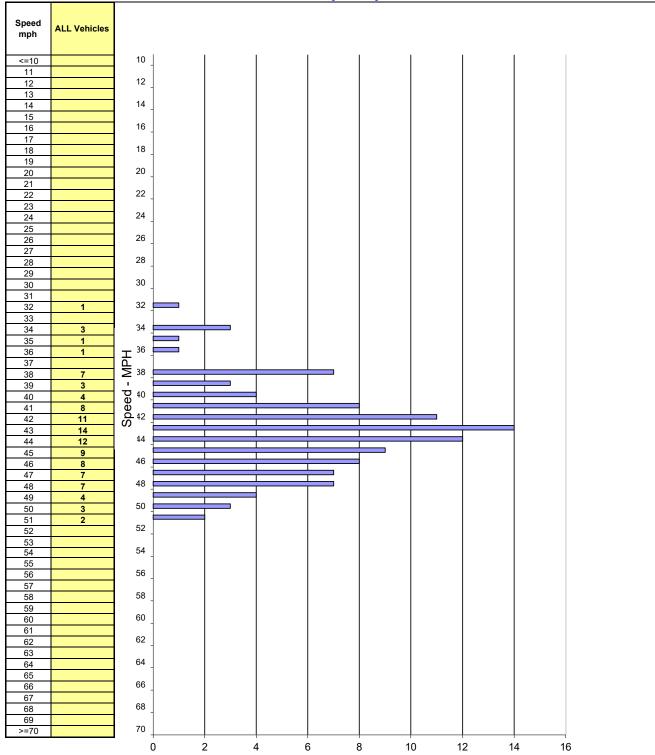
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. City Limits & Somersville Rd
Posted Speed: 45 MPH Clear/Dry Project #: 21-080

Project #: 21-080049-007 TIME: 10:10-10:45

Westbound Spot Speeds



Number of Vehicles

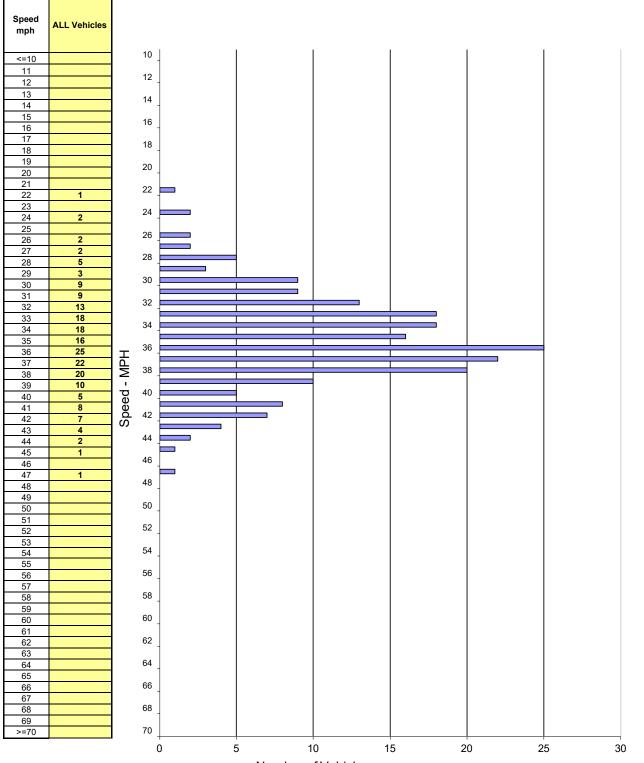
SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	105	32 - 51	43 mph	48 mph	40 - 49	84	80%	15% / 16	5% / 5			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. Somersville Rd & Gentrytown Dr Lucena Wy
TIME: 10:55-11:45 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-008

Eastbound & Westbound Spot Speeds



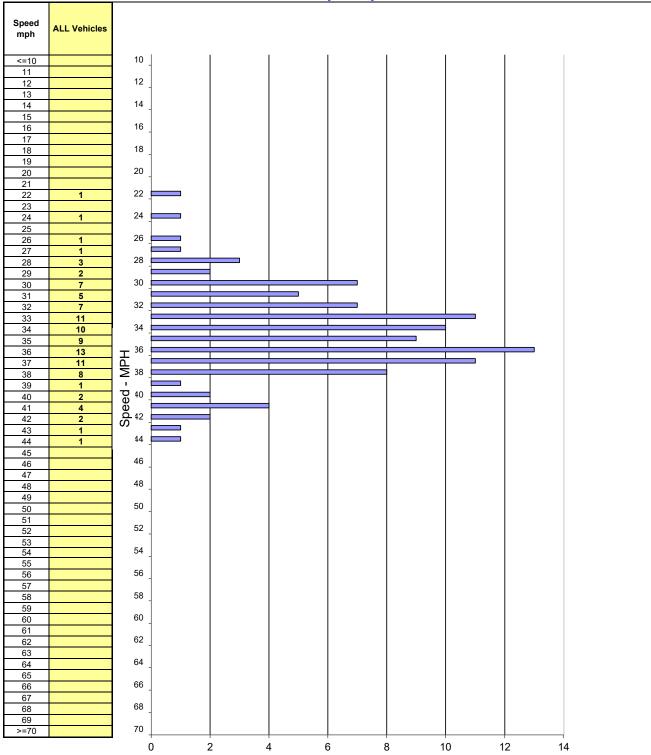
	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
ALL	ALL 203 22 - 47 36 mph 39 mph 30 - 39 160 79% 7% / 15 14% / 28												

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. Somersville Rd & Gentrytown Dr Lucena Wy
TIME: 10:55-11:45 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-008

Eastbound Spot Speeds



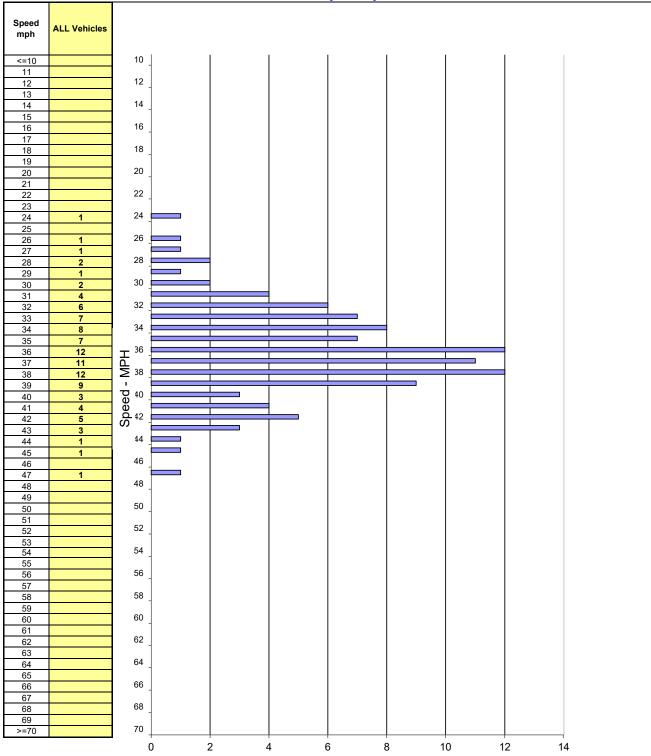
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	101	22 - 44	35 mph	38 mph	29 - 38	83	82%	6% / 7	11% / 11				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. Somersville Rd & Gentrytown Dr Lucena Wy
TIME: 10:55-11:45 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-008

Westbound Spot Speeds



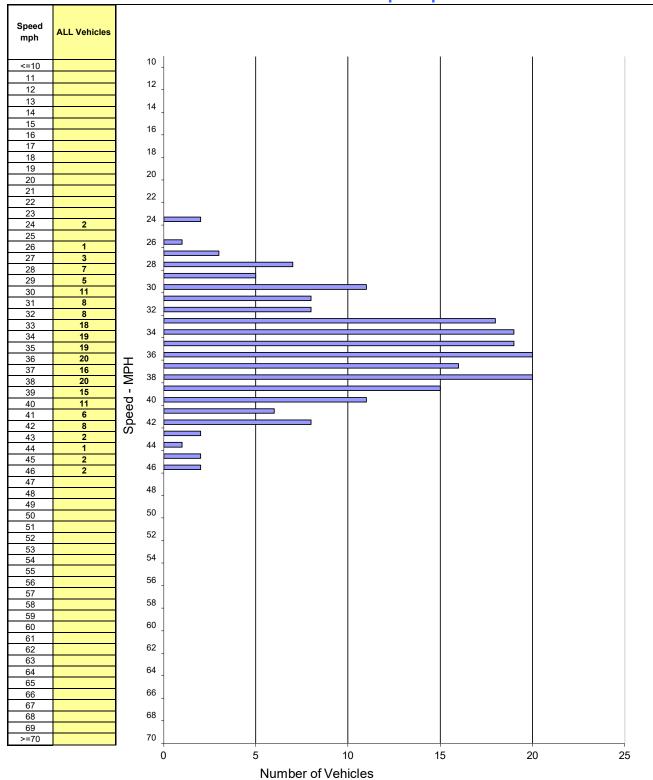
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	102	24 - 47	36 mph	40 mph	31 - 40	79	77%	7% / 8	15% / 15			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Buchanan Rd Bet. Gentrytown Dr & Contra Loma Blvd
TIME: 11:50-12:20 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-009

Eastbound & Westbound Spot Speeds



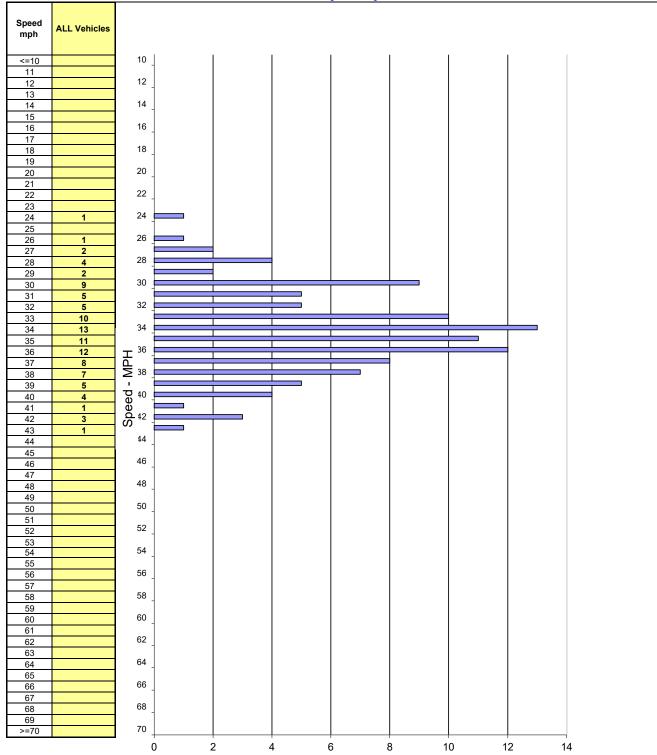
Appendix D

Prepared by: National Data & Surveying Services

City of Antioch

Lucena Wy DATE: 4/6/2021 Location: Buchanan Rd Bet. Gentrytown & Contra Loma Blvd TIME: 11:50-12:20 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-009

Eastbound Spot Speeds



SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in				
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
ALL	104	24 - 43	34 mph	38 mph	30 - 39	85	82%	9% / 10	9% / 9		

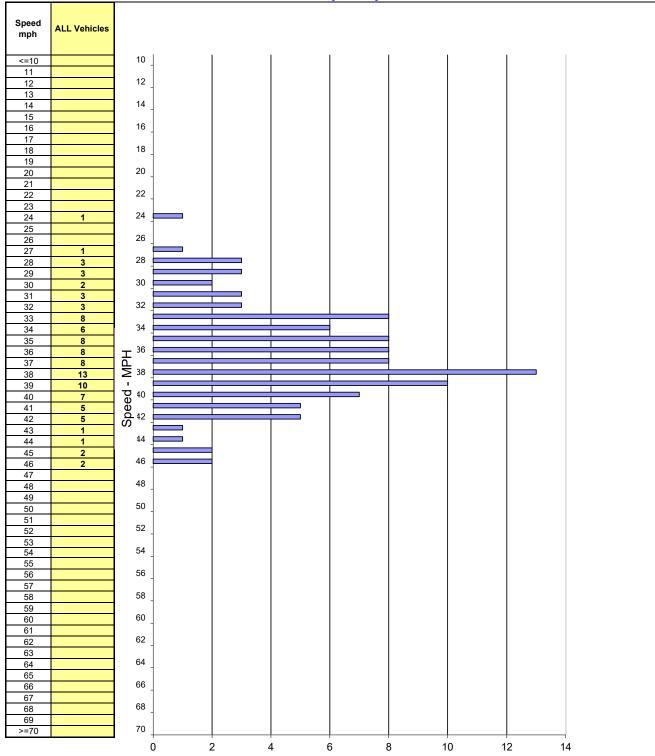
Prepared by: National Data & Surveying Services

City of Antioch

Lucena Wy

DATE: 4/6/2021 Location: Buchanan Rd Bet. Gentrytown Dr & Contra Loma Blvd
TIME: 11:50-12:20 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-009

Westbound Spot Speeds



SPEED PARAMETERS												
50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	100	24 - 46	37 mph	41 mph	33 - 42	78	78%	16% / 16	6% / 6			

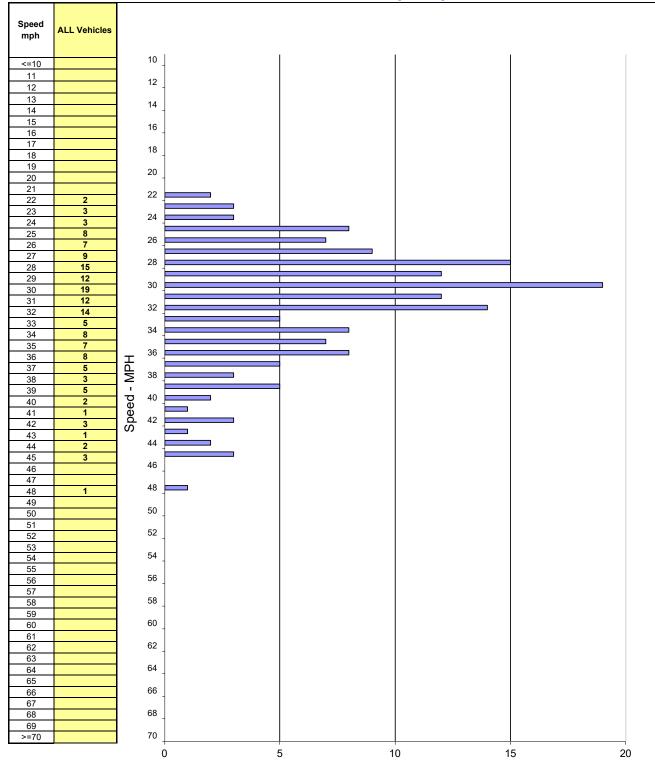
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Cavallo Rd Bet. E Tregallas Rd & E 18th St

TIME: 11:40-12:40 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-010

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS												
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
Ciass	Count	Range	reicentile	reicentile	race	# III Face	Face	/0 / # Delow Face	/0 / # Above race				
ALL	158	22 - 48	31 mph	37 mph	25 - 34	109	69%	5% / 8	26% / 41				

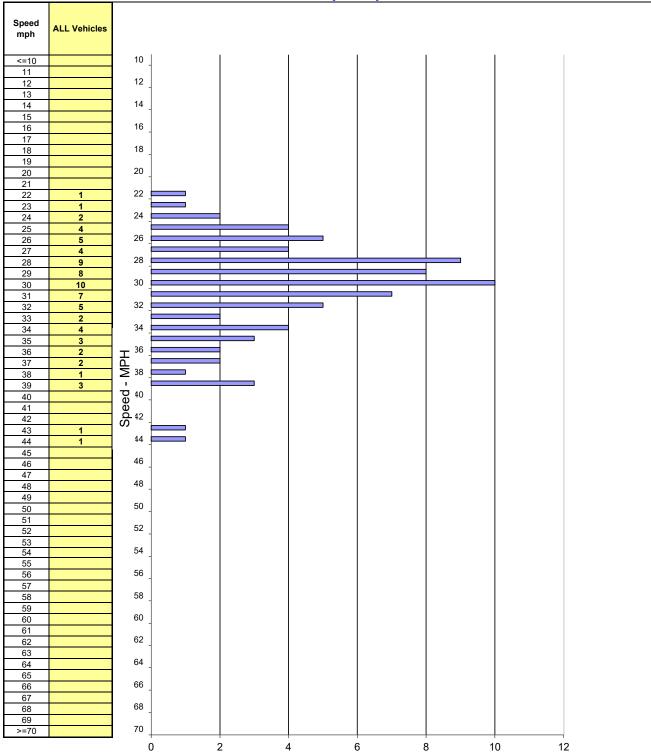
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021

Location: Cavallo Rd Bet. E Tregallas Rd & E 18th St
Posted Speed: 25 MPH Clear/Dry Project #: 2 TIME: 11:40-12:40 Project #: 21-080049-010

Northbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	75	22 - 44	30 mph	35 mph	25 - 34	58	77%	5% / 4	18% / 13			

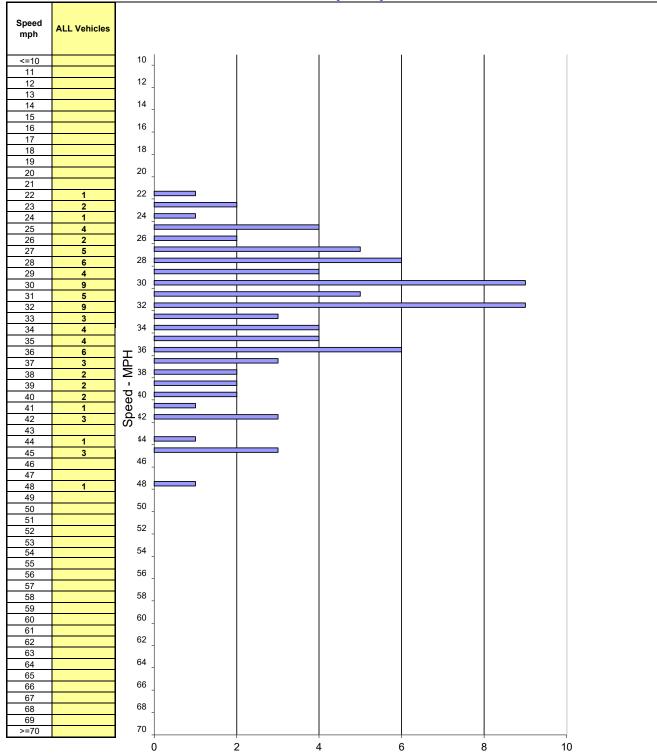
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021

Location: Cavallo Rd Bet. E Tregallas Rd & E 18th St
Posted Speed: 25 MPH Clear/Dry Project #: 2 Project #: 21-080049-010 TIME: 11:40-12:40

Southbound Spot Speeds



	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	83	22 - 48	32 mph	39 mph	27 - 36	55	66%	12% / 10	22% / 18				

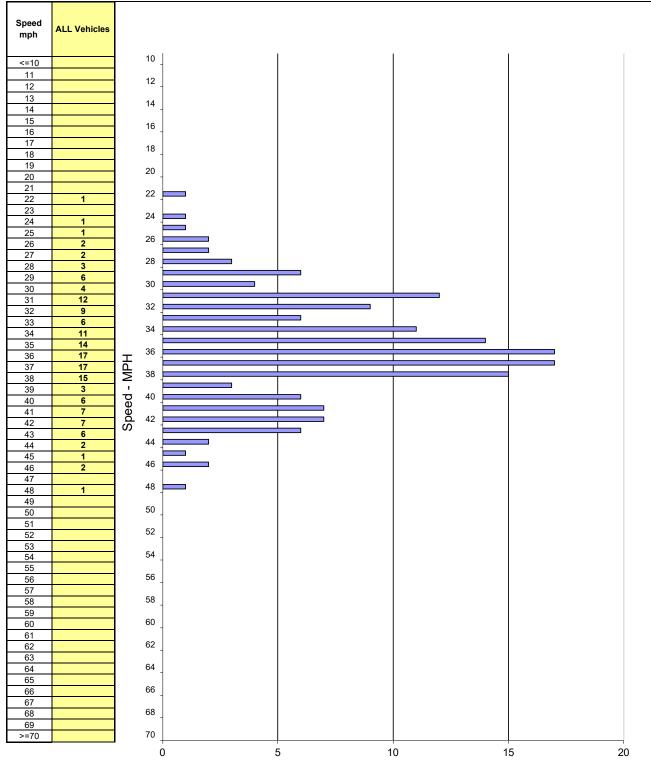
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Cavallo Rd Bet. E 18th St & Wilbur Ave

TIME: 11:00-12:00 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-011

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
ALL	ALL 156 22 - 48 36 mph 41 mph 29 - 38 111 71% 6% / 10 23% / 35												

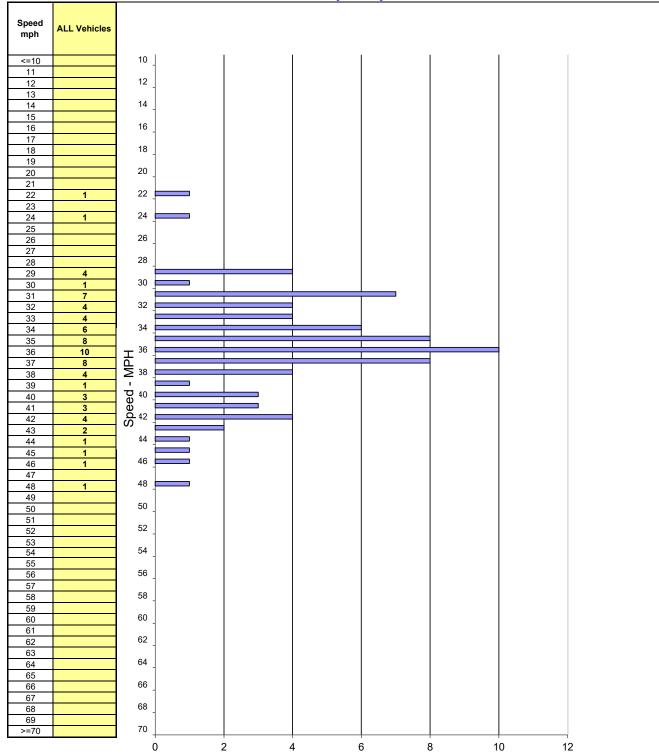
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Cavallo Rd Bet. E 18th St & Wilbur Ave

TIME: 11:00-12:00 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-011

Northbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	75	22 - 48	36 mph	41 mph	29 - 38	56	75%	2% / 2	23% / 17			

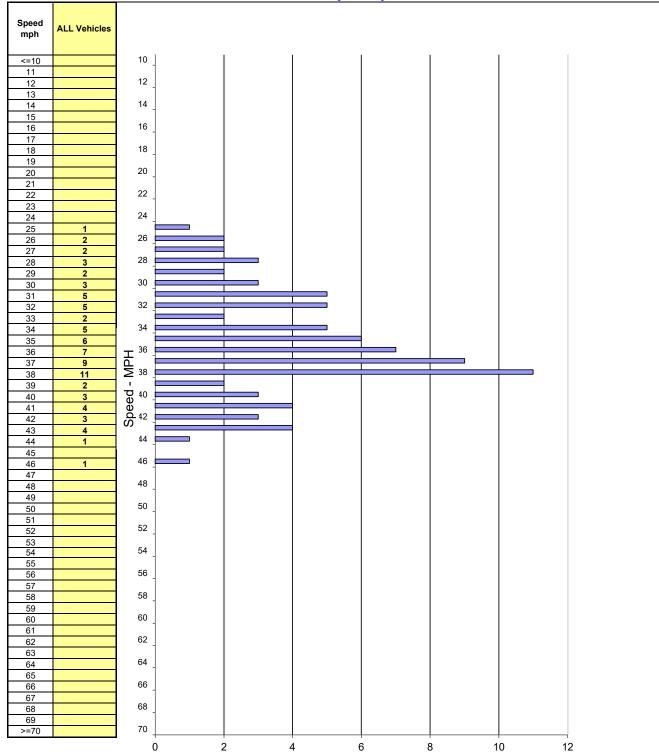
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Cavallo Rd Bet. E 18th St & Wilbur Ave

TIME: 11:00-12:00 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-011

Southbound Spot Speeds



Number of Vehicles

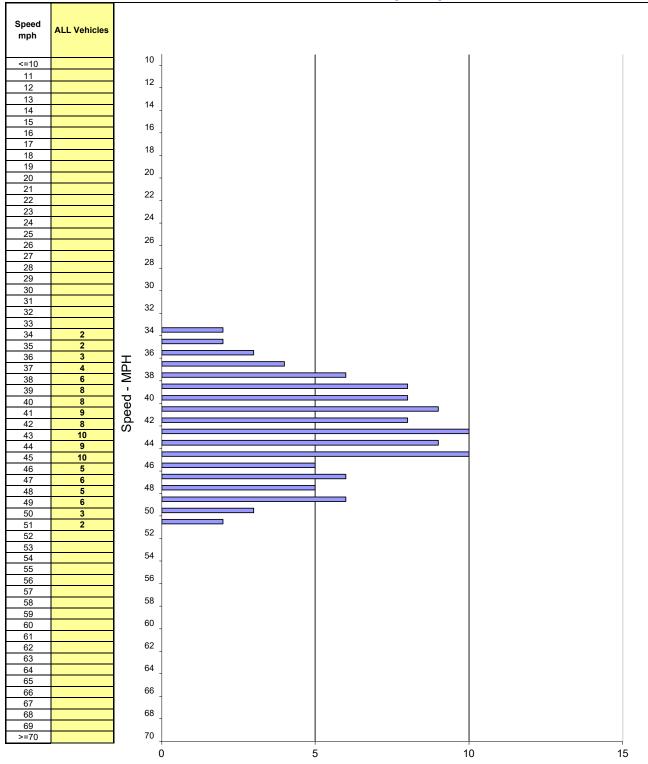
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	81	25 - 46	36 mph	41 mph	29 - 38	55	68%	9% / 8	23% / 18			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Dallas Ranch Rd Bet. Lone Tree Way & Mokelumne Dr
TIME: 13:10-14:10 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-014

Northbound & Southbound Spot Speeds



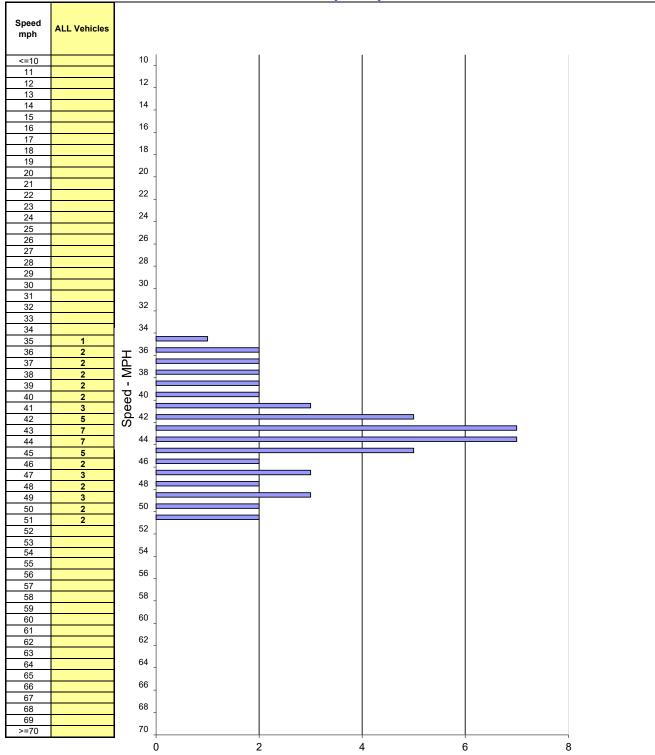
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	106	34 - 51	43 mph	48 mph	38 - 47	79	75%	10% / 11	16% / 16			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Dallas Ranch Rd Bet. Lone Tree Way & Mokelumne Dr
TIME: 13:10-14:10 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-014

Northbound Spot Speeds



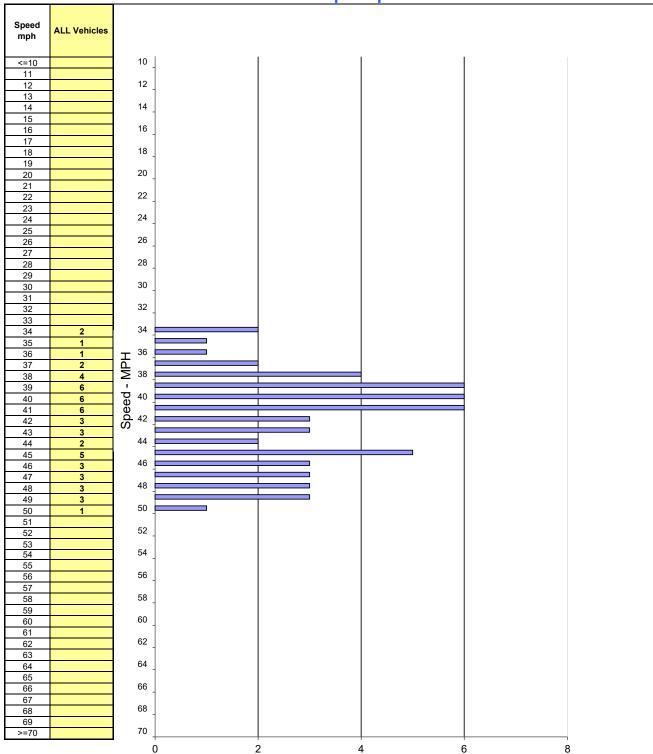
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	52	35 - 51	43 mph	48 mph	40 - 49	39	75%	17% / 9	8% / 4			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Dallas Ranch Rd Bet. Lone Tree Way & Mokelumne Dr
TIME: 13:10-14:10 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-014

Southbound Spot Speeds



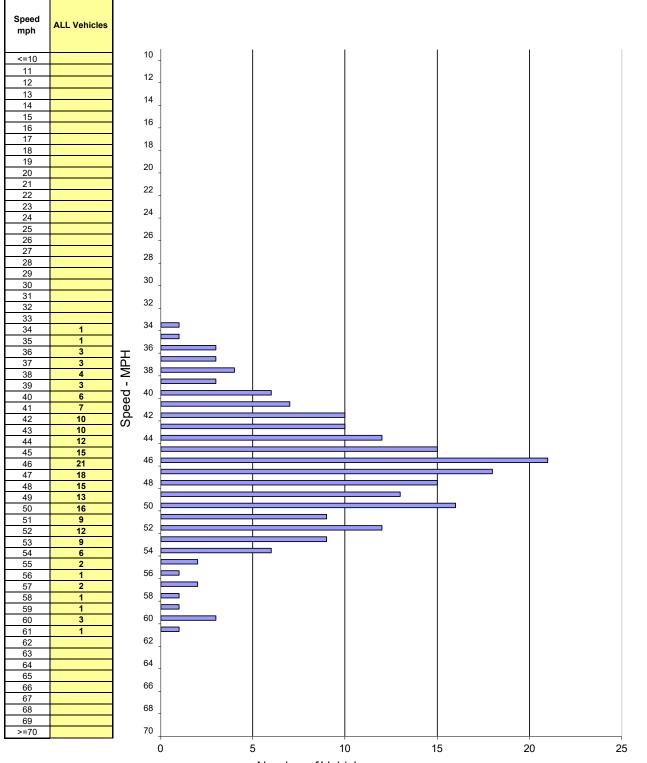
	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	54	34 - 50	41 mph	47 mph	38 - 47	41	76%	11% / 6	13% / 7			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Deer Valley Rd Bet. Hillcrest Ave & Lone Tree Way
TIME: 14:50-15:45 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-016

Northbound & Southbound Spot Speeds



Number of Vehicles

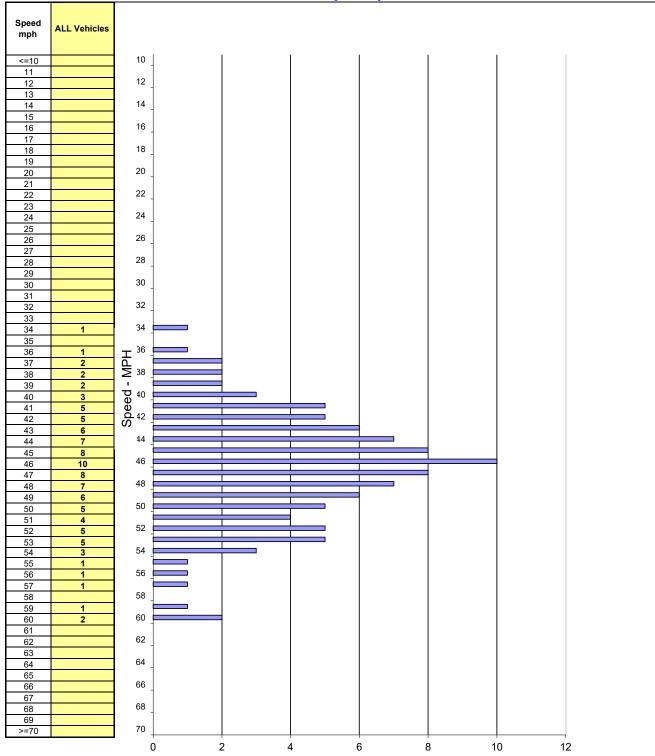
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	205	34 - 61	47 mph	52 mph	43 - 52	141	69%	18% / 38	13% / 26			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Deer Valley Rd Bet. Hillcrest Ave & Lone Tree Way
TIME: 14:50-15:45 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-016

Northbound Spot Speeds



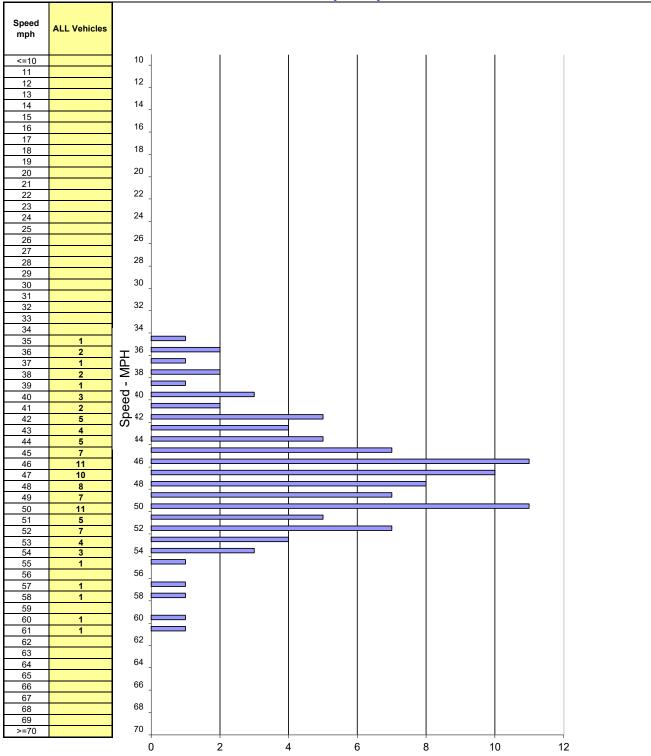
	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Cla	SS	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
AL	L.	101	34 - 60	46 mph	52 mph	41 - 50	67	66%	10% / 11	23% / 23		

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Deer Valley Rd Bet. Hillcrest Ave & Lone Tree Way
TIME: 14:50-15:45 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-016

Southbound Spot Speeds



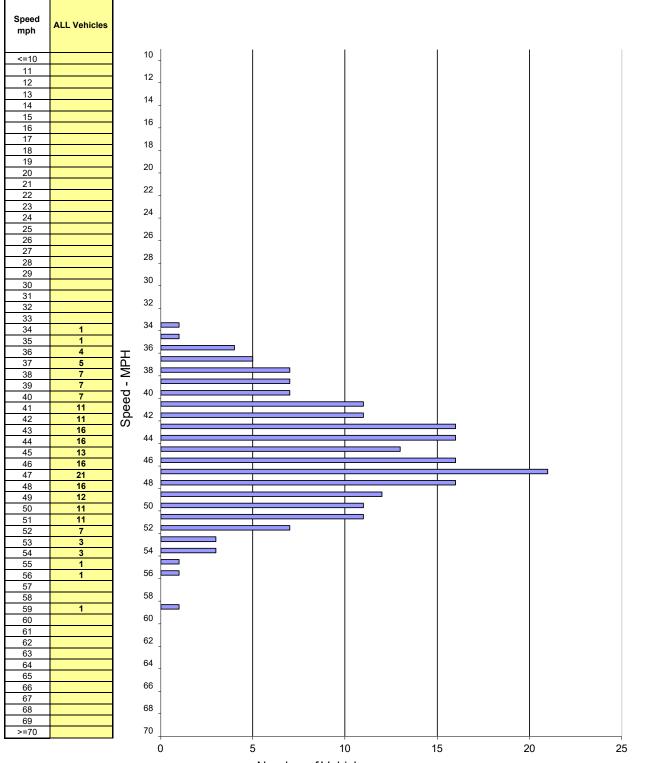
	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	% / # Below Pace	% / # Above Pace									
ALL	104	35 - 61	47 mph	52 mph	43 - 52	75	72%	16% / 17	12% / 12			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Deer Valley Rd Bet. Lone Tree Way & Mammeth Way Sand Creek Rd.

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	202	34 - 59	46 mph	50 mph	41 - 50	143	71%	15% / 32	14% / 27			

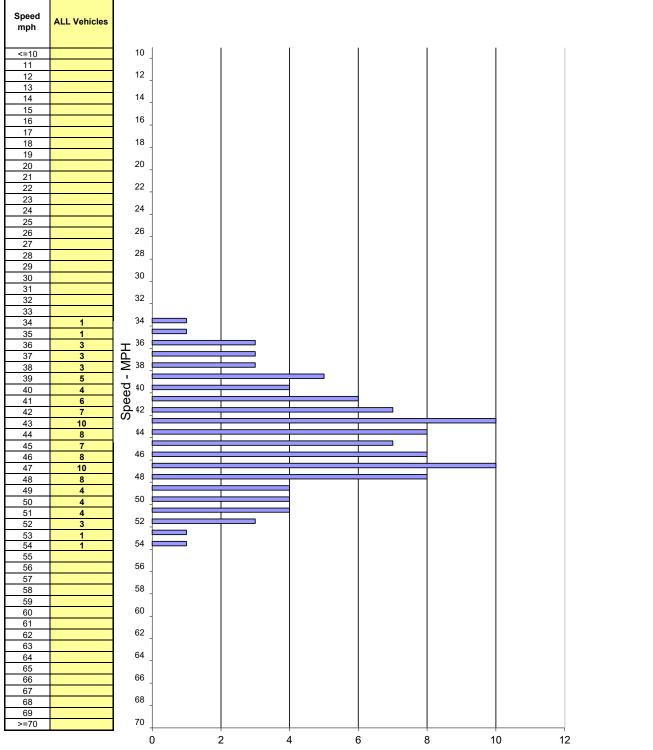
Prepared by: National Data & Surveying Services

City of Antioch

Location: Deer Valley Rd Bet. Lone Tree Way & Mammeth Way Sand Creek Rd Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-017 DATE: 4/8/2021

TIME: 13:45-14:35

Northbound Spot Speeds



	SPEED PARAMETERS											
50th 85th 10 MPH Percent in												
Class	Count	% / # Below Pace	% / # Above Pace									
ALL	101	34 - 54	44 mph	49 mph	39 - 48	73	72%	10% / 11	17% / 17			

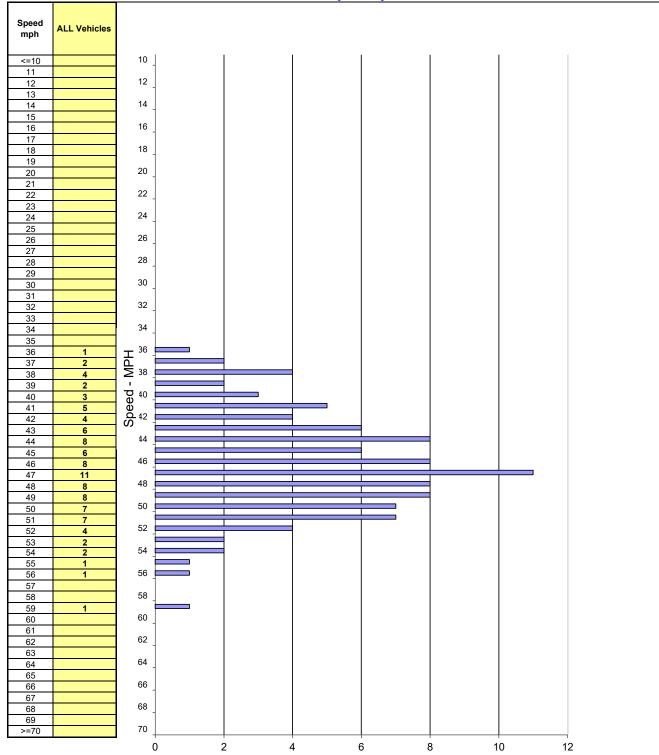
Prepared by: National Data & Surveying Services

City of Antioch

Location: Deer Valley Rd Bet. Lone Tree Way & Mammoth Way Sand Creek Rd Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-017 DATE: 4/8/2021

TIME: 13:45-14:35

Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	101	36 - 59	47 mph	51 mph	42 - 51	73	72%	16% / 17	11% / 11			

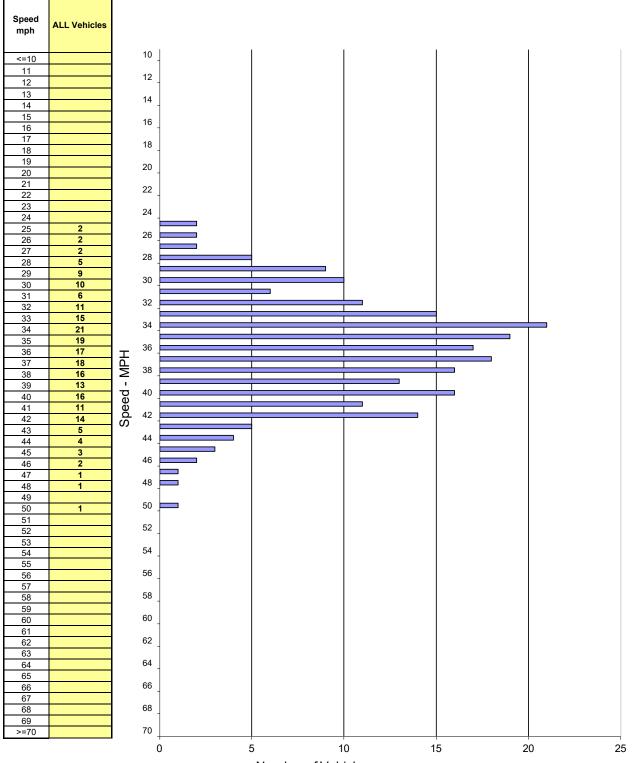
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Delta Fair Blvd Bet. City Limits & Belle Dr

TIME: 12:30-13:05 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-019

Northbound & Southbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	224	25 - 50	36 mph	41 mph	33 - 42	160	71%	20% / 47	8% / 17			

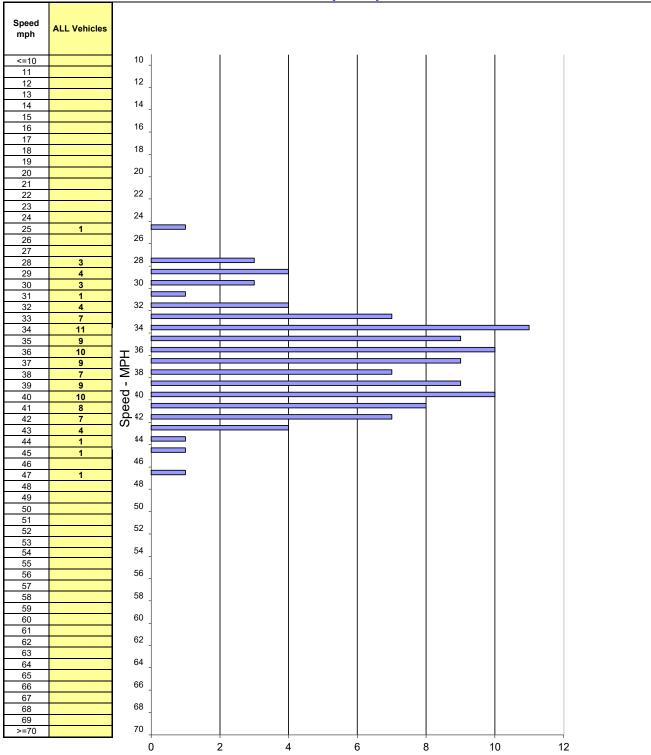
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Delta Fair Blvd Bet. City Limits & Belle Dr Posted Speed: 30 MPH Clear/Dry Project #:

TIME: 12:30-13:05 Project #: 21-080049-019

Northbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	110	25 - 47	37 mph	41 mph	33 - 42	87	79%	14% / 16	7% / 7			

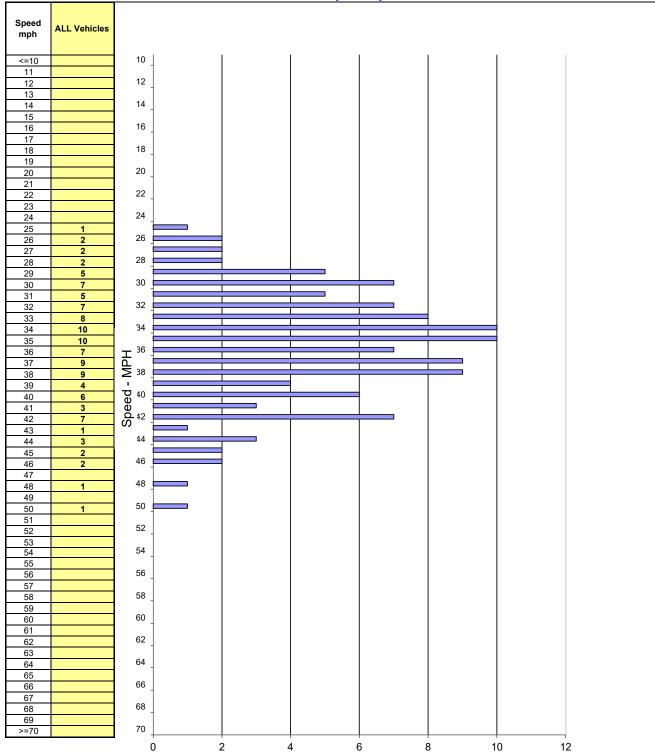
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021

Location: Delta Fair Blvd Bet. City Limits & Belle Dr Posted Speed: 30 MPH Clear/Dry Project #: Project #: 21-080049-019 TIME: 12:30-13:05

Southbound Spot Speeds



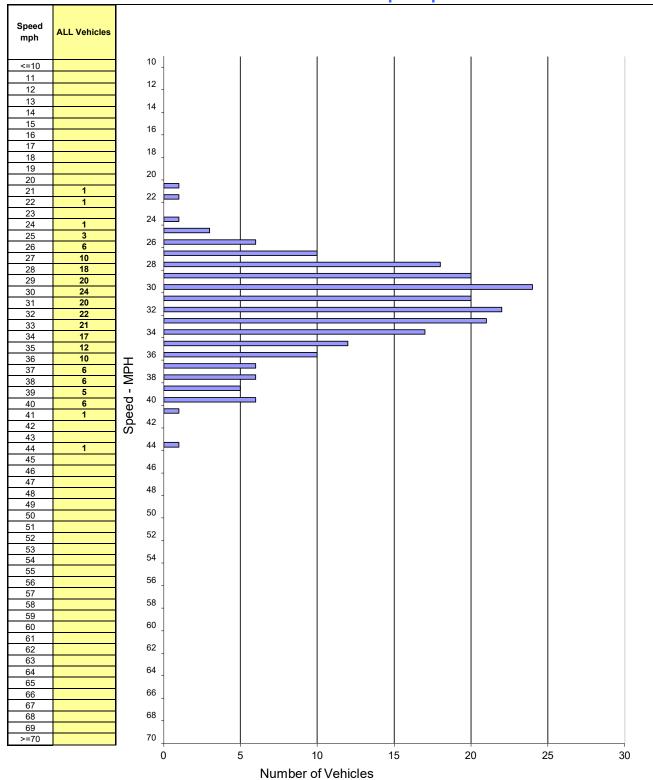
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	114	25 - 50	35 mph	41 mph	29 - 38	77	68%	6% / 7	27% / 30			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Delta Fair Blvd Bet. Kendree St & Somersville Rd
TIME: 14:45-15:15 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-021

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS 10 MPH 50th 85th Percent in Count Range Percentile Percentile Pace Pace % / # Below Pace % / # Above Pace 211 32 mph 36 mph 27 - 36 174 82% 5% / 12 12% / 25

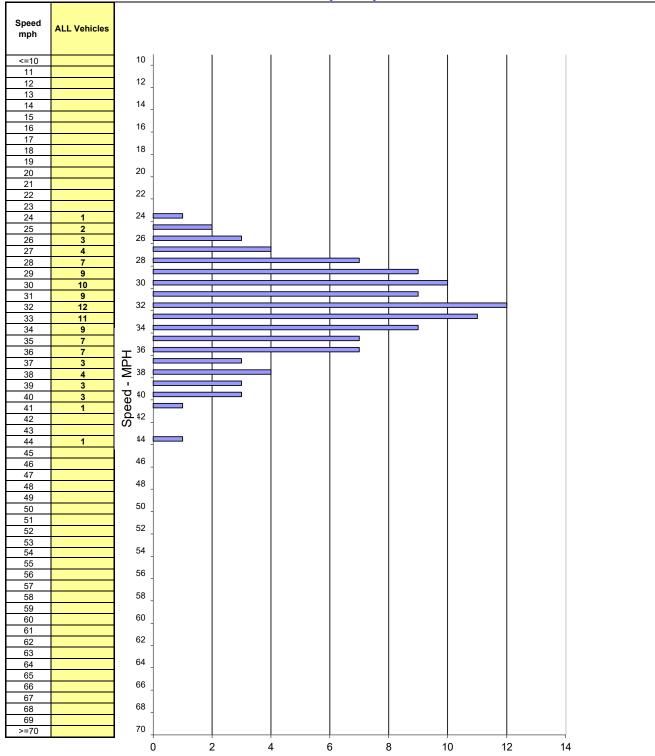
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Delta Fair Blvd Bet. Kendree St & Somersville Rd

TIME: 14:45-15:15 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-021

Eastbound Spot Speeds



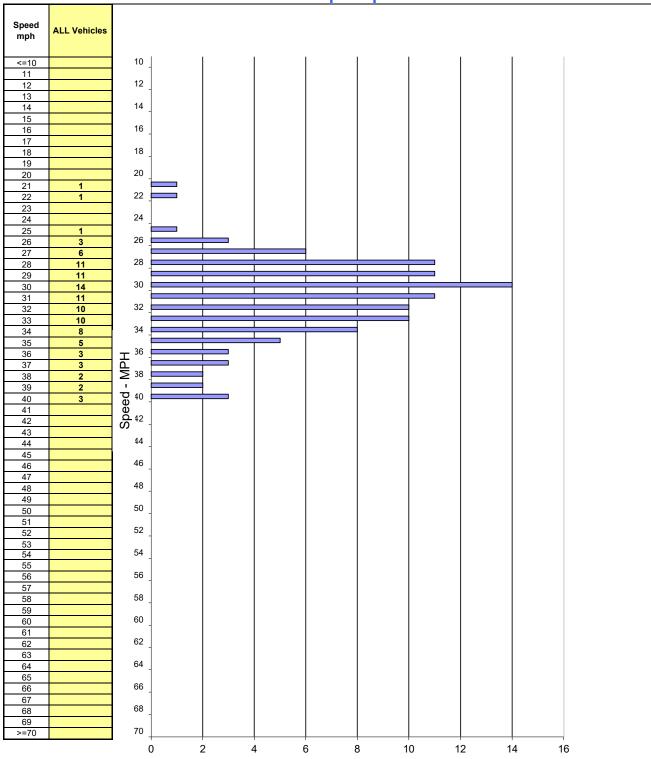
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	106	24 - 44	32 mph	36 mph	27 - 36	85	80%	5% / 6	15% / 15				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/6/2021 Location: Delta Fair Blvd Bet. Kendree St & Somersville Rd
TIME: 14:45-15:15 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-021

Westbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	105	21 - 40	31 mph	35 mph	26 - 35	89	85%	2% / 3	13% / 13			

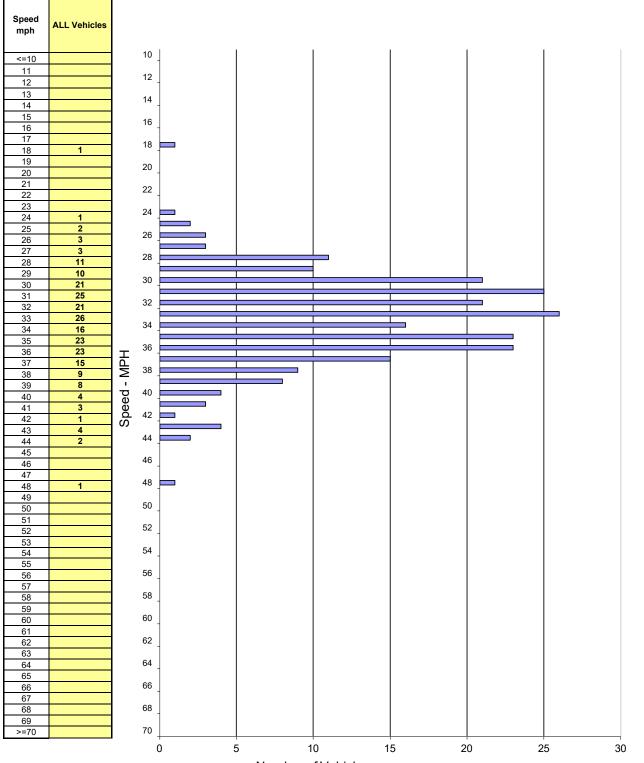
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Delta Fair Blvd Bet. Somersville Rd & Buchanan Rd

TIME: 09:00-10:00 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-022

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	233	18 - 48	33 mph	37 mph	28 - 37	191	82%	4% / 10	14% / 32			

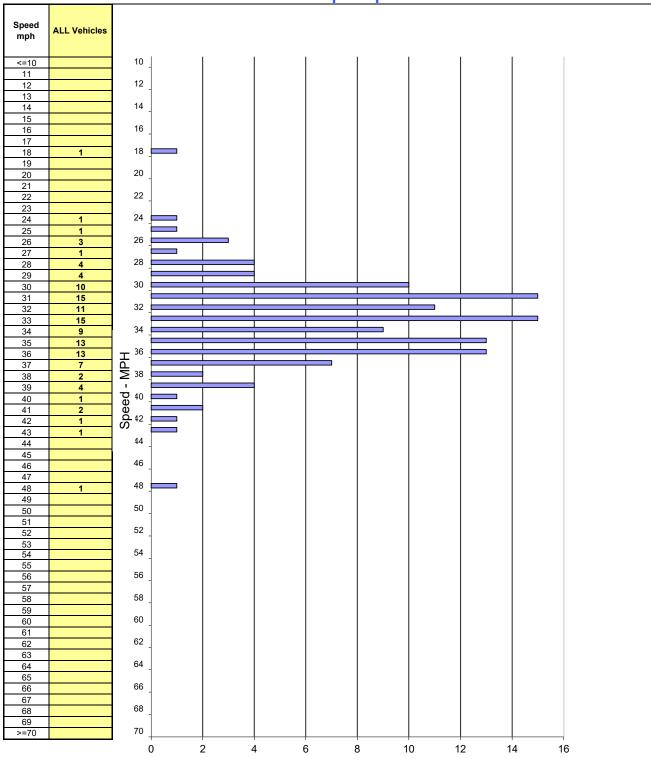
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Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Delta Fair Blvd Bet. Somersville Rd & Buchanan Rd
TIME: 09:00-10:00 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-022

Northbound Spot Speeds



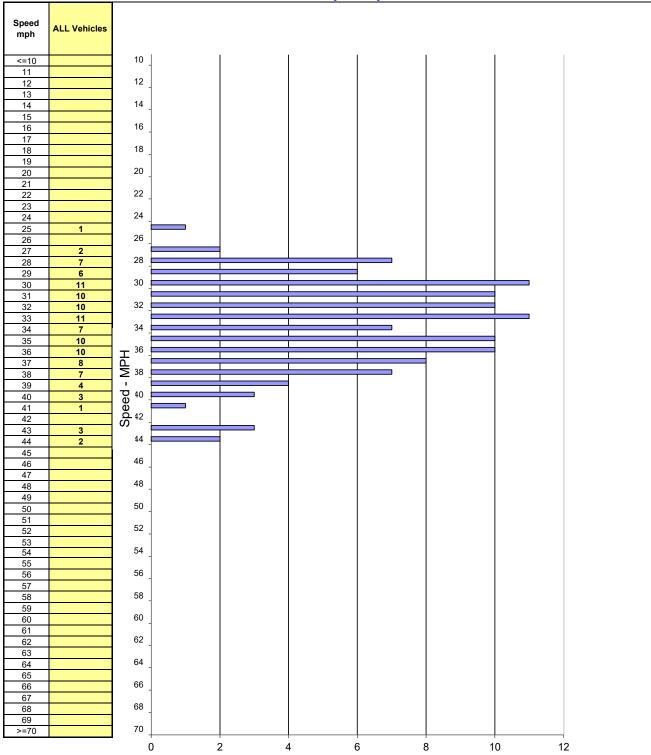
	SPEED PARAMETERS											
50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	120	18 - 48	33 mph	37 mph	28 - 37	101	84%	5% / 7	10% / 12			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Delta Fair Blvd Bet. Somersville Rd & Buchanan Rd
TIME: 09:00-10:00 Posted Speed: 30 MPH Clear/Dry Project #: 21-080049-022

Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	113	25 - 44	33 mph	38 mph	28 - 37	90	80%	2% / 3	18% / 20				

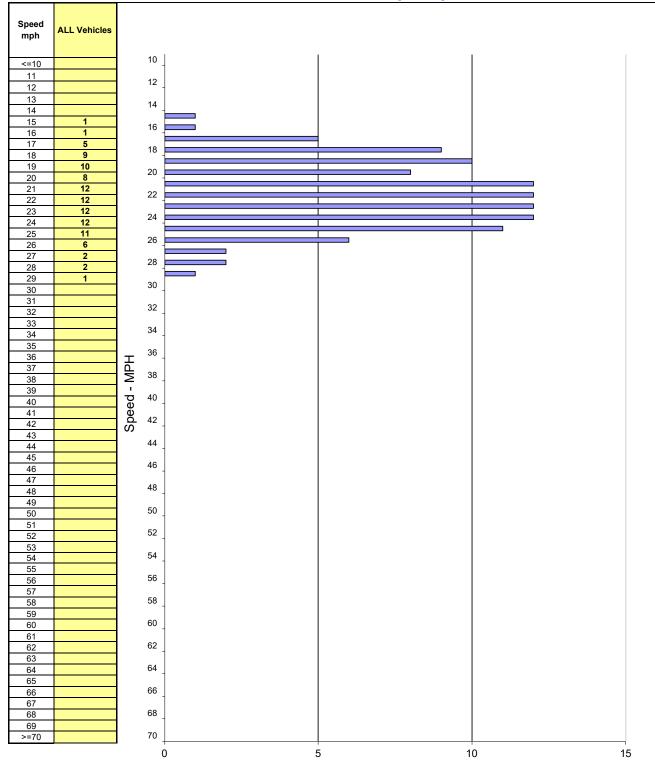
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Garrow Dr Bet. E Tregallas Rd & Davison Dr

TIME: 11:15-12:20 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-031

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	104	15 - 29	22 mph	25 mph	17 - 26	97	93%	1% / 2	5% / 5			

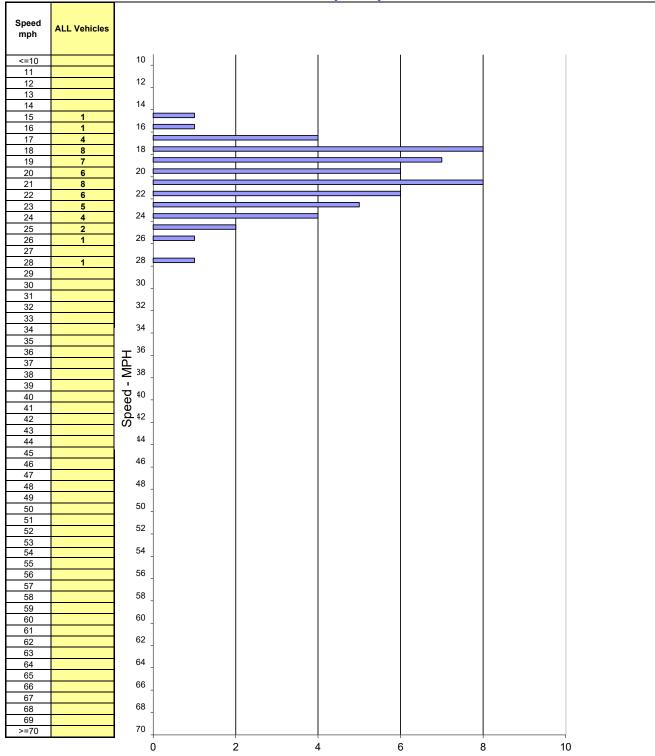
Prepared by: National Data & Surveying Services

City of Antioch

Location: Garrow Dr Bet. E Tregallas Rd & Davison Dr Posted Speed: 25 MPH Clear/Dry Project #: 21 DATE: 4/9/2021

TIME: 11:15-12:20 Project #: 21-080049-031

Northbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	54	15 - 28	20 mph	23 mph	16 - 25	51	94%	1% / 1	4% / 2			

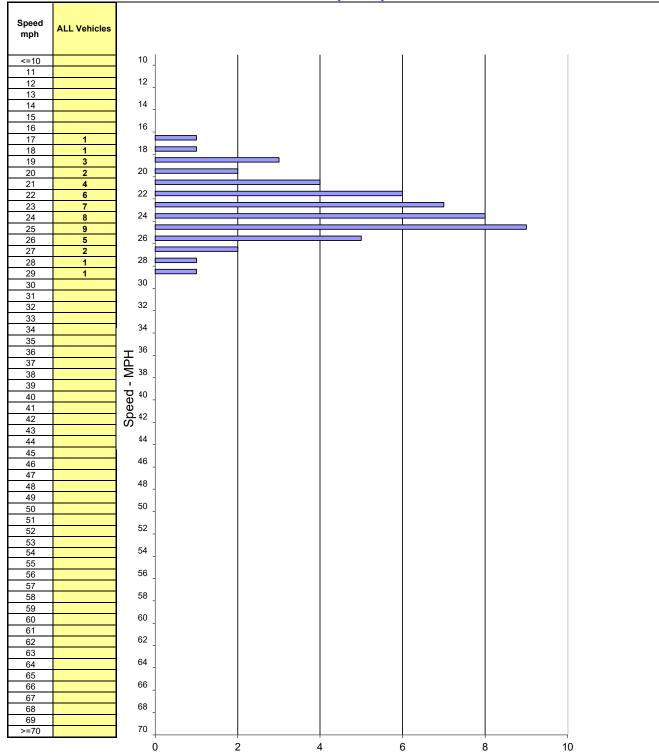
Prepared by: National Data & Surveying Services

City of Antioch

Location: Garrow Dr Bet. E Tregallas Rd & Davison Dr Posted Speed: 25 MPH Clear/Dry Project #: 21 DATE: 4/9/2021

TIME: 11:15-12:20 Project #: 21-080049-031

Southbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	50	17 - 29	24 mph	26 mph	18 - 27	47	94%	2% / 1	4% / 2				

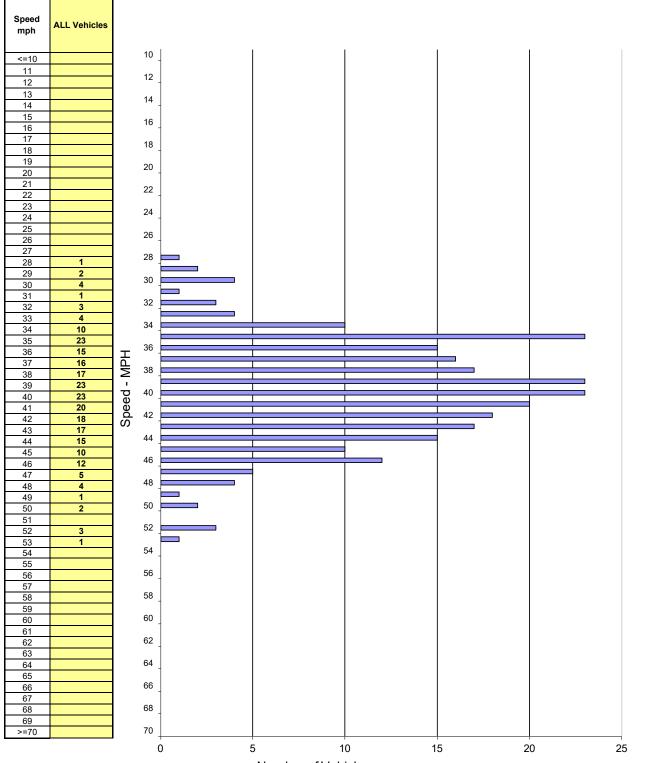
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Hillcrest Ave Bet. E 18th St & Sunset Dr

TIME: 09:00-09:50 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-034

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	250	28 - 53	40 mph	45 mph	35 - 44	187	75%	10% / 25	16% / 38			

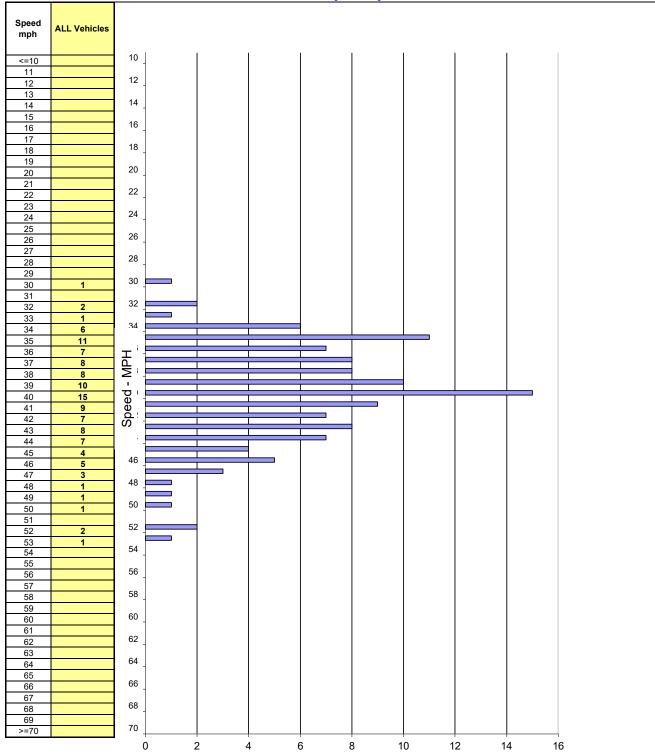
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Hillcrest Ave Bet. E 18th St & Sunset Dr

TIME: 09:00-09:50 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-034

Northbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	118	30 - 53	40 mph	45 mph	35 - 44	90	76%	8% / 10	16% / 18			

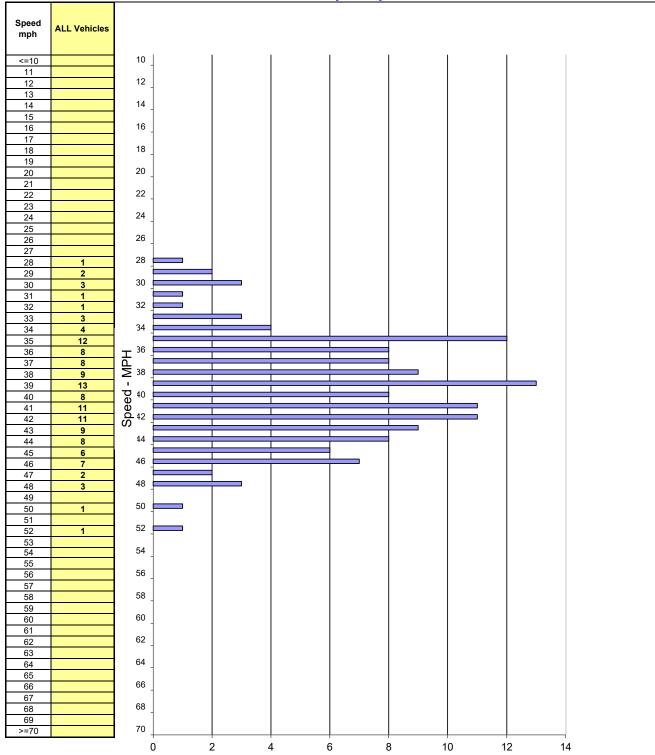
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Hillcrest Ave Bet. E 18th St & Sunset Dr

TIME: 09:00-09:50 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-034

Southbound Spot Speeds



	SPEED PARAMETERS											
50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	132	28 - 52	40 mph	45 mph	35 - 44	97	73%	11% / 15	16% / 20			

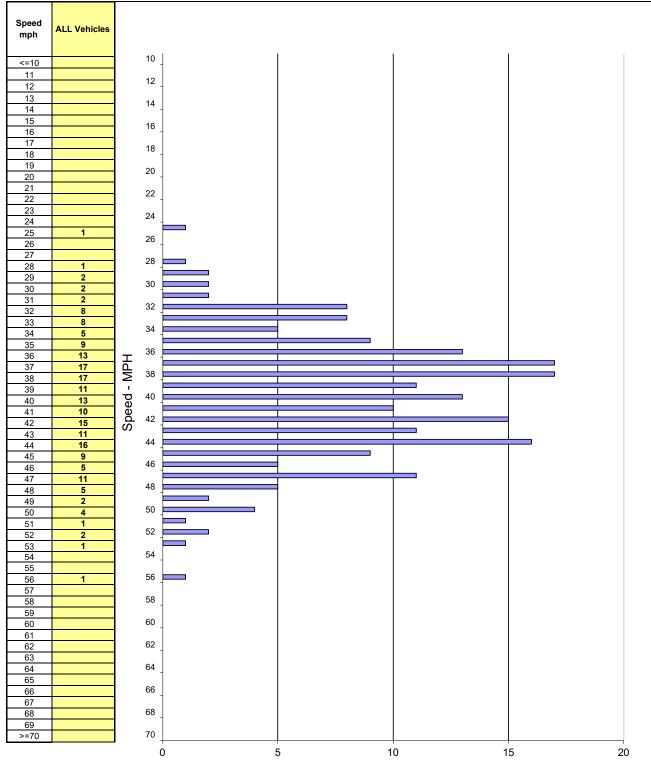
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Hillcrest Ave Bet. Sunset Dr & Davison Dr

TIME: 13:40-14:40 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-035

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	202	25 - 56	40 mph	46 mph	35 - 44	132	65%	14% / 29	21% / 41			

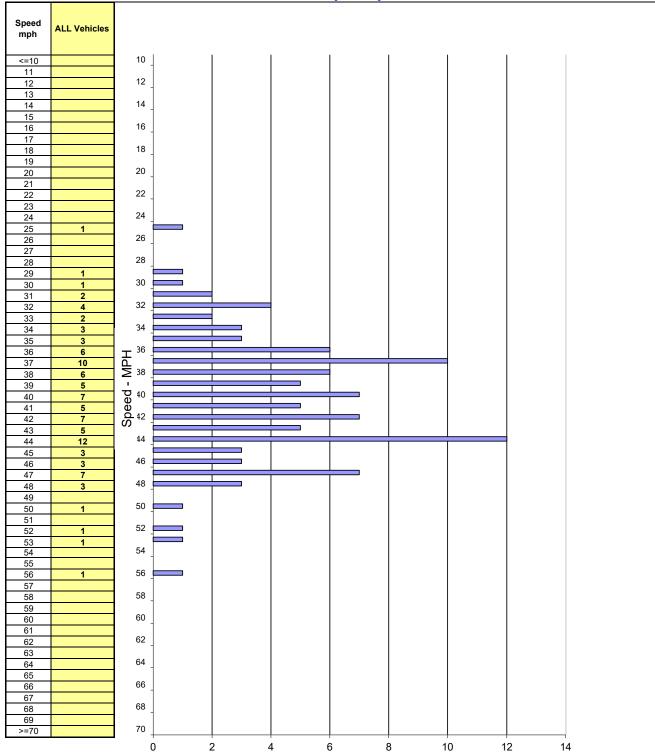
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Hillcrest Ave Bet. Sunset Dr & Davison Dr

TIME: 13:40-14:40 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-035

Northbound Spot Speeds



SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in				
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
ALL	100	25 - 56	40 mph	46 mph	35 - 44	66	66%	14% / 14	20% / 20		

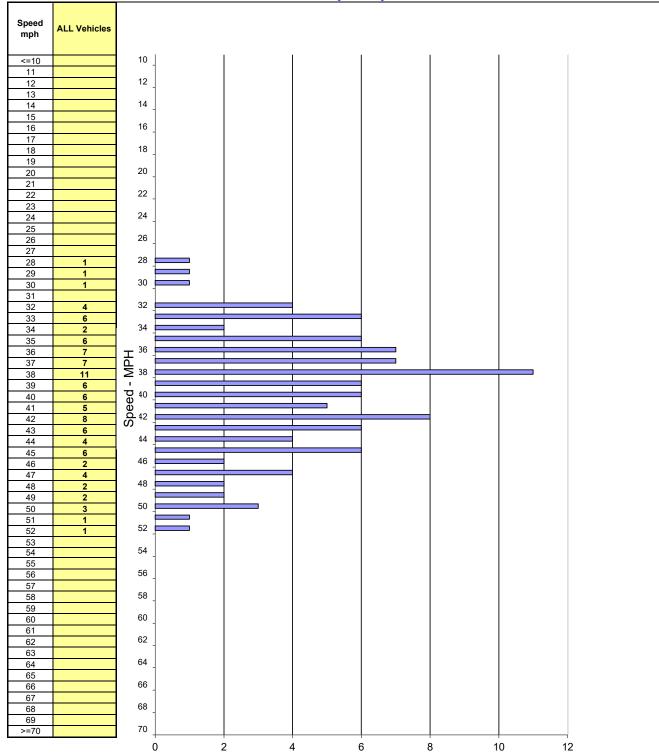
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Hillcrest Ave Bet. Sunset Dr & Davison Dr

TIME: 13:40-14:40 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-035

Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	102	28 - 52	39 mph	45 mph	35 - 44	66	65%	14% / 15	21% / 21			

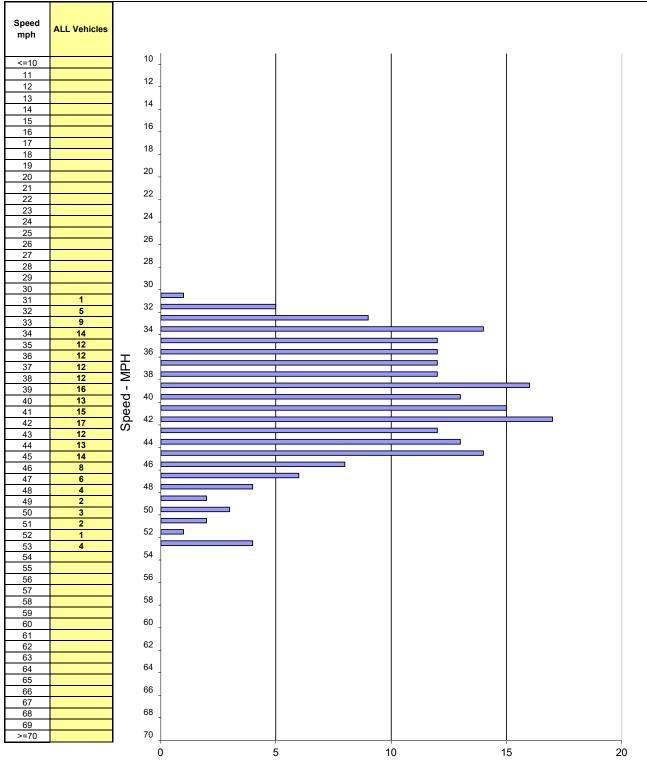
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Hillcrest Ave Bet. Davison Dr & Lone Tree Way

TIME: 11:15-11:55 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-036

Northbound & Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
Class	50th 85th 10 MPH Percent in Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
Class	Count	Range	reiceillie	reiceillie	race	# III Face	Face	/6 / # Delow Face	/6 / # Above Face			
ALL	207	31 - 53	40 mph	45 mph	36 - 45	136	66%	19% / 41	15% / 30			

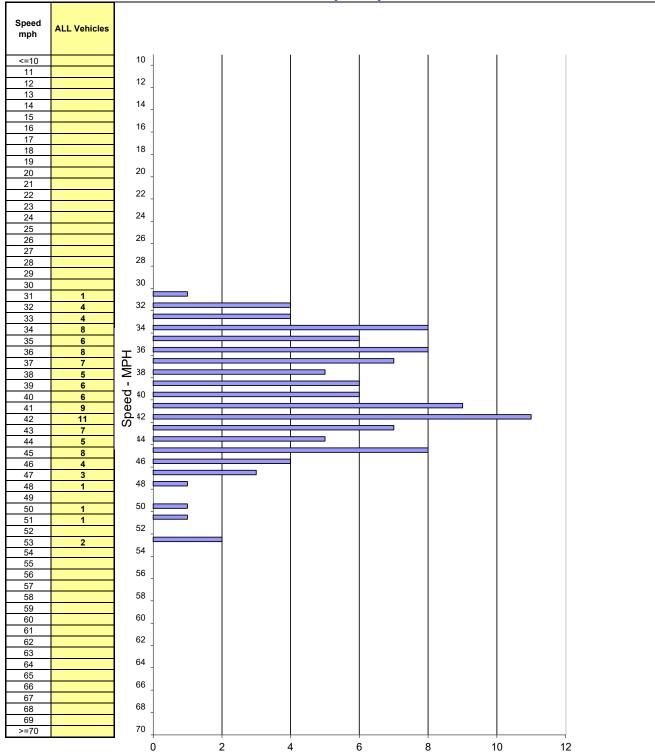
Prepared by: National Data & Surveying Services

City of Antioch

Location: Hillcrest Ave Bet. Davison Dr & Lone Tree Way
Posted Speed: 45 MPH Clear/Dry Project #: 21-08 DATE: 4/8/2021

Project #: 21-080049-036 TIME: 11:15-11:55

Northbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Clas	ss	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace		
AL	L	107	31 - 53	40 mph	45 mph	34 - 43	73	68%	8% / 9	24% / 25		

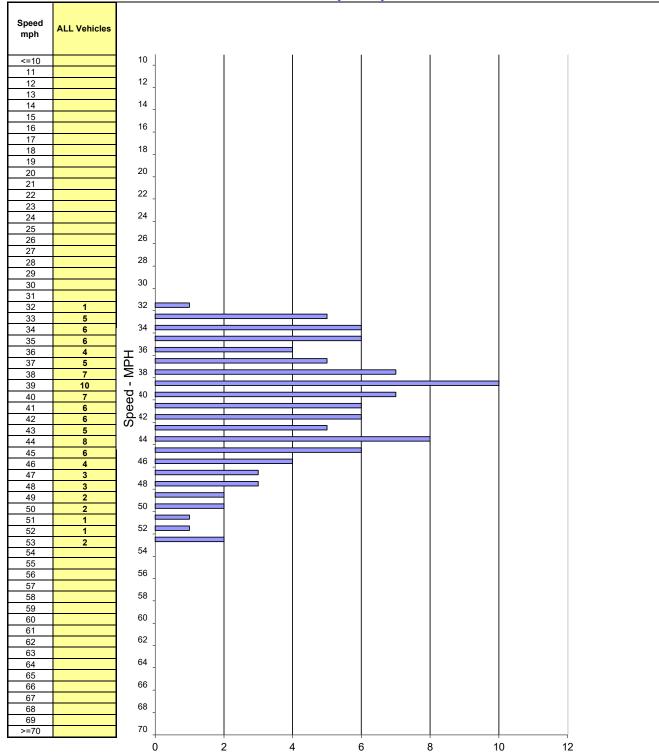
Prepared by: National Data & Surveying Services

City of Antioch

Location: Hillcrest Ave Bet. Davison Dr & Lone Tree Way
Posted Speed: 45 MPH Clear/Dry Project #: 21-08 DATE: 4/8/2021

Project #: 21-080049-036 TIME: 11:15-11:55

Southbound Spot Speeds



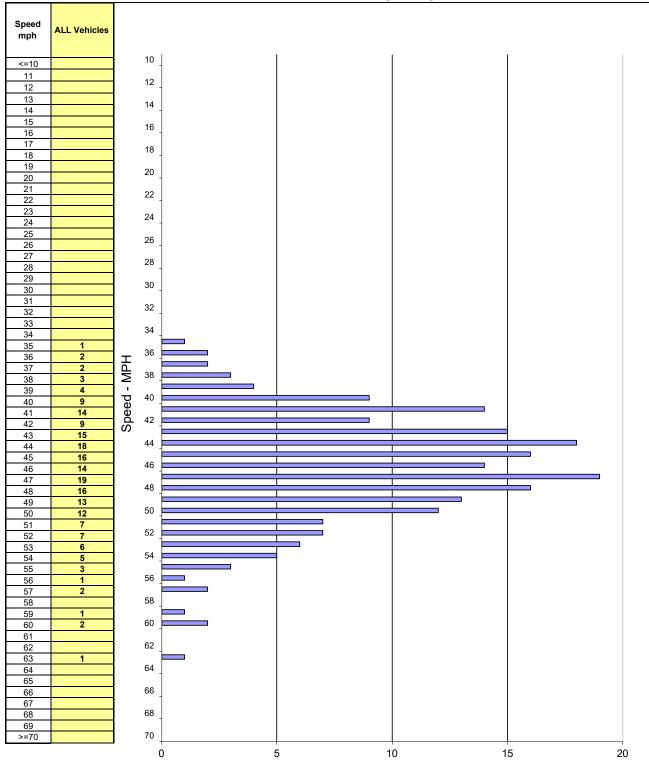
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	100	32 - 53	40 mph	46 mph	35 - 44	64	64%	12% / 12	24% / 24			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: James Donlon Blvd Bet. Somersville Rd & Contra Loma Blvd
TIME: 10:40-11:30 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-037

Eastbound & Westbound Spot Speeds



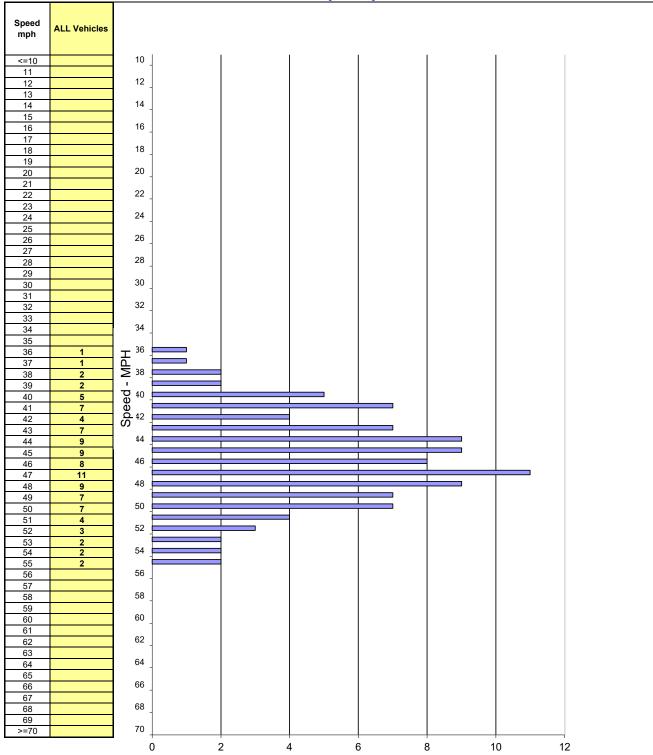
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	202	35 - 63	46 mph	51 mph	41 - 50	146	72%	10% / 21	18% / 35			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: James Donlon Blvd Bet. Somersville Rd & Contra Loma Blvd
TIME: 10:40-11:30 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-037

Eastbound Spot Speeds



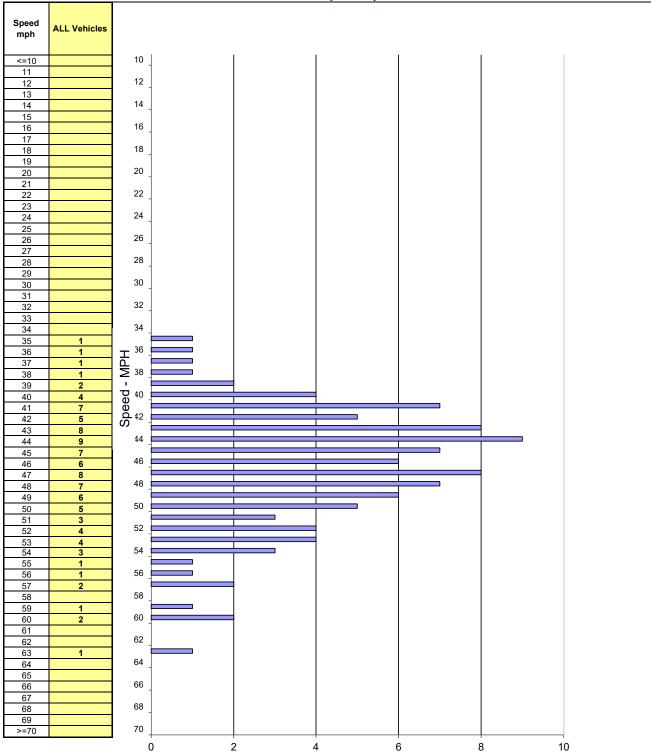
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	102	36 - 55	46 mph	50 mph	41 - 50	78	76%	10% / 11	13% / 13			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: James Donlon Blvd Bet. Somersville Rd & Contra Loma Blvd
TIME: 10:40-11:30 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-037

Westbound Spot Speeds



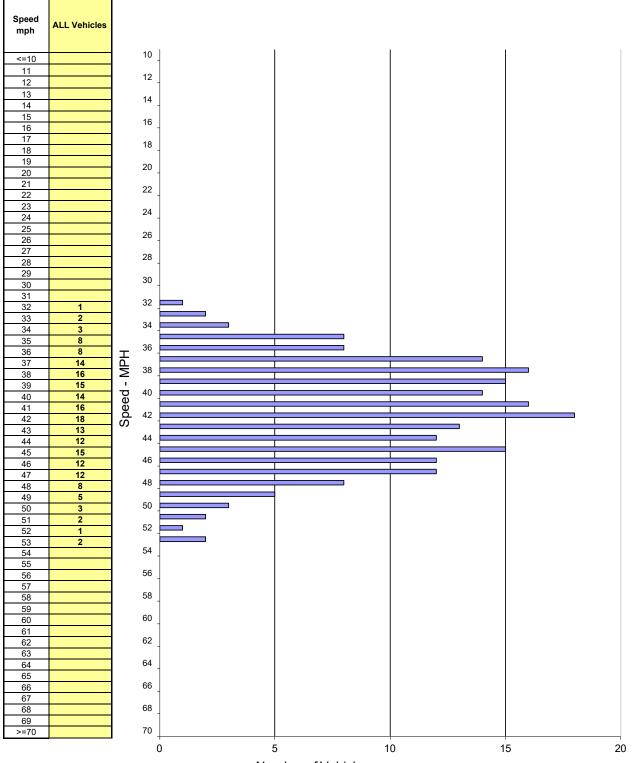
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	100	35 - 63	46 mph	52 mph	41 - 50	68	68%	10% / 10	22% / 22			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: James Donlon Blvd Bet. Contra Loma Blvd & Lone Tree Way
TIME: 10:15-11:05 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-038

Eastbound & Westbound Spot Speeds



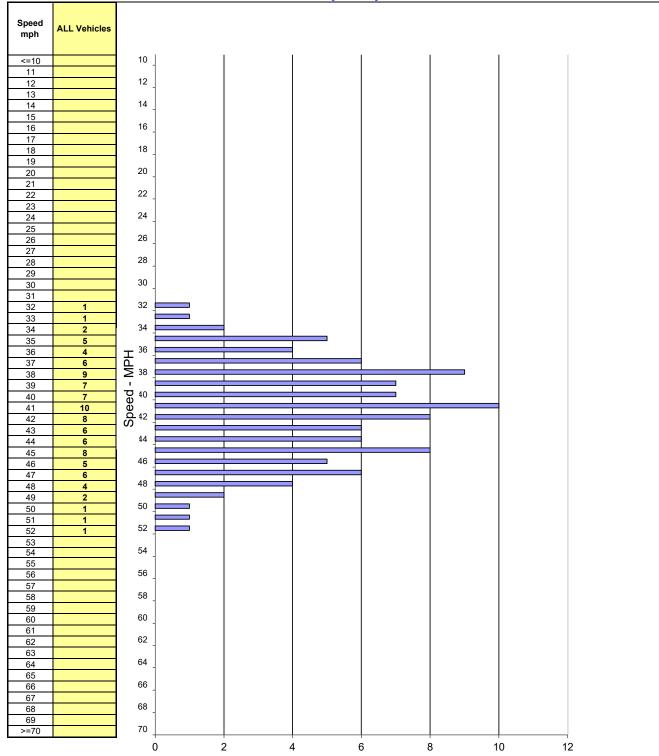
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	200	32 - 53	42 mph	47 mph	37 - 46	145	73%	11% / 22	17% / 33			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: James Donlon Blvd Bet. Contra Loma Blvd & Lone Tree Way
TIME: 10:15-11:05 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-038

Eastbound Spot Speeds



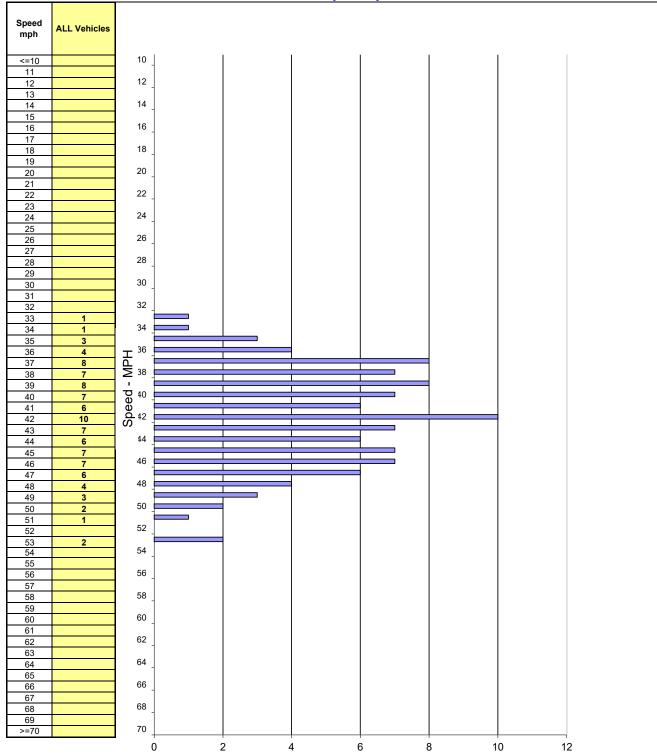
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	100	32 - 52	41 mph	46 mph	37 - 46	72	72%	13% / 13	15% / 15			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: James Donlon Blvd Bet. Contra Loma Blvd & Lone Tree Way
TIME: 10:15-11:05 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-038

Westbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
ALL	100	33 - 53	42 mph	47 mph	37 - 46	73	73%	9% / 9	18% / 18			

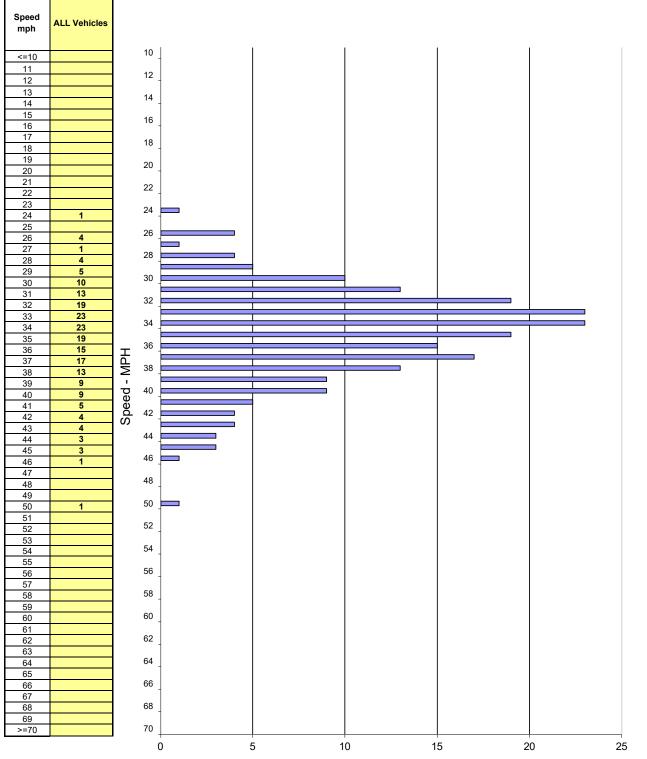
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Lone Tree Way Bet. SR 4 & Putnam St

TIME: 13:35-14:40 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-044

Northbound & Southbound Spot Speeds



	SPEED PARAMETERS											
Class	50th 85th 10 MPH Percent in Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
Ciass	Count	Range	reiceillie	reicentile	race	# III Face	race	/0 / # Delow Face	/0 / # Above race			
ALL	206	24 - 50	34 mph	39 mph	30 - 39	161	78%	7% / 15	15% / 30			

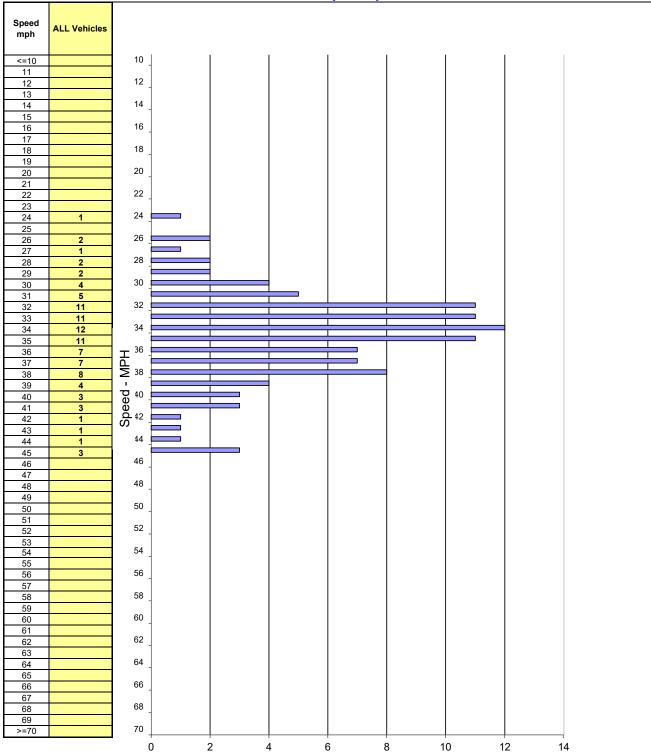
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Lone Tree Way Bet. SR 4 & Putnam St
Posted Speed: 35 MPH Clear/Dry Project

TIME: 13:35-14:40 Project #: 21-080049-044

Northbound Spot Speeds



	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	100	24 - 45	34 mph	39 mph	30 - 39	80	80%	8% / 8	12% / 12				

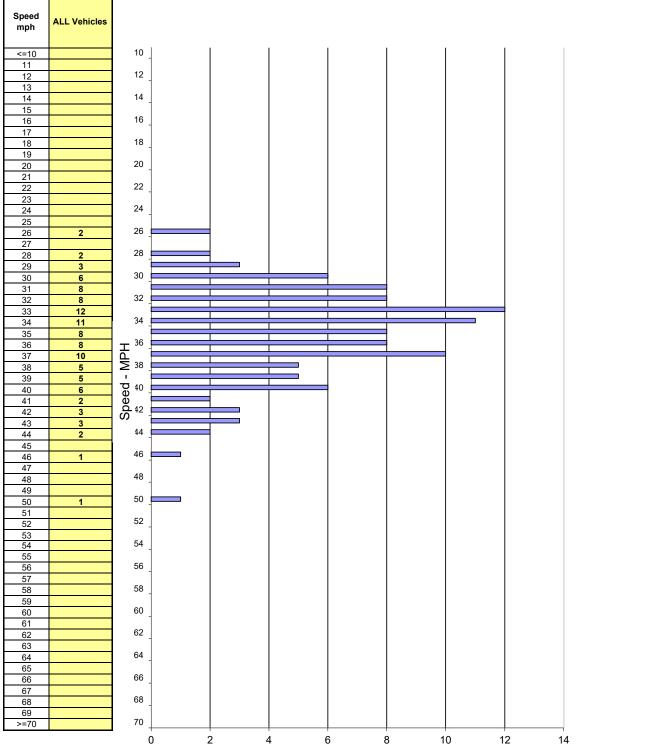
Prepared by: National Data & Surveying Services

City of Antioch

Location: Lone Tree Way Bet. SR 4 & Putnam St
Posted Speed: 35 MPH Clear/Dry Project DATE: 4/7/2021

TIME: 13:35-14:40 Project #: 21-080049-044

Southbound Spot Speeds



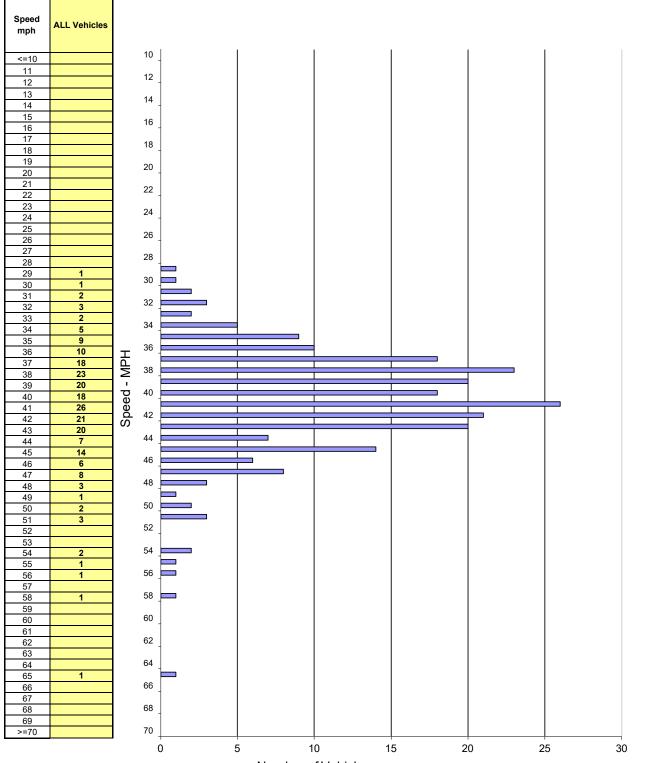
	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	106	26 - 50	35 mph	40 mph	30 - 39	81	76%	6% / 7	17% / 18				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Lone Tree Way Bet. Putnam St & James Donlon Blvd
TIME: 14:45-15:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-045

Northbound & Southbound Spot Speeds



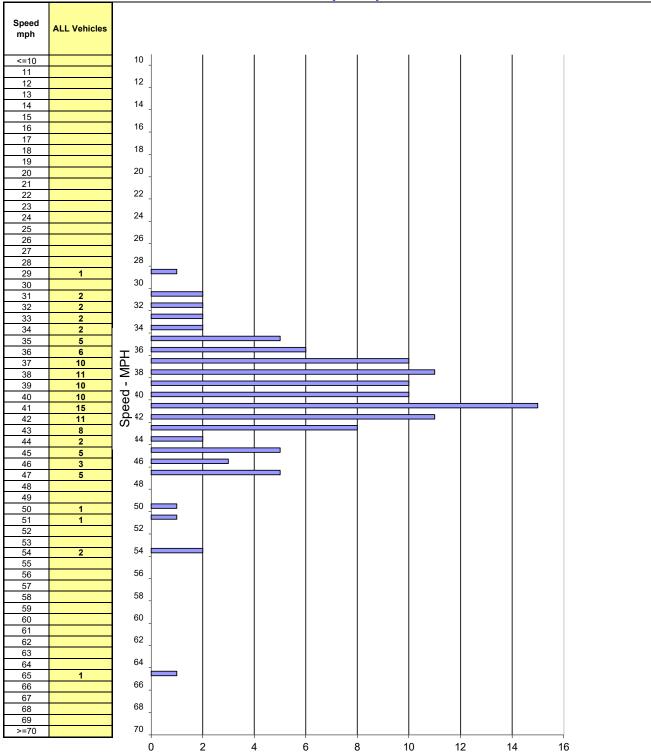
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	229	29 - 65	41 mph	45 mph	36 - 45	177	77%	10% / 23	13% / 29			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Lone Tree Way Bet. Putnam St & James Donlon Blvd
TIME: 14:45-15:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-045

Northbound Spot Speeds



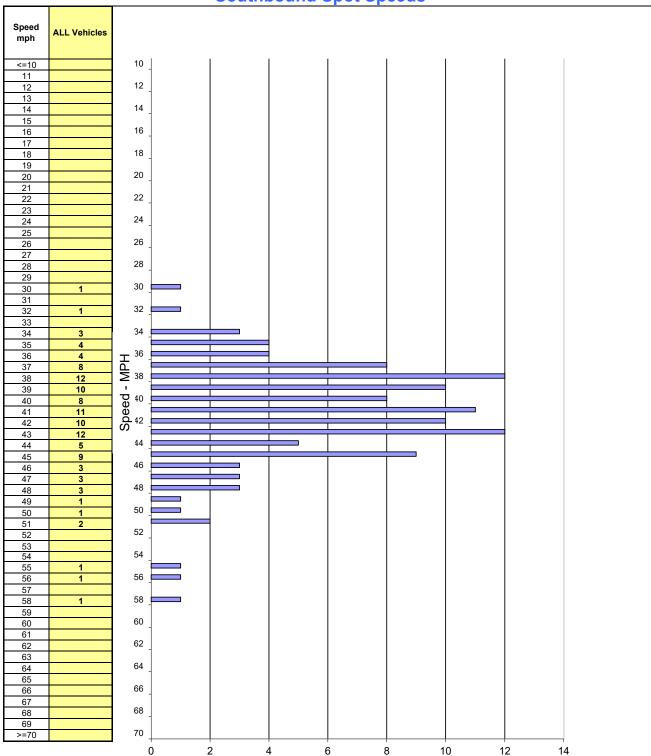
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	115	29 - 65	40 mph	45 mph	34 - 43	88	77%	6% / 7	18% / 20			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Lone Tree Way Bet. Putnam St & James Donlon Blvd
TIME: 14:45-15:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-045

Southbound Spot Speeds



Number of Vehicles

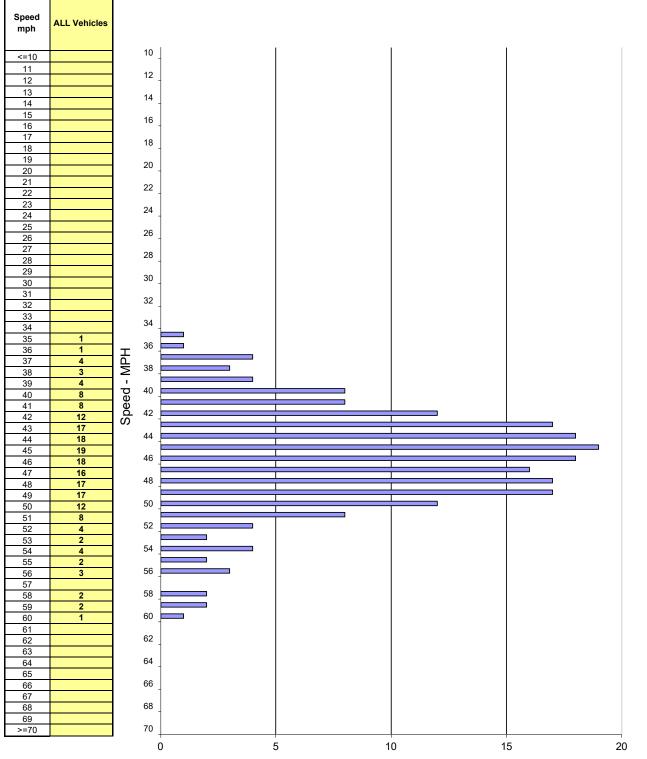
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
ALL	114	30 - 58	41 mph	45 mph	36 - 45	89	78%	7% / 9	15% / 16				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Lone Tree Way Bet. James Donlon Blvd & Deer Valley Rd
TIME: 09:15-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-046

Northbound & Southbound Spot Speeds



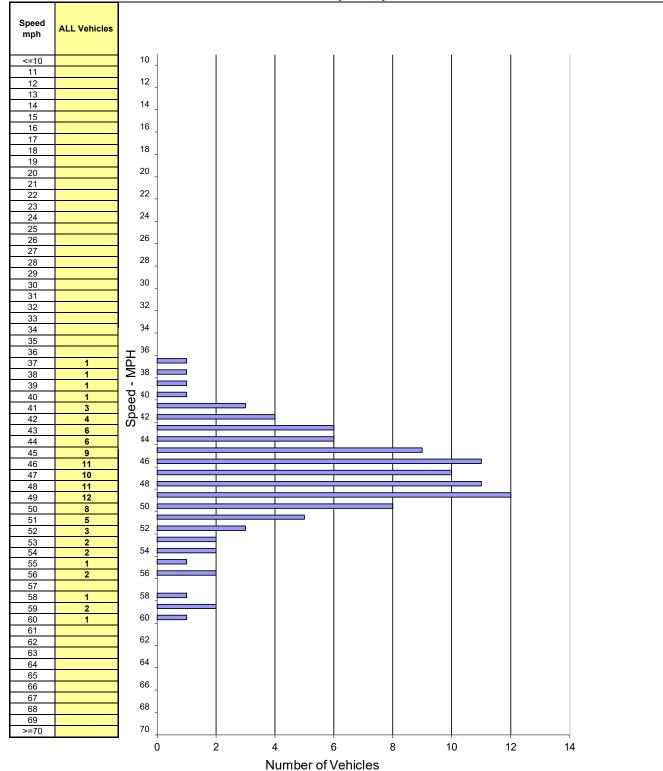
	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	203	35 - 60	46 mph	50 mph	41 - 50	154	76%	10% / 21	14% / 28			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Lone Tree Way Bet. James Donlon Blvd & Deer Valley Rd
TIME: 09:15-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-046

Northbound Spot Speeds



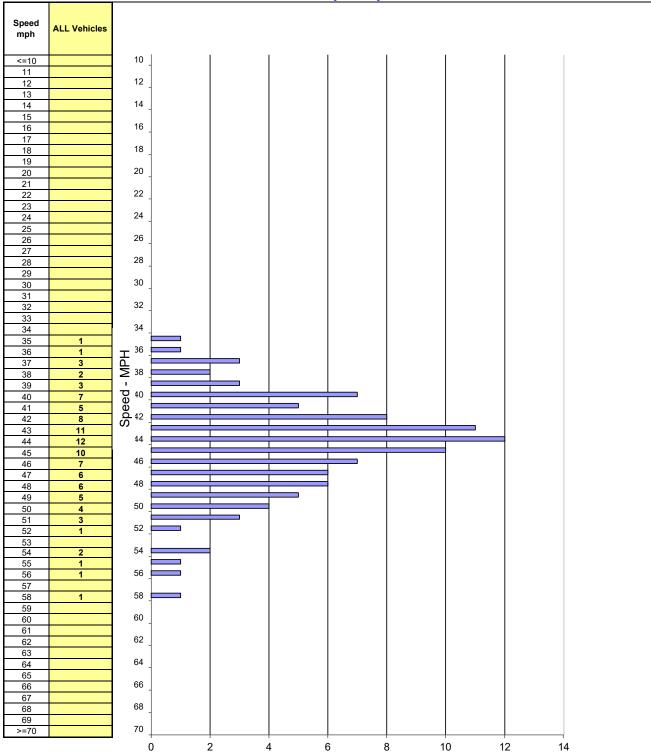
SPEED PARAMETERS 85th 10 MPH Percent in Pace 80% % / # Below Pace 6% / 7 % / # Above Pace 14% / 14 Percentile Count **Range** 37 - 60 Percentile Pace # in Pace Class ALL 103 47 mph 51 mph 42 - 51 82

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Lone Tree Way Bet. James Donlon Blvd & Deer Valley Rd
TIME: 09:15-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-046

Southbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
ALL	100	35 - 58	44 mph	49 mph	40 - 49	77	77%	10% / 10	13% / 13			

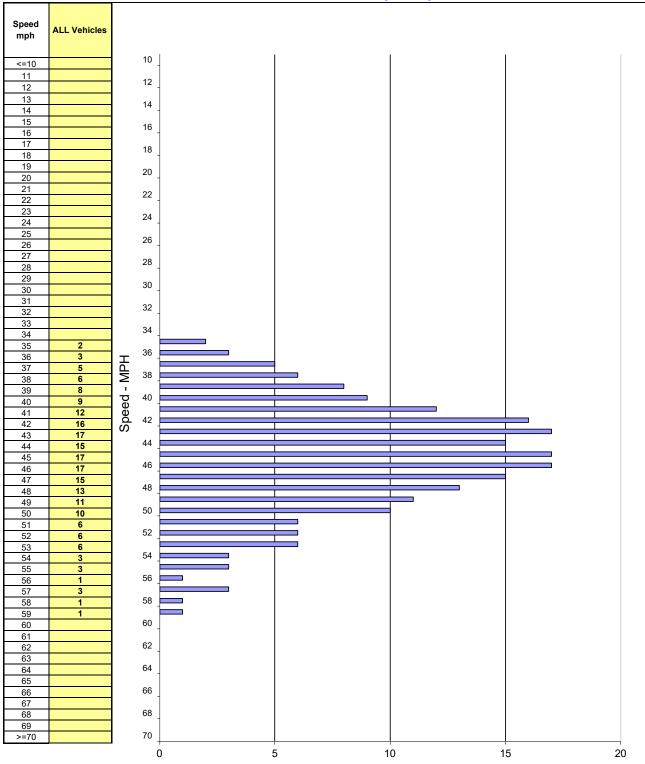
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Lone Tree Way Bet. Deer Valley Rd & East City Limits

TIME: 12:20-13:25 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-047

Eastbound & Westbound Spot Speeds



	SPEED PARAMETERS											
			50th	85th	10 MPH		Percent in					
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	206	35 - 59	45 mph	50 mph	41 - 50	143	69%	16% / 33	15% / 30			

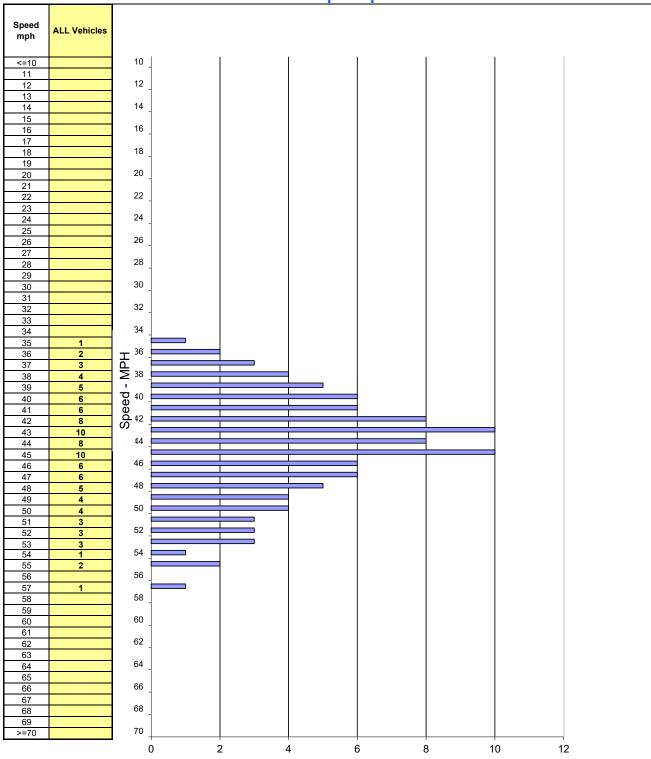
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Lone Tree Way Bet. Deer Valley Rd & East City Limits

TIME: 12:20-13:25 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-047

Eastbound Spot Speeds



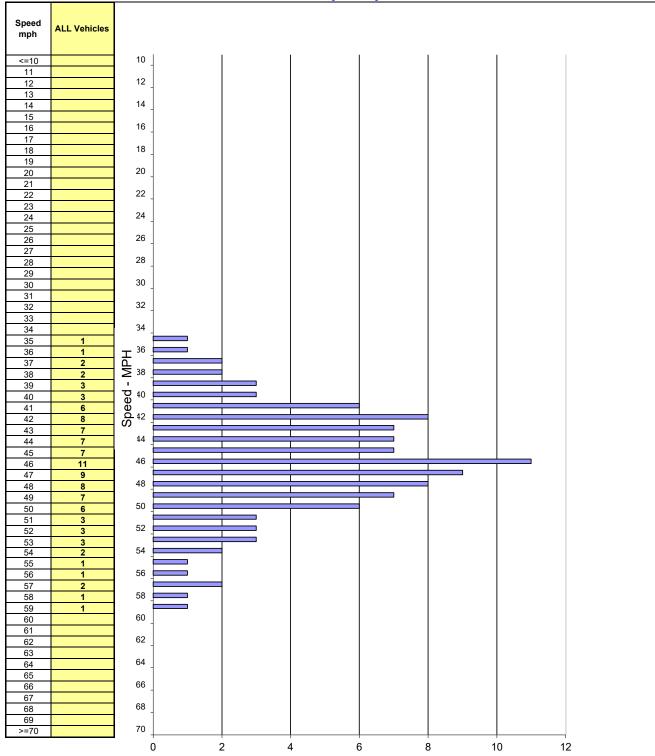
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace												
ALL	101	35 - 57	44 mph	50 mph	39 - 48	70	69%	9% / 10	21% / 21				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Lone Tree Way Bet. Deer Valley Rd & East City Limits
TIME: 12:20-13:25 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-047

Westbound Spot Speeds



	SPEED PARAMETERS												
			50th	85th	10 MPH		Percent in						
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	105	35 - 59	46 mph	51 mph	41 - 50	76	72%	11% / 12	17% / 17				

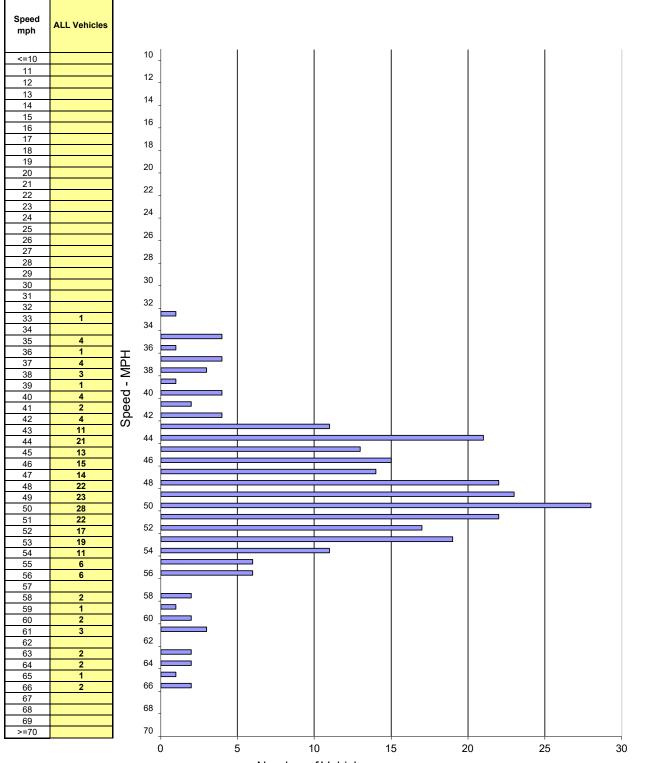
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Pittsburg-Antioch Hwy/W 10th St Bet. West City Limits & Auto Center Dr

TIME: 09:00-10:00 Posted Speed: 50 MPH Clear/Dry Project #: 21-080049-051

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL													

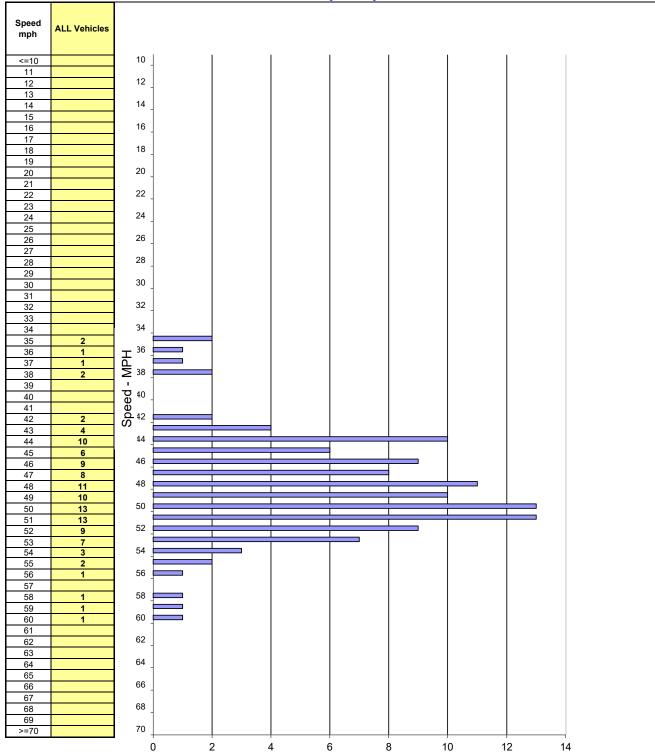
Prepared by: National Data & Surveying Services

City of Antioch

Location: Pittsburg-Antioch Hwy/W 10th St Bet. West City Limits & Auto Center Dr Posted Speed: 50 MPH Clear/Dry Project #: 21-080049-051 DATE: 4/7/2021

TIME: <u>09:00-1</u>0:00

Eastbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	117	35 - 60	49 mph	52 mph	44 - 53	96	82%	10% / 12	8% / 9				

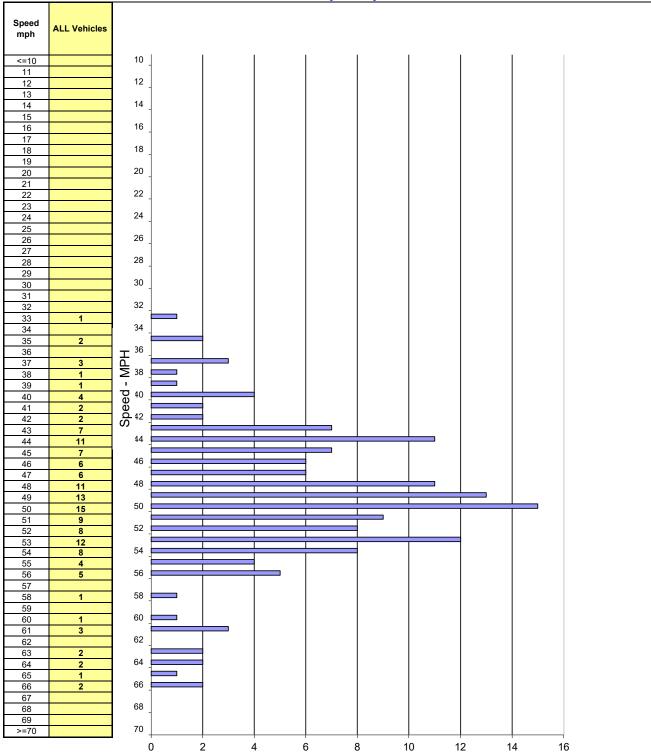
Prepared by: National Data & Surveying Services

City of Antioch

Location: Pittsburg-Antioch Hwy/W 10th St Bet. West City Limits & Auto Center Dr Posted Speed: 50 MPH Clear/Dry Project #: 21-080049-051 DATE: 4/7/2021

TIME: 09:00-10:00

Westbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	150	33 - 66	49 mph	54 mph	44 - 53	98	65%	15% / 23	20% / 29			

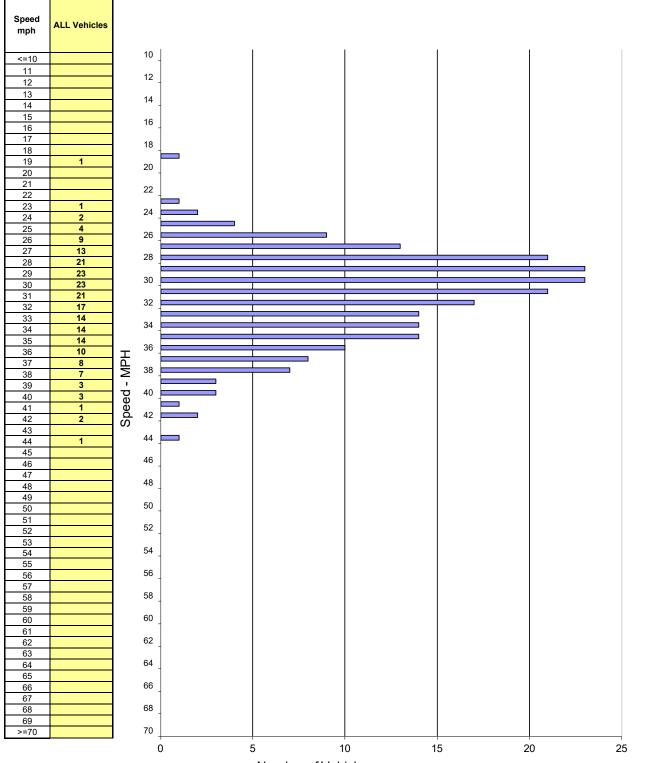
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Somersville Rd Bet. SR 4 & Buchanan Rd

TIME: 10:15-11:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-056

Northbound & Southbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
ALL	212	19 - 44	31 mph	36 mph	27 - 36	170	80%	8% / 17	12% / 25			

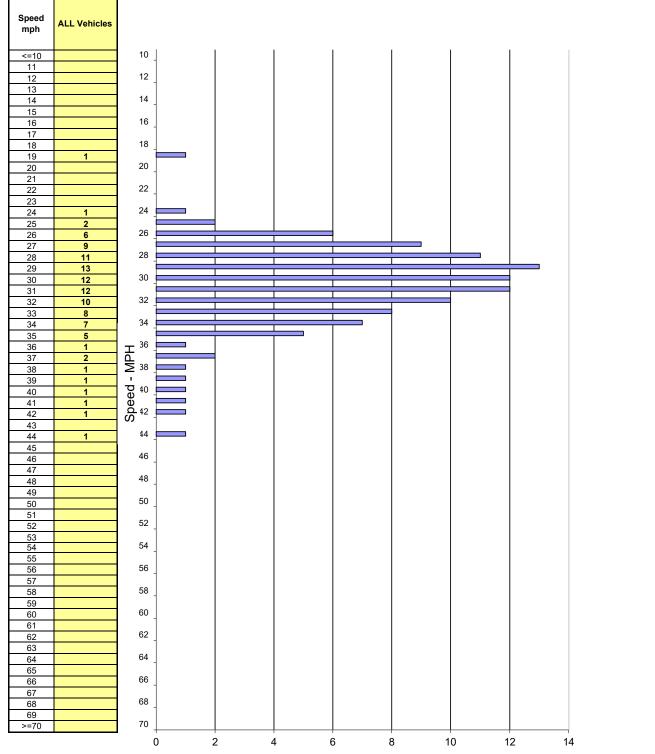
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Somersville Rd Bet. SR 4 & Buchanan Rd

TIME: 10:15-11:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-056

Northbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace			
ALL	106	19 - 44	30 mph	34 mph	26 - 35	93	88%	3% / 4	9% / 9			

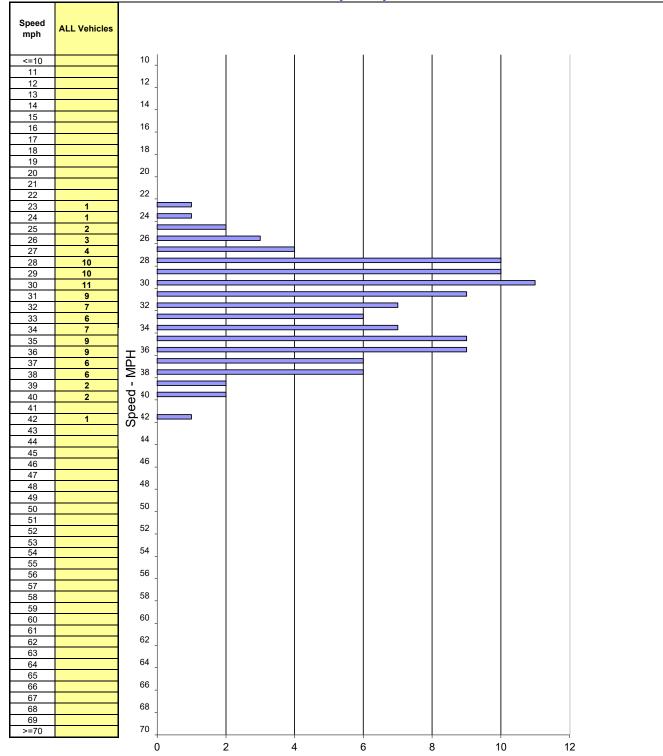
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/7/2021 Location: Somersville Rd Bet. SR 4 & Buchanan Rd

TIME: 10:15-11:30 Posted Speed: 35 MPH Clear/Dry Project #: 21-080049-056

Southbound Spot Speeds



	SPEED PARAMETERS											
	50th 85th 10 MPH Percent in											
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace											
ALL	106	23 - 42	32 mph	37 mph	28 - 37	84	79%	10% / 11	11% / 11			

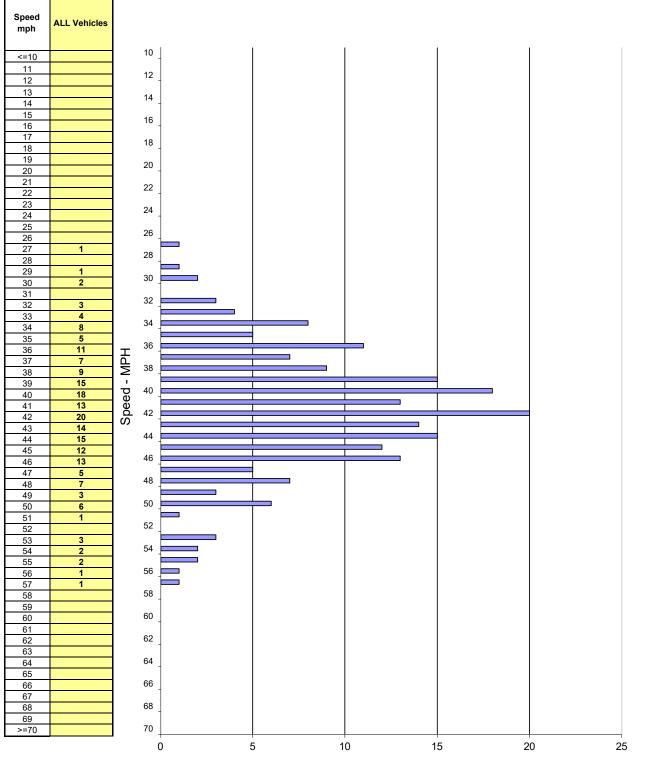
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Wilbur Ave Bet. Cavallo Rd & Minaker Dr

TIME: 14:30-15:25 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-065

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	202	27 - 57	42 mph	47 mph	37 - 46	136	67%	17% / 35	16% / 31				

Appendix D

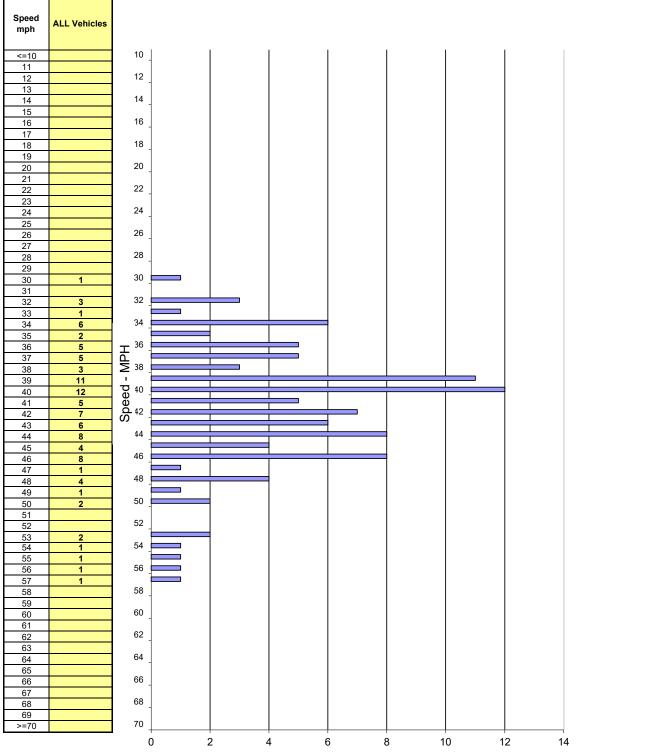
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Wilbur Ave Bet. Cavallo Rd & Minaker Dr

TIME: 14:30-15:25 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-065

Eastbound Spot Speeds



	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	101	30 - 57	41 mph	46 mph	37 - 46	69	68%	17% / 18	14% / 14				

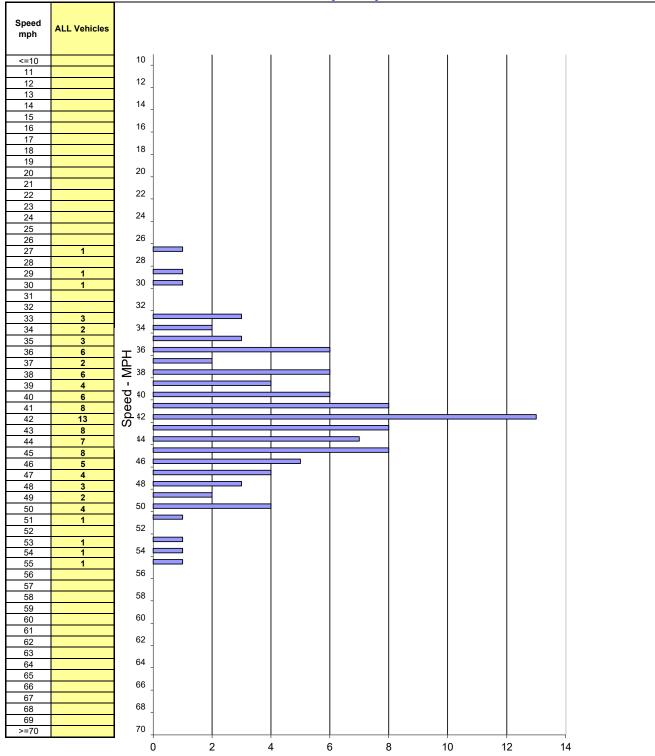
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Wilbur Ave Bet. Cavallo Rd & Minaker Dr

TIME: 14:30-15:25 Posted Speed: 40 MPH Clear/Dry Project #: 21-080049-065

Westbound Spot Speeds



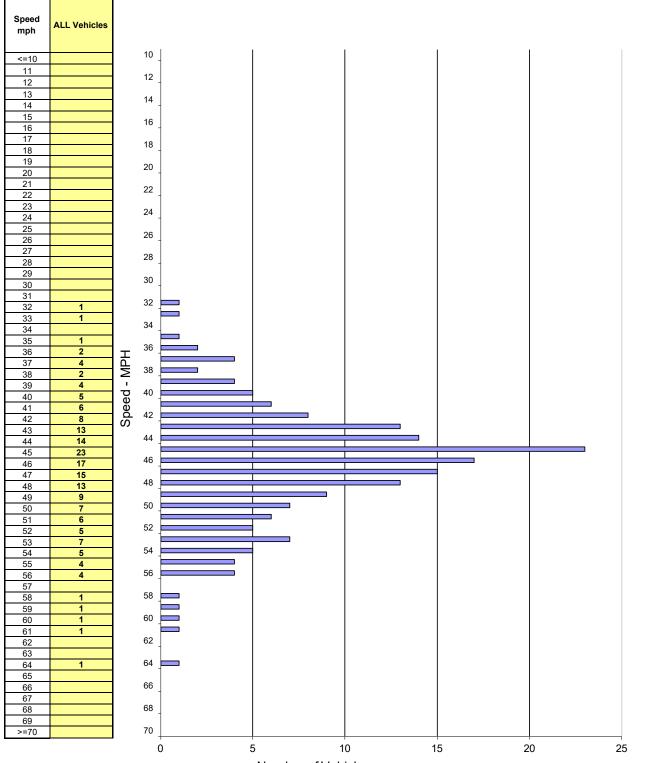
	SPEED PARAMETERS												
50th 85th 10 MPH Percent in													
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	101	27 - 55	42 mph	47 mph	38 - 47	69	68%	18% / 19	13% / 13				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wilbur Ave Bet. 1600' E/O Minaker Dr & East City Limits
TIME: 09:00-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-066

Eastbound & Westbound Spot Speeds



Number of Vehicles

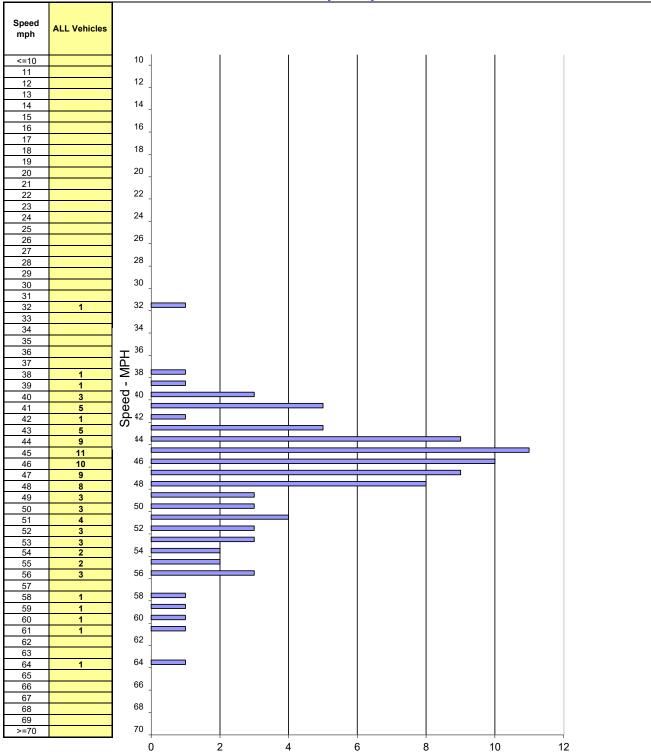
	SPEED PARAMETERS											
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace			
Class	Count	Range	reiceillie	reicennie	race	# III Face	race	/6 / # Delow Face	/0 / # ADOVE Face			
ALL	181	32 - 64	46 mph	52 mph	41 - 50	125	69%	11% / 20	20% / 36			

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wilbur Ave Bet. 1600' E/O Minaker Dr & East City Limits
TIME: 09:00-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-066

Eastbound Spot Speeds



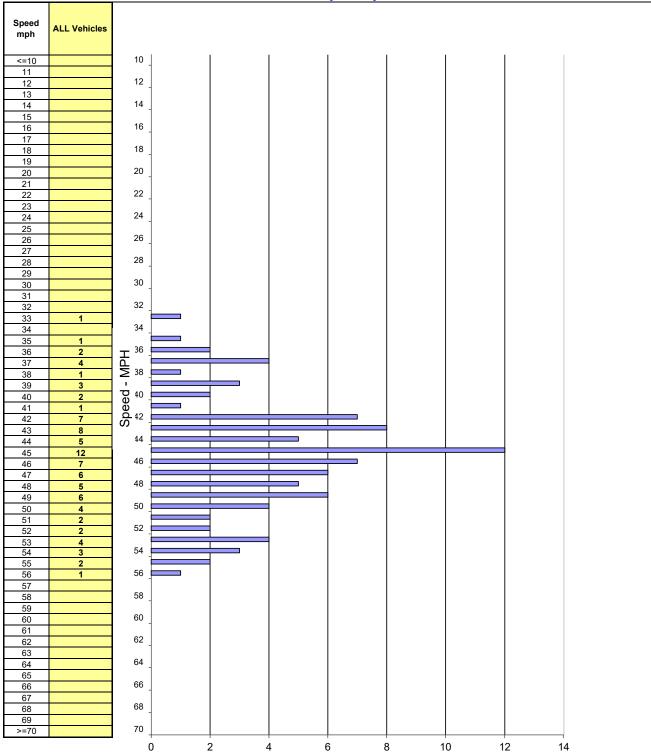
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	92	32 - 64	46 mph	53 mph	43 - 52	65	71%	13% / 12	17% / 15				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wilbur Ave Bet. 1600' E/O Minaker Dr & East City Limits
TIME: 09:00-10:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-066

Westbound Spot Speeds



Number of Vehicles

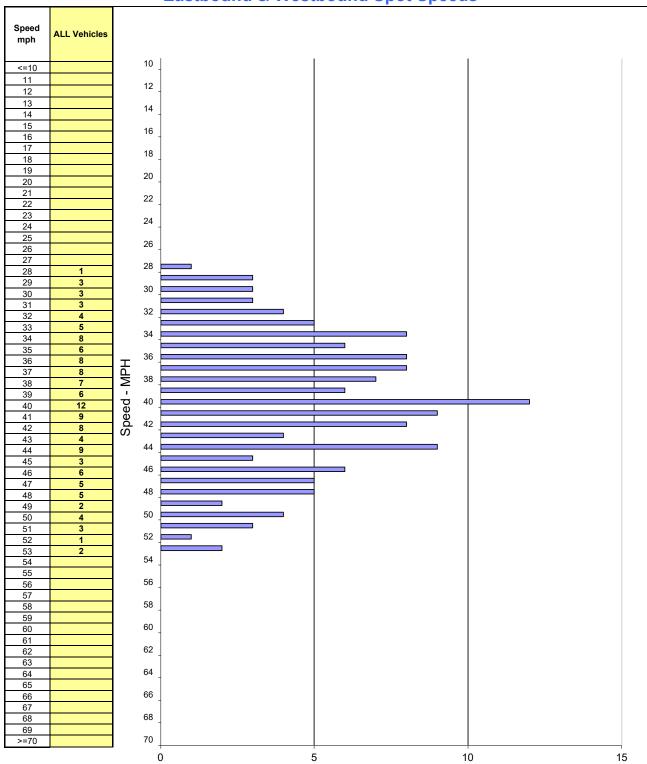
	SPEED PARAMETERS												
	50th 85th 10 MPH Percent in												
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace				
ALL	89	33 - 56	45 mph	51 mph	42 - 51	62	70%	16% / 15	14% / 12				

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wild Horse Rd Bet. Hillcrest Ave & Sweet Water St
TIME: 10:20-12:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-067

Eastbound & Westbound Spot Speeds



Number of Vehicles

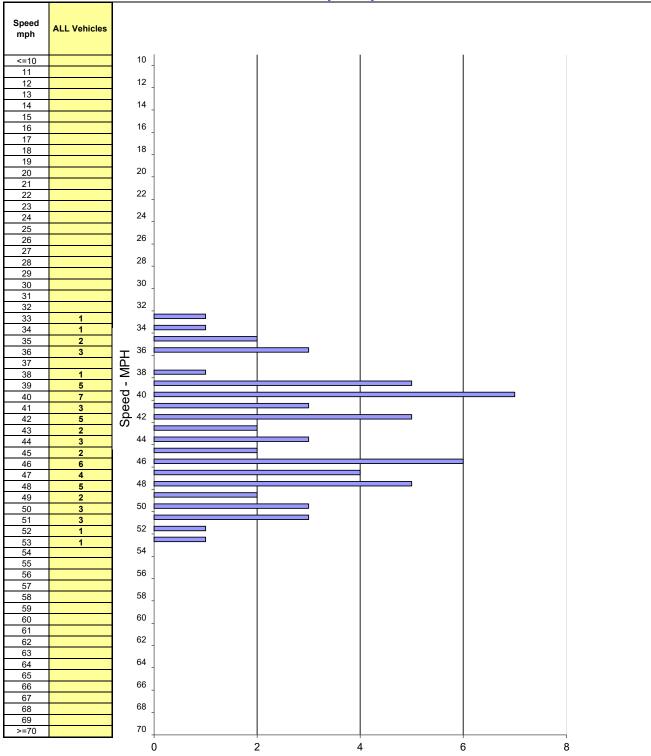
				SF	PEED PAR	RAMETERS	3		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	135	28 - 53	40 mph	47 mph	33 - 42	77	57%	10% / 14	33% / 44

Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wild Horse Rd Bet. Hillcrest Ave & Sweet Water St
TIME: 10:20-12:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-067

Eastbound Spot Speeds



				SF	PEED PAR	RAMETERS	}		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	60	33 - 53	43 mph	49 mph	39 - 48	42	70%	13% / 8	17% / 10

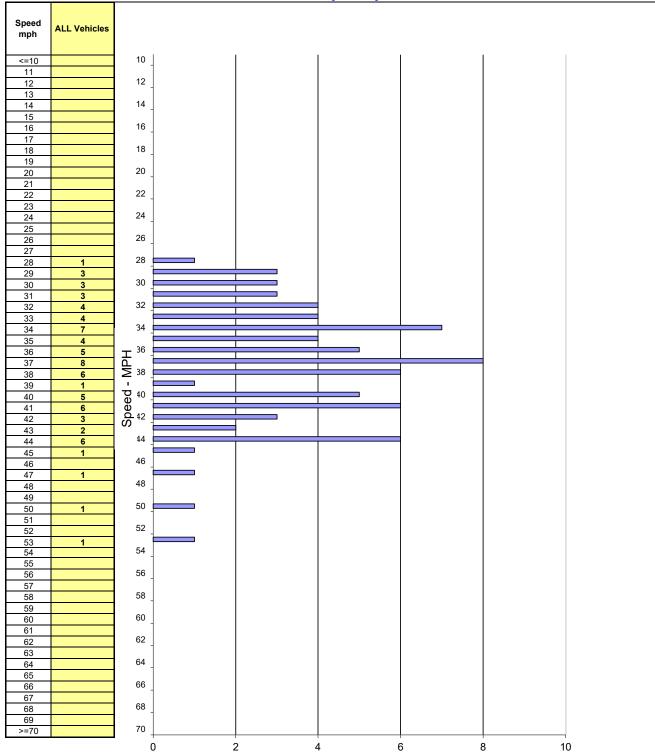
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/9/2021 Location: Wild Horse Rd Bet. Hillcrest Ave & Sweet Water St

TIME: 10:20-12:00 Posted Speed: 45 MPH Clear/Dry Project #: 21-080049-067

Westbound Spot Speeds



				SF	PEED PAR	RAMETERS	}		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	75	28 - 53	37 mph	43 mph	32 - 41	50	67%	13% / 10	20% / 15

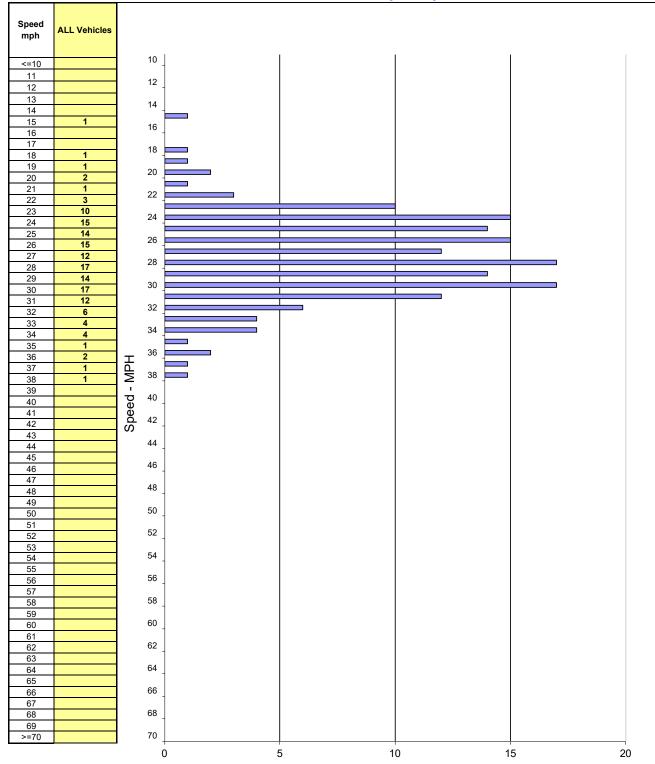
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021 Location: Worrell Rd Bet. Lone Tree Way & Garrow Dr

TIME: 13:50-15:30 Posted Speed: 25 MPH Clear/Dry Project #: 21-080049-068

Eastbound & Westbound Spot Speeds



Number of Vehicles

				SF	PEED PAR	RAMETERS	3		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	154	15 - 38	28 mph	31 mph	23 - 32	132	86%	5% / 9	9% / 13

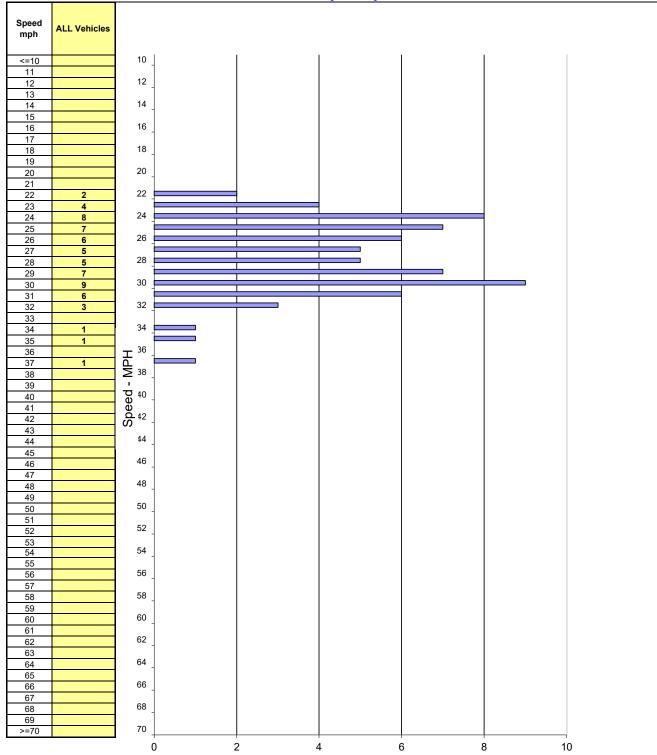
Prepared by: National Data & Surveying Services

City of Antioch

Location: Worrell Rd Bet. Lone Tree Way & Garrow Dr
Posted Speed: 25 MPH Clear/Dry Project #: 21 **DATE: 4/8/2021**

TIME: 13:50-15:30 Project #: 21-080049-068

Eastbound Spot Speeds



				SF	PEED PAR	RAMETERS	3		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	65	22 - 37	28 mph	31 mph	23 - 32	60	92%	3% / 2	5% / 3

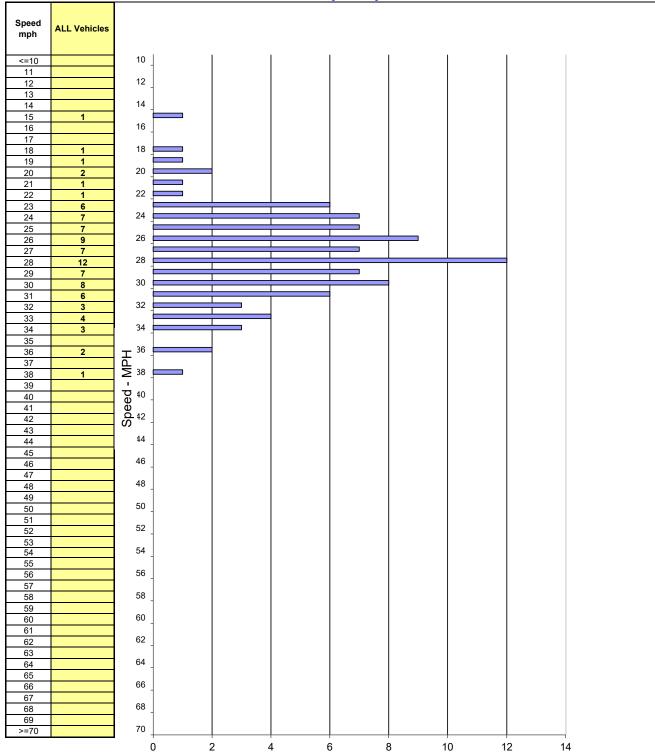
Prepared by: National Data & Surveying Services

City of Antioch

DATE: 4/8/2021

Location: Worrell Rd Bet. Lone Tree Way & Garrow Dr
Posted Speed: 25 MPH Clear/Dry Project #: 21 TIME: 13:50-15:30 Project #: 21-080049-068

Westbound Spot Speeds



				SF	PEED PAR	RAMETERS	3		
			50th	85th	10 MPH		Percent in		
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	89	15 - 38	28 mph	31 mph	23 - 32	72	81%	7% / 7	12% / 10

APPENDIX E

Radar/Lidar Gun and Operator(s) Certifications



16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility..

4 R. T. \$ \$ T. \$ \$ T. \$ \$ T. \$ \$ \$ \$ \$ \$ \$	§ 2.4 / § 5.4 TUNING FORK CALIBRATION § 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Make: Kustom Electronics Counting unit S/N Low speed fork S/N High speed fork S/N Stationary mode Moving mode Opposite Direction Moving mode	Last d Last d Fork sp	Antenna-1 Slate calib.	Runner S/N N/ Freq. (Hz) Freq. (Hz)	A	Speed (mph	Anteni) Measu) Measu		Same direction Yes N/A PASS	on ≱ No FAIL
3 T C S S T S T S T S T S T S S T S S T S S T S S S T S S S S T S	§ 2.4 / § 5.4 TUNING FORK CALIBRATION § 2.5 / § 5.5 RADAR DEVICE TUNING FORK	Low speed fork S/N High speed fork S/N Stationary mode Moving mode Opposite Direction	Last d Last d Fork sp Disp. Sp	late calib.	Freq. (Hz)		Speed (mph) Measu) Measu	red (Hz)		FAIL
4 R. T. \$ \$ T. \$ \$ T. \$ \$ T. \$ \$ \$ \$ \$ \$ \$	TUNING FORK CALIBRATION § 2.5 / § 5.5 RADAR DEVICE TUNING FORK	Low speed fork S/N High speed fork S/N Stationary mode Moving mode Opposite Direction	Last d Last d Fork sp Disp. Sp	late calib.	Freq. (Hz)		Speed (mph) Measu		PASS	FAIL
4 R. T. \$ \$ T. \$ \$ T. \$ \$ T. \$ \$ \$ \$ \$ \$ \$	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK	Stationary mode Moving mode Opposite Direction	Fork sp Disp. Sp	peed (mph)					red (Hz)	PASS	FAIL
5 S TI	RADAR DEVICE TUNING FORK	Moving mode Opposite Direction	Disp. S ₁		L	o fork		11.			
5 S TI	RADAR DEVICE TUNING FORK	Moving mode Opposite Direction	Disp. S ₁			Lo fork			h fork		
5 S TI	RADAR DEVICE TUNING FORK	Opposite Direction		need (mph)	eed (mph)				65	-	
5 S T S S S S S S S S S S S S S S S S S		Opposite Direction	TARGET	peca (inpin)				Oisplayed.	65		FAII
5 TI		Moving mode	(Hi fork -	SPEED - Lo fork)	Expected. (mph)	N/		(mph)	N/A	(PASS)	FAIL
5 TI		Same Direction	TARGET Hi fork + Ho fork -	Lo fork	Expected. (mph)	N/		Displayed. mph)	N/A		
5 TI	006110061	Standard supply	F	Antenna 1	2// 10/	.,	Antenna		N/A		
6 PC 7 L 8 DC	§ 2.6.1. / § 5.6.1 TRANSMISSION	Standard supply	F	Antenna 1	24.109		Freq. GH Antenna	2	N/A	(PASS)	FAIL
7 L	FREQUENCY STABILITY	Voltage – 20% (V) 10 Standard supply		Antenna 1	24.104		Freq. GH Antenna	2	N/A		.,
7 L	§ 2.6.5 / § 5.6.5	voltage + 20% (V) 16 Mfg. Spec.		Freq. GHz Antenna 1	24.10	4	Freq. GH		N/A		
8 DO	OWER DENSITY	(max mW/cm) ≤		Power (mW/cn		3	Power (m	,	N/A	PASS	FAIL
8 DO	§ 2.8 / § 5.8 LOW VOLTAGE		0.8 V (VA activates V)	9.7	7	LVA dea (V)	/	10.6	PASS	FAIL
	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlaB. Functioning audio					∠ Ye			PASS	FAIL
9 §	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.			Test res	sults	32	<u>,</u>		PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only target B. Selects only target				□ Yes		₫N.A. ₫N.A.		PASS	FAIL
		Stationary mode:	I	ow speed speed	c. 20		Lo speed	disp.	20		
8'	§ 2.12.7 / § 2.12.8 /	target channel (mph)	I	Hi speed spec.	199		Hi speed	disp.	199		
	5.12.7 / 5.12.8	Moving Mode	I	ow speed speed	c. N/A		Lo speed	disp. I	N/A	PASS	FAIL
	LOW AND HIGH SPEED DISPLAY	target channel (mph)	I	Hi speed spec.	N/A		Hi speed	disp.	N/A	FASS	FAIL
	TEST	Moving Mode:	1	ow speed speed	c. N/A		Lo speed	disp. I	N/A		
		patrol channel (mph)	F	Hi speed spec.	N/A		Hi speed	disp. I	N/A		
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL
1 4	LABORATORY COMMENTS										
14	NHTSA/IACP CERTIFICATION	This radar device Highway Safety A						tion 4080)2 .E	onal Traffic YPASS □	FAIL
15		/ -		1.50	um	en		Da	te: 10	-31-1	8



16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility.

	Westminster, Calif	f. 92683									
1	TEST ID	Date Received	8	Certification	Number 3496	5					
	DEMOS ID	Make: Kustom Electronics		Model: Fa	lcon and Runner		e (1-IV)	56000	rectional radar Yes No	Same directi	on No
2	DEVICE ID	Counting unit S/N	_	Antenna-1 S/N N/A				Aı	ntenna-2 S/N	N/A	
	§ 2.4 / § 5.4	Low speed fork S/N	Last	date calib.	Freq. (Hz) Speed (mph)			ph) M	easured (Hz)		
3	TUNING FORK CALIBRATION	High speed fork S/N	Last	date calib.	Freq. (Hz) Speed (mph)			ph) M	easured (Hz)	PASS	FAIL
					Lo fork				High fork		
		Carting and In	Fork s	peed (mph)		35			65		
	§ 2.5 / § 5.5	Stationary mode	Disp. S	peed (mph)		35	_		65		
4	RADAR DEVICE TUNING FORK TESTS	Moving mode Opposite Direction		T SPEED – Lo fork)	Expected (mph)		/ A	Display (mph)	ed. N/A	PASS	FAIL
		Moving mode Same Direction	Hi fork	T SPEED - Lo fork - Lo fork	Expected (mph)		/ A	Display (mph)	N/A		
	§ 2.6.1. / § 5.6.1	Standard supply Voltage (V) 13		Antenna 1 Freq. GHz Z	4.17	/	Anteni Freq. (N/A		
5	TRANSMISSION	Standard supply Voltage – 20% (V) 10		Antenna 1	24.1		Anteni Freq. (N/A	PASS	FAIL
	FREQUENCY STABILITY	Standard supply		Antenna 1	24.1		Anteni Freq. (na 2	N/A		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec.		Antenna 1 Power (mW/cr		63	Anten) N/A	PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤1		LVA activates	9	,3	LVA (deactivate	10.6	PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correla B. Functioning audio	ites with re	ceived Dopple	r signal				□ No	PASS	FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.		*	Test re	sults	37			PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targe B. Selects only targe			ar	□ Ye			N.A. N.A.	PASS	FAIL
		Stationary mode:		Low speed spe	c. 20		Lo spe	eed disp.	20		
		target channel (mph)		Hi speed spec.	199		Hi spe	ed disp.	199		
	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode		Low speed spe	ec. N/A		Lo spe	eed disp.	N/A	(2488	EAU
11	LOW AND HIGH SPEED DISPLAY	target channel (mph)		Hi speed spec.	N/A		Hi spe	ed disp.	N/A	PASS	FAIL
	TEST	Moving Mode:		Low speed spe	ec. N/A		Lo spe	eed disp.	N/A		
		patrol channel (mph)		Hi speed spec.	N/A	1	Hi spe	ed disp.	N/A		
12	§ 2.13 / § 5.13 RFI TEST								L. P. A.	PASS	FAIL
13	LABORATORY COMMENTS										
14	NHTSA/IACP CERTIFICATION	This radar device Highway Safety A								PASS	FAIL
15	INVENTORY	□ Fork Cert □ □ Carrying Case □		please list)	Ant.	0 F	Remote	□ B		,,,	



16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received	0	Certification	Number	-					
		Make: Kustom Electronics	8	Model: Fa	lcon and Runner		e (1-IV)		pirectional radar Yes No	Same direction	on No
2	DEVICE ID	Counting unit S/N	90	Antenna-1		A		A	ntenna-2 S/N	N/A	
	§ 2.4 / § 5.4	Low speed fork S/N	Last	date calib.	Freq. (Hz) Speed (mph)			iph) N	feasured (Hz)		
3	TUNING FORK CALIBRATION	High speed fork S/N	Last	date calib.	Freq. (Hz	:)	Speed (m	iph) M	leasured (Hz)	PASS	FAIL
					I	o forl	(High fork		
		Stationary mode	Fork s	peed (mph)		35			65		
	§ 2.5 / § 5.5	Stationary mode	Disp. S	peed (mph)		35	-		65		
4	RADAR DEVICE TUNING FORK TESTS	Moving mode Opposite Direction		Γ SPEED – Lo fork)	Expected (mph)		/ A	Display (mph)	TILA	PASS	FAIL
		Moving mode Same Direction	TARGET Hi fork + Ho fork -		Expected (mph)		/ A	Display (mph)	yed. N/A		
	§ 2.6.1. / § 5.6.1	Standard supply Voltage (V) 13		Antenna 1 Freq. GHz	24.18	6	Anteni Freq. (N/A		
5	TRANSMISSION	Standard supply		Antenna 1			Anteni	na 2		PASS	FAIL
	FREQUENCY STABILITY	Voltage – 20% (V) 10 Standard supply		Freq. GHz Antenna I	24.18		Freq. (N/A		
	00/5/05/5	voltage + 20% (V) 16 Mfg. Spec.		Freq. GHz Antenna 1	24.1	80	Freq. (N/A		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	(max mW/cm) ≤	5	Power (mW/cr		11	Power	(mW/cm		PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤1	0.001.000	LVA activates (V)	9.8	3	(V)	deactivate	10.9	PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correla B. Functioning audio			er signal			Yes Yes	□ No □ No	(PASS)	FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.			Test re	esults	3	32		PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targe B. Selects only targe			ar	□ Ye			N.A. N.A.	PASS	FAIL
	/	Stationary mode:	1	Low speed spe	ec. 20		Lo spe	eed disp.	20		
	62127/62120/	target channel (mph)	1	Hi speed spec.	199		Hi spe	ed disp.	199		
1,	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode	1	Low speed spe	ec. N/A		Lo spe	eed disp.	N/A	PASS	FAIL
11	LOW AND HIGH SPEED DISPLAY	target channel (mph)	1	Hi speed spec.	N/A		Hi spe	ed disp.	N/A	PASS	FAIL
	TEST	Moving Mode:	1	Low speed spe	c. N/A		Lo spe	eed disp.	N/A		
		patrol channel (mph)	1	Hi speed spec.	N/A	1	Hi spe	ed disp.	N/A		
12	§ 2.13 / § 5.13 RFI TEST			11/27						PASS	FAIL
13	LABORATORY					TOTAL PROPERTY.					
	COMMENTS	This radar device	meets or	exceeds the	e minima	l ope	rational	standa	rds of the Nati	ional Traffic	,
14	NHTSA/IACP CERTIFICATION	Highway Safety A								TPASS □	
		Certified by:	rd	13a	um	n			Date: 10	-31-1	18
15	INVENTORY	☐ Fork Cert ☐ Carrying Case ☐	Mahual Other: (□ 2 nd please list)	Ant.	0 F	Remote	_ F	Bat.	*	



16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility..

1	TEST ID	Date Received	C	Certification	Number 2						
_		Make: Kustom Electronics	0	Model: Fal	lcon and Runner		e (1-IV)		irectional radar Yes No	Same direction	on No
2	DEVICE ID	Counting unit S/N	E	Antenna-1		A		A	ntenna-2 S/N	N/A	
	§ 2.4 / § 5.4	Low speed fork S/N	Last	late calib.	Freq. (Hz)	Speed (m	ph) M	easured (Hz)		
3	TUNING FORK CALIBRATION	High speed fork S/N	Last	late calib.	Freq. (Hz)	Speed (m	ph) M	easured (Hz)	PASS	FAIL
					I	o for	k		High fork		
		Stationary mode	Fork sp	peed (mph)		35			65		
	§ 2.5 / § 5.5	Stationary mode	Disp. S	peed (mph)		35			65		
4	RADAR DEVICE TUNING FORK TESTS	Moving mode Opposite Direction		SPEED - Lo fork)	Expected (mph)		/A	Display (mph)	red. N/A	(PASS)	FAIL
		Moving mode Same Direction	TARGET Hi fork + Ho fork -	Lo fork	Expected (mph)		/ A	Display (mph)	red. N/A		
	§ 2.6.1. / § 5.6.1	Standard supply Voltage (V) 13	1	Antenna 1	4.15	3	Anteni Freq. (N/A		
5	TRANSMISSION	Standard supply	1	Antenna 1			Anteni	na 2		(PASS)	FAIL
,	FREQUENCY STABILITY	Voltage – 20% (V) 10 Standard supply		Antenna l	24.15		Freq. (N/A		
		voltage + 20% (V) 16	.3 V	Freq. GHz Z	4.15	3	Freq. (GHz	N/A		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤		Power (mW/cn	n) , S	51	2000	(mW/cm) N/A	PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤1		LVA activates	9.	9	LVA d	leactivate	\$ 10.7	PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correla B. Functioning audio	tes with re						□ No □ No	PASS	FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.			Test re	sults		32	_	PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only target B. Selects only target			ar	□ Ye			N.A. N.A.	PASS	FAIL
		Stationary mode:]	Low speed spe	c. 20		Lo spe	ed disp.	20		
		target channel (mph)]	Hi speed spec.	199		Hi spe	ed disp.	199		
	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode]	Low speed spe	c. N/A		Lo spe	ed disp.	N/A		
11	LOW AND HIGH SPEED DISPLAY	target channel (mph)	1	Hi speed spec.	N/A	L.	Hi spe	ed disp.	N/A	PASS	FAIL
	TEST	Moving Mode:	1	Low speed spe	c. N/A		Lo spe	ed disp.	N/A		
		patrol channel (mph)	1	Hi speed spec.	N/A		Hi spe	ed disp.	N/A		
12	§ 2.13 / § 5.13 RFI_TEST									PASS	FAIL
13	LABORATORY COMMENTS			400				-			
14	NHTSA/IACP CERTIFICATION	This radar device Highway Safety A							10802 J	PASS -	FAIL
15	DIVENTORY	□ Fork Cert □	Manual	2 nd	Ant.	o F	Remote	_ B	10	-31-10)
15	INVENTORY	□ Carrying Case □	Other: (please list)							

THIS IS TO CERTIFY THAT -

- 1. Don Tyler of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Don Tyler completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Don Tyler has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Don Tyler of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

Scott Miller

THIS IS TO CERTIFY THAT -

- Jonathan Andrade of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Jonathan Andrade completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Jonathan Andrade has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Jonathan Andrade of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

Scott Miller

THIS IS TO CERTIFY THAT -

- Michael Ridriguez of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Michael Ridriguez completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Michael Ridriguez has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Michael Ridriguez of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

Scott Miller

THIS IS TO CERTIFY THAT -

- 1. Tyler Baker of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Tyler Baker completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Tyler Baker has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Tyler Baker of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

Scott Miller



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Dawn Merchant, Finance Director

APPROVED BY: Cornelius Johnson, Interim City Manager

SUBJECT: Fiscal Year 2021-23 Mid-Year Budget

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution amending the FY22 and FY23 budgets.

FISCAL IMPACT

The fiscal impact of all requested amendments is outlined in the report.

DISCUSSION

A special meeting to review mid-year budget requests was held May 24, 2022. Of the budget items staff was seeking direction on, City Council consensus was to include the staffing and other expenditure budget requests for formation of the Public Safety and Community Resources Department and to bring back other staffing and Capital Improvement (CIP) unfunded budget requests at a future meeting. The action this evening is to adopt the FY21-23 mid-year budget requests as presented and discussed at the May 24th special meeting, excluding unfunded CIP and other staffing requests.

Public Safety and Community Resources Department

City Council provided consensus to include the proposed staffing and budgets in the midyear as outlined on May 24th. As a reminder, the amended budget reflects re-assigning the Animal Services and Code Enforcement divisions to the Police Department and Community Development Department respectively and re-allocation of the Director position which was previously split among those areas in the adopted budget.

- Administrative Assistant III (Public Safety and Community Resources Administration Division) – The estimated salary and benefit cost is \$137,703. The cost has been pro-rated in the FY23 budget to account for the hiring timeframe.
- <u>Public Safety Manager (Public Safety and Community Resources Violence Intervention and Prevention Division)</u> This position classification does not currently exist and would need to be created. 50% would be funded with CalVIP

program if awarded. 50% cost of salary and benefits is estimated at \$101,951 which is on par with a parallel manager role in the department. The cost has been pro-rated in the FY23 budget to account for the hiring timeframe.

- Community Engagement/Public Safety Coordinator (Public Safety and Community Resources Violence Intervention and Prevention Division) This classification does not currently exist and would need to be created. 50% would be funded with CalVIP program if awarded. 50% cost of salary and benefits is estimated at \$51,343 and is on par with a parallel coordinator position in the department. The cost has been pro-rated in the FY23 budget to account for hiring timeframe.
- Four (4) Community Resource Specialists (Public Safety and Community Resources Community Engagement Division) This classification does not currently exist and would need to be created. Salary comparable to a Step E Code Enforcement Officer was used. Estimated salary and benefit costs are \$613,656 for all four positions. The cost has been pro-rated in the FY23 budget to account for the hiring timeframe.

<u>Other Public Safety and Community Resources Department Expenditure</u> <u>Amendments</u>

The following divisions are included in the amended General Fund budget.

- Administrative Support Division
 - Proposed FY23 Budget: \$229,700 (this is in addition to full time staffing above)
 - \$50,000 for part-time help
 - \$62,500 for purchase of 15 passenger van
 - \$72,000 for professional services, including translation services
 - \$45,200 for other supplies/services
- Violence Intervention and Prevention Division
 - Proposed FY23 Budget: \$25,000 for violence intervention and prevention activities (this is in addition to full time staffing above).
- Housing and Homelessness Division with the adoption of the 21-23 budget, an Unhoused Resident Services Division was already established with funding for an Unhoused Resident Coordinator.
 - Proposed FY23 Budget: \$170,000 for homeless services and contracts (in addition to full time position already budgeted).
- Community Engagement Division
 - Proposed FY23 Budget: \$25,000 for community engagement activities (this is in addition to full time staffing above).

Budget Summary

The next table is a budget summary incorporating amendments, including Public Safety and Community Resources Department new staffing requests and budget proposals. This budget **does not** include other staffing requests and unfunded projects associated with the Capital Improvement Program (CIP).

Budget Summary Table

Budget Summary 1	2021-22 Revised	2022-23 Revised
Beginning Balance, July 1	\$28,758,798	\$28,758,798
Revenue Source:	Ψ20,130,130	Ψ20,730,730
Taxes	52,419,789	54,525,334
Taxes – Measure C	20,167	04,020,004
1% Sales Tax	20,752,338	21,436,699
Licenses & Permits	4,202,000	2,682,000
Fines & Penalties	100,100	135,100
Investment Income & Rentals	701,505	620,000
Revenue from Other Agencies	199,270	857,050
Current Service Charges	4,843,082	6,935,771
Other Revenue	3,213,971	3,080,150
Transfers In	3,872,988	3,911,486
Total Revenue	90,325,210	94,183,590
Expenditures:	00,000,000	, ,
Legislative & Administrative	6,497,199	7,168,465
Finance	1,746,396	2,229,343
Nondepartmental	7,486,246	5,602,165
Public Works	12,943,107	12,484,281
Police Services	50,715,538	53,774,362
Police Services-Measure C	20,167	0
Police Services-Animal Support	1,521,151	2,027,290
Recreation/Community Svs.	2,383,255	4,203,636
Public Safety and Community Resources	718,553	2,823,621
Community Development	6,645,276	7,914,821
Total Expenditures	90,676,888	98,227,984
Budget Stabilization Transfer	351,678	4,044,394
Surplus/(Deficit)	0	0
Ending Balance, June 30	\$28,758,798	\$28,758,798
Committed-Comp. Absences	138,118	150,000
Committed-Litigation Reserve	500,000	500,000
Committed-Comm. Dev. Fees	1,198,787	1,418,787
Assigned – Encumbrances & Projects	0	0
Unassigned Fund Balance	\$26,921,893	\$26,690,011
Percentage of Revenue	29.81%	28.34%

TO BE BROUGHT BACK AT A FUTURE MEETING

- 1. One Time Revenue Spending With the close of fiscal year 2021, there was \$1,051,661 in one-time revenues (in the form of non-Police salary savings) that needs to be allocated to one-time projects. Potential funding items presented on November 23rd and May 24th by City Council members were applying all funds to unfunded liabilities, Hard House rehabilitation costs, Public Safety and Community Resources Department building costs, Emergency Operations Center (EOC) upgrades in the Police Department community room and the streetlighting improvement project. The funds are already included as an expenditure in the General Fund in a "holding" account to be allocated to projects.
- 2. American Rescue Plan (ARPA) spending. City Council will need to consider how to allocate remaining ARPA funds this evening or at a future meeting date. On April 12, 2022, City Council approved \$17,360,000 in funding for various projects. \$4,190,900 remains unallocated.

3. Unfunded CIP:

- a. Streetlighting Improvement Project \$1.6M loan proposed from General Fund to be repaid over 5 years.
- b. Facility Maintenance and Repairs \$1.097M unfunded. Council can consider this for ARPA funding.
- c. Integration and Upgrade of Access Control, Surveillance, Monitoring and Fire Alarm - \$111,000 unfunded. Council can consider this for ARPA funding.

4. Staffing:

- a. Computer Technician
- b. Administrative Assistant II for Economic Development
- c. Volunteer Coordinator for Animal Services
- d. Animal Services Technician
- e. Animal Services Supervisor
- f. Reclass of Office Assistant at Animal Services to a Customer Service Representative
- g. Two (2) Recreation Program Coordinators
- h. Facility Maintenance Worker for Recreation
- i. Marina Leadworker/Property Manager
- j. Position in City Manager's office for City Council needs

OTHER FUNDS BUDGET ADJUSTMENTS

Budget amendments for other funds as provided on May 24th are outlined in Exhibit B. The most significant adjustments included are:

- <u>Recreation Special Revenue Fund</u> FY23 expenditures are being increased to approximately \$1M. The majority of this increase is attributable to:
 - Carry forward of CIP projects totaling \$434,850 not completed in FY22 to FY23 comprising of roof repairs and water park siding repairs;
 - Addition of \$135,800 for new alarm system and services;
 - o Addition of \$50,000 scholarship fund;
 - Addition of \$50,000 for City-wide special events;
 - o Increase of \$74,500 for part-time help for expanded programming;
 - Increase of \$53,304 for general liability insurance

Roof estimates for the NRCC and Water Park facilities have far exceeded budgeted estimates. An additional \$987,000 is needed for the roof and Water Park siding repairs and is part of the \$1.097M facility repairs project to be brought back. This is not included in the budget amendments in Exhibit B as it will be brought back at a future meeting.

Water Enterprise Fund – Transfers are being reduced by approximately \$12M in FY22 in relation to the Line of Credit the City obtained for the Brackish Water project. The full amount of the Line of Credit was not needed due to the State reimbursing the City for costs incurred in a timely manner. FY22 revenues are also being increased to recognize the remaining receipt of settlement and grant funds for the Brackish Water project.

ATTACHMENTS

- A. Resolution
 - a. Exhibit A General Fund Mid-Year Amendments
 - b. Exhibit B Other Fund Mid-Year Amendments

ATTACHMENT A

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING AMENDMENTS TO THE 2022 AND 2023 FISCAL YEAR BUDGETS

WHEREAS, City Council deliberated mid-year budget requests for the FY21-23 budget at a May 24, 2022 Special Meeting of the Antioch City Council; and

WHEREAS, the City Council desires to amend the FY22 and FY23 budgets as proposed in Exhibits A and B incorporated herein;

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

- 1. Approves amendments to the fiscal year 2022 and 2023 budgets incorporated as Exhibits A and B herein.
- Approves the following staffing addition to the Public Safety and Community Resources Department
 - a. One (1) Administrative Assistant III
- 3. Approves reserving budget allocations for expected staffing additions for the Public Safety and Community Resources Department with the understanding that the position class specifications do not currently exist and will need to be created prior to approval of the positions:
 - a. One (1) Public Safety Manager
 - b. One (1) Community Engagement/Public Safety Coordinator
 - c. Four (4) Community Resource Specialists

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 14th day of June 2022, by the following vote:

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
	ELIZABETH HOUSEHOLDER
	CITY CLERK OF THE CITY OF ANTIOCH

EXHIBIT A GENERAL FUND BUDGET AMENDMENTS - FY22 & FY23

		FY22		FY23
		mendment		mendment
Revenues:				
Taxes	\$	1,382,114	\$	1,236,712
Revenue from Other Agencies	Ψ	(257,780)	Ψ	340,050
Licenses & Permits		1,620,000		-
Fines & Penalties		(35,000)		-
Service Charges		(362,725)		153,640
Investment Income & Rentals		86,505		-
Miscellaneous Revenue		901,310		2,432,375
Transfers In		194,285		188,690
Total Revenue Amendments	\$	3,528,709	\$	4,351,467
Total Revised Revenues	\$	90,325,210	\$	94,183,590
Expenditures:				
Operating Expenditures	\$	(2,388,069)	\$	4,783,213
Total Expenditure Amendments	\$	(2,388,069)	\$	4,783,213
Total Revised Expenditures	\$	90,676,888	\$	98,227,984
Budget Stabilization Transfer In	\$	(3,105,738)	\$	3,425,052
Total Revised Transfer	\$	351,678	\$	4,044,394

EXHIBIT B OTHER FUND BUDGET AMENDMENTS - FY22 & 23

Fund/Category	FY22 Amendment	FY23 Amendment	Purpose
Loss Control Internal Service Fund: Expenditures	\$ (100,474.00)	\$ (283,036.00)	Vacancy savings/FY23 workers comp premium estimate lower
CDBG Special Revenue Fund: Revenues	151,366.00	(9,000.00)	Adjust projected grant reimbursements
Expenditures	151,366.00	(9,000.00)	Roll over of project funds/Reduction of administrative expenditures
RMRA Special Revenue Fund: Revenues	1,023,835.00	228,237.00	OBAG grant revenues received/Increase RMRA projections
Transfer In	500,000.00	-	Transfer of Measure J monies for L St project
Expenditures	500,000.00	-	Move Measure J project budget to RMRA fund
Recreation Special Revenue Fund: Revenues	7.500.00	24 000 00	
Expenditures	(384,650.00)	24,000.00 1,000,976.00	Special event funding/youth scholarships/increase PTH/insurance
Transfers In	(62,290.00)	1,235,687.00	,
Housing Successor Special Revenue Fund: Expenditures	128,875.00	-	Increase home ownership program expenditures
LLEBG Special Revenue Fund Transfers Out	1,268.00	-	Transfer to General Fund for grant reimbursement
Solid Waste Special Revenue Fund:			
Revenues Expenditures	14,151.00 20,261.00	25,000.00 28,844.00	Increase garbage franchise funding for environmental programs Increase PTH/Environmental sustainability & resilience activities/insurance
Delta Fair Property Special Revenue Fund:	20,201.00	20,0 14.00	
Revenues	25,043.00	-	Revised rent projection
Budget Stabilization Fund:	E0 03E 00		Davisa ODED contribution
Expenditures Transfers Out	59,035.00 (3,105,738.00)	- 3,425,052.00	Revise OPEB contribution Revise for General Fund amendments
Vehicle Maintenance Fund:			
Revenues	121,000.00	121,000.00	Increased billings to depts for higher fuel prices
Expenditures	131,096.00	145,365.00	Increased fuel costs/insurance premium
Information Services Fund: Expenditures	372,022.00	45,922.00	Additional cybersecurity and Microsoft licensing costs/Insurance prem.
NPDES Special Revenue Fund: Expenditures	5,107.00	10,821.00	Increase for liability insurance premium
Measure J Special Revenue Fund:			
Transfer Out Expenditures	500,000.00 (490,000.00)		Move funds to RMRA for L St project Move L St project to RMRA fund/Increase staff time charged projection
Brackish Water LOC	(400.00)		
Expenditures Transfers In	(166.00) (11,962,098.00)	-	Line of credit for Brackish Water paid off Line of credit for Brackish Water paid off
Transfers Out	(11,961,932.00)	-	Line of credit for Brackish Water paid off
Water Enterprise Fund:	45.005.507.00		Describit Water and Harris Marrat Grant Company of the de
Revenues Expenditures	15,835,597.00 823,678.00	- 206,304.00	Brackish Water settlement/grant funds/arrearage program funds Arrearage program/credit card fees/insurance
Transfers In	(11,961,932.00)	-	Line of credit for Brackish Water paid off
Transfers Out	(11,962,098.00)	-	Line of credit for Brackish Water paid off
Sewer Enterprise Fund: Revenues	348,288.00	_	Arreage grant
Expenditures	338,144.00	119,332.00	Arrearage program/Insurance premium increase
PEG Franchise Fee Fund:	442.00		Desirat along out averaged to a
Expenditures Marina Enterprise Fund:	412.00	-	Project close out expenditures
Expenditures	-	110,357.00	Insurance premium/fuel hose replacement/dock assessment report
Capital Improvements Fund: Revenues	15 000 00	_	Increase projector
Expenditures	15,000.00 15,000.00	-	Increase projecion Increase for year to date expenditures
CFD 2016-01 Police Protection Fund:			
Revenues Expenditures	68,244.00 2,642.00	68,244.00 2,642.00	Increase projected assessment revenue Increase contractual expenditures
Transfers Out	67,698.00	65,602.00	Increase transfer to General Fund for revised assessments
CFD 2018-02 Police Protection Fund:			
Revenues Expenditures	123,638.00 550.00	123,638.00 550.00	Increase projected assessment revenue Increase contractual expenditures
Transfers Out	125,319.00	123,088.00	Increase transfer to General Fund for revised assessments
Civic Arts Special Revenue Fund: Expenditures	260.00	515.00	Insurance premium increase
Animal Services Special Revenue Fund:	230.00	310.00	_F
Revenues	6,325.00	-	Increase revenue projections
Transfers In Expenditures	(350,399.00) (354,074.00)	55,843.00 47,304.00	Adj Gen Fund transfer for amendments Vacancy savings/Insurance premium increase
Park in Lieu Special Revenue Fund:		•	
Revenues	1,476,000.00	-	Roll forward FY21 Prop 68 grant funds for Contra Loma



STAFF REPORT TO THE CITY COUNCIL

DATE:

Regular Meeting of June 14, 2022

TO:

Honorable Mayor and Members of the City Council

SUBMITTED BY: John Samuelson, Director of Public Works/City Engineer 35

SUBJECT:

Declaration of Water Shortage

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution:

- 1. Declaring a stage 2 water shortage and implementing the measures identified in the City of Antioch's Water Shortage Contingency Plan, and
- 2. Implementing the requirements of the State Water Resources Control Board's Emergency Conservation Regulations Dated May 24, 2022.

FISCAL IMPACT

The fiscal impact of this action is unknown at this time. Water Enterprise revenue will be reduced as water usage is reduced in response to these regulations.

DISCUSSION

California is in its third consecutive year of dry conditions, prompting Governor Newsom to issue Executive Order N-7-22 (Attachment B) on March 28, 2022, directing the State Water Resources Control Board ("SWRCB") to consider adopting emergency regulations to increase water conservation. In response, on May 24, 2022 the SWRCB passed Resolution No. 2022-0018 (Attachment C) adopting emergency regulations to reduce water demand and improve water conservation. Below is a summary of the required actions:

1. Each urban water supplier shall submit to the Department of Water Resources a preliminary annual water supply and demand assessment consistent with section 10632.1 of the Water Code no later than June 1, 2022 and submit a final annual water supply and demand assessment to the Department of Water Resources no later than the deadline set by section 10632.1 of the Water Code.

- 2. Each urban water supplier that has submitted a water shortage contingency plan to the Department of Water Resources shall implement by June 10, 2022, at a minimum, all demand reduction actions identified in the supplier's water shortage contingency plan adopted under Water Code 10632 for a shortage level of ten (10) to twenty (20) percent (Level 2).
- 3. To prevent the unreasonable use of water and to promote water conservation, the use of potable water is prohibited for the irrigation of non-functional turf at commercial, industrial, and institutional sites.

In order to comply with the SWRCB Emergency Regulations, City staff recommends that the City Council declare a water shortage and implement stage 2 of the City's Water Shortage Contingency Plan (Attachment D), and adopt the proposed water use prohibitions and penalties as allowed by City of Antioch Municipal Code 6-10.02.

In addition to the above orders, the City received a supply allocation letter from Contra Costa Water District ("CCWD") (Attachment E) requesting Antioch reduce its water usage by 15% compared to our 2020 water usage.

Current Restrictions

City of Antioch Municipal Code 6-10.04 – Nonessential Use of Water Prohibited list the following restrictions:

- 1. At all times, no person shall use any water provided by the City for a nonessential purpose.
- 2. For the purposes of this chapter, each of the following is declared a nonessential use of water:
 - a. Permitting water to flow onto a sidewalk, driveway or street, or escape down a gutter, ditch or other service drain;
 - b. Outside watering that results in excessive flooding or runoff into a gutter, drain, walkway or street;
 - c. Using City-furnished water for non-recirculating decorative fountains or filling of decorative lakes or ponds;
 - d. Washing of paved or other hard surface areas, including sidewalks, walkways, driveways, patios and parking areas with City-furnished water;
 - e. Failing to repair a controllable leak of water; and/or
 - f. Using a hose without an automatic shutoff nozzle.

Stage 2 Demand Reduction Actions

The following restrictions from Antioch's Water Shortage Contingency Plan would be implemented once the City declares a water shortage:

- Stage 1 Limit landscape irrigation to only between 5:00pm to 9:00am.
- Stage 2 Restaurants may only serve water upon request.
- Stage 2 Prohibit vehicle washing, except at facilities using recycled or recirculating water.

- Stage 2 Restrict water use for decorative water features, such as fountains, that uses potable water and is non-recirculating.
- Stage 2 Require commercial kitchens to use pre-rinse spray valves.
- Stage 2 Require opt out linen services at lodging establishments.
- Stage 2 Allow filling of swimming pools only when an appropriate cover is in place.

Water Conservation Incentives

Contra Costa Water District ("CCWD") offers rebates and incentive programs to help customers improve their water use efficiency. Since Antioch is located within the CCWD boundary, Antioch residents qualify for these programs. CCWD's program currently includes:

- Lawn to Garden Rebate
- Smart Irrigation Controller Rebate
- Laundry To Landscape Greywater Rebate
- Pool Cover Rebate
- Commercial and Multi-Family Irrigation Equipment Rebates
- Commercial & Multi-Family High-Efficiency Clothes Washer Rebate
- Commercial Flushometer Toilet and Urinal Rebate
- Car Wash Coupons
- Mulch Discount of 10% for Antioch Residents

Public Works Drought Management Program and Enforcement

Numerous strategies are being proposed to help our customers and the City conserve water. The Public Works Department, in conjunction with the Finance Department, currently incorporates the following inspection and enforcement measures:

- Since January 2015, the Water Distribution Division has kept a daily log of field responses to water violations. The Drought Hotline (925) 779-6140, which was instituted in 2009, is monitored daily along with SeeClickFix. If a member of the public or any Public Works crew reports a water waste concern, a Water Distribution Operator is dispatched to investigate the water waste concern. If the Operator finds there is a violation, the homeowner is mailed a courtesy notice and a door-hanger is left at the residence. A record is kept of the address, the date of the visit and the infraction. The Operator will make a follow-up visit in 10 days and if the homeowner has not corrected the violation, the matter is referred for further action. In addition, the public can report a water waste concern at savewater.ca.gov
- The City's Public Works Department will begin to use recycle water when possible.
- The City will encourage contractors and developers to use recycle water for construction when possible.

• In addition, the upgrade in our meter reading system will allow the City and the customer to manage their water usage and locate leaks in real time, other than waiting for a high bill to notified.

ATTACHMENTS

- A. Resolution with Exhibit A Water Use Prohibitions
- B. Governor's Executive Order N-7-22
- C. SWRCB Resolution No. 2022-0018
- D. Antioch's Water Shortage Contingency Plan
- E. CCWD Supply Allocation Letter

ATTACHMENT "A"

RESOLUTION NO. 2022/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH DECLARING A STAGE 2 WATER SHORTAGE AND IMPLEMENTION OF THE REQUIREMENTS OF THE STATE WATER RESOURCES CONTROL BOARD'S EMERGENCY CONSERVATION REGULATIONS DATED MAY 24, 2022

WHEREAS, Article X, Section 2 of the California Constitution declares that waters of the State are to be put to beneficial use, that waste, unreasonable use, or unreasonable method of use of water be prevented, and that water be conserved for the public welfare, and further declares that it is self-executing;

WHEREAS, the City is authorized, pursuant to California Water Code sections 350 et seq., to establish and enforce rules and regulations for the sale, distribution, and use of water; and to enact rules and regulations to restrict the use of water during any water emergency caused by drought, or other threatened or existing water shortage, and to prohibit the wastage of City water or the use of City water during such periods, for any purpose other than household uses or such other restricted uses as may be determined to be necessary by the City and may prohibit use of such water during such periods for specific uses which the City may from time to time find to be non-essential;

WHEREAS, Antioch Municipal Code Chapter 6-10: Drought Management Regulations and Water Conservation provides further authority for the City to adopt rules and regulations regarding the use of water delivered by the City;

WHEREAS, the State Water Resources Control Board's adopted emergency regulations dated May 24, 2022, that implement requested actions from the Governor's March 28, 2022 Executive Order N-7-22;

WHEREAS, the City has adopted a Water Shortage Contingency Plan that will guide the actions required to address the drought and state mandates; and

WHEREAS, the City has received a letter from Contra Costa Water District requesting a voluntary 15% reduction in water use compared to 2020.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch that the Council hereby finds and determines that:

- Based upon the facts recited above, and upon the authority contained in Water Code §350 et seq., and §375 et seq., §31021 et seq., §31024 et seq., and §31026 et seq., drought conditions exist that can affect water supply and quality available to the City;
- 2. Conservation and measures to prevent waste and unreasonable use are necessary to manage demands so that reasonable water needs of City customers can be met in 2022;

RESOLUTION NO. 2022/**

June 14, 2022 Page 2

- 3. The City intends to meet the overall conservation requirement by activating Stage 2 of its Water Shortage Contingency Plan as of the effective date of this resolution with a planned goal of reducing water use by 15% through the following actions:
- 4. The water use prohibitions, attached hereto as Exhibit A and incorporated herein as if fully set forth, are necessary to conserve water, promote effective water supply planning, assure reasonable and beneficial use of water, prevent waste and unreasonable use of water, and prevent unreasonable methods of use of water within the City; and said water use prohibitions are necessary to assure that sufficient supplies of water will be available to meet the needs of, and to protect the health and safety of, the City's customers and other members of the public.
- 5. This Resolution is effective and operative immediately upon its adoption and will remain in effect and operative until such time as the City Council acts to amend, repeal, or supersede this resolution.

* * * * * * * * * *

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted and passed by the City of Antioch, California, at a regular meeting thereof, held on the 14th day of June, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

EXHIBIT A

Water Use Prohibitions June 14, 2022

Water Use Prohibitions Single Family and Multi-Family Residential Customers:

- a. Permitting water to flow onto a sidewalk, driveway or street, or escape down a gutter, ditch or other service drain;
- b. Outside watering that results in excessive flooding or runoff into a gutter, drain, walkway or street;
- c. Using City-furnished water for non-recirculating decorative fountains or filling of decorative lakes or ponds;
- d. Washing of paved or other hard surface areas, including sidewalks, walkways, driveways, patios and parking areas with city-furnished water;
- e. Failing to repair a controllable leak of water; and/or
- f. Using a hose without an automatic shutoff nozzle.
- g. Watering of outdoor landscapes during the daylight hours of 9:00 am 5:00 pm.
- h. No vehicle washing except at facilities that use recycled or recirculating water.
- i. Filling a pool without a proper cover

Water Use Prohibitions Non-Residential Customers as listed above, plus:

- a. Serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased.
- b. Operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. A notice shall be prominently displayed in each bathroom.
- c. Commercial kitchens are required to use pre-rinse spray
- d. Non-functional "turf" shall not be irrigated with potable water at commercial, institutional and industrial sites

ATTACHMENT "B"

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-7-22

WHEREAS on April 12, 2021, May 10, 2021, July 8, 2021, and October 19, 2021, I proclaimed states of emergency that continue today and exist across all the counties of California, due to extreme and expanding drought conditions; and

whereas climate change continues to intensify the impacts of droughts on our communities, environment, and economy, and California is in a third consecutive year of dry conditions, resulting in continuing drought in all parts of the State; and

WHEREAS the 21st century to date has been characterized by record warmth and predominantly dry conditions, and the 2021 meteorological summer in California and the rest of the western United States was the hottest on record; and

WHEREAS since my October 19, 2021 Proclamation, early rains in October and December 2021 gave way to the driest January and February in recorded history for the watersheds that provide much of California's water supply; and

WHEREAS the ongoing drought will have significant, immediate impacts on communities with vulnerable water supplies, farms that rely on irrigation to grow food and fiber, and fish and wildlife that rely on stream flows and cool water; and

WHEREAS the two largest reservoirs of the Central Valley Project, which supplies water to farms and communities in the Central Valley and the Santa Clara Valley and provides critical cold-water habitat for salmon and other anadromous fish, have water storage levels that are approximately 1.1 million acre-feet below last year's low levels on this date; and

WHEREAS the record-breaking dry period in January and February and the absence of significant rains in March have required the Department of Water Resources to reduce anticipated deliveries from the State Water Project to 5 percent of requested supplies; and

WHEREAS delivery of water by bottle or truck is necessary to protect human safety and public health in those places where water supplies are disrupted; and

WHEREAS groundwater use accounts for 41 percent of the State's total water supply on an average annual basis but as much as 58 percent in a critically dry year, and approximately 85 percent of public water systems rely on groundwater as their primary supply; and

WHEREAS coordination between local entities that approve permits for new groundwater wells and local groundwater sustainability agencies is important to achieving sustainable levels of groundwater in critically overdrafted basins; and

WHEREAS the duration of the drought, especially following a multiyear drought that abated only five years ago, underscores the need for California to redouble near-, medium-, and long-term efforts to adapt its water management and delivery systems to a changing climate, shifting precipitation patterns, and water scarcity; and

WHEREAS the most consequential, immediate action Californians can take to extend available supplies is to voluntarily reduce their water use by 15 percent from their 2020 levels by implementing the commonsense measures identified in operative paragraph 1 of Executive Order N-10-21 (July 8, 2021); and

WHEREAS to protect public health and safety, it is critical the State take certain immediate actions without undue delay to prepare for and mitigate the effects of the drought conditions, and under Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this Proclamation would prevent, hinder, or delay the mitigation of the effects of the drought conditions.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes, including the California Emergency Services Act, and in particular, Government Code sections 8567, 8571, and 8627, do hereby issue the following Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

- The orders and provisions contained in my April 21, 2021, May 10, 2021, July 8, 2021, and October 19, 2021 Proclamations remain in full force and effect, except as modified by those Proclamations and herein. State agencies shall continue to implement all directions from those Proclamations and accelerate implementation where feasible.
- 2. To help the State achieve its conservation goals and ensure sufficient water for essential indoor and outdoor use, I call on all Californians to strive to limit summertime water use and to use water more efficiently indoors and out. The statewide Save Our Water conservation campaign at SaveOurWater.com provides simple ways for Californians to reduce water use in their everyday lives. Furthermore, I encourage Californians to understand and track the amount of water they use and measure their progress toward their conservation goals.
- By May 25, 2022, the State Water Resources Control Board (Water Board) shall consider adopting emergency regulations that include all of the following:
 - a. A requirement that each urban water supplier, as defined in section 10617 of the Water Code, shall submit to the Department of Water Resources a preliminary annual water supply and demand assessment consistent with section 10632.1 of the Water Code no later than June 1, 2022, and submit a final annual water

supply and demand assessment to the Department of Water Resources no later than the deadline set by section 10632.1 of the Water Code:

- b. A requirement that each urban water supplier that has submitted a water shortage contingency plan to the Department of Water Resources implement, at a minimum, the shortage response actions adopted under section 10632 of the Water Code for a shortage level of up to twenty percent (Level 2), by a date to be set by the Water Board; and
- c. A requirement that each urban water supplier that has not submitted a water shortage contingency plan to the Department of Water Resources implement, at a minimum, shortage response actions established by the Water Board, which shall take into consideration model actions that the Department of Water Resources shall develop for urban water supplier water shortage contingency planning for Level 2, by a date to be set by the Water Board.

To further conserve water and improve drought resiliency if the drought lasts beyond this year, I encourage urban water suppliers to conserve more than required by the emergency regulations described in this paragraph and to voluntarily activate more stringent local requirements based on a shortage level of up to thirty percent (Level 3).

- 4. To promote water conservation, the Department of Water Resources shall consult with leaders in the commercial, industrial, and institutional sectors to develop strategies for improving water conservation, including direct technical assistance, financial assistance, and other approaches. By May 25, 2022, the Water Board shall consider adopting emergency regulations defining "non-functional turf" (that is, a definition of turf that is ornamental and not otherwise used for human recreation purposes such as school fields, sports fields, and parks) and banning irrigation of non-functional turf in the commercial, industrial, and institutional sectors except as it may be required to ensure the health of trees and other perennial non-turf plantings.
- 5. In order to maximize the efficient use of water and to preserve water supplies critical to human health and safety and the environment, Public Resources Code, Division 13 (commencing with section 21000) and regulations adopted pursuant to that Division are hereby suspended, with respect to the directives in paragraphs 3 and 4 of this Order and any other projects and activities for the purpose of water conservation to the extent necessary to address the impacts of the drought, and any permits necessary to carry out such projects or activities. Entities that desire to conduct activities under this suspension, other than the directives in paragraphs 3 and 4 of this Order, shall first request that the Secretary of the Natural Resources Agency make a determination that the proposed activities are eligible to be conducted under this suspension. The Secretary shall use sound discretion in applying this Executive Order to ensure that the suspension serves the purpose of accelerating conservation projects that are necessary to address impacts of the drought, while at the same time

- protecting public health and the environment. The entities implementing these directives or conducting activities under this suspension shall maintain on their websites a list of all activities or approvals for which these provisions are suspended.
- 6. To support voluntary approaches to improve fish habitat that would require change petitions under Water Code section 1707 and either Water Code sections 1425 through 1432 or Water Code sections 1725 through 1732, and where the primary purpose is to improve conditions for fish, the Water Board shall expeditiously consider petitions that add a fish and wildlife beneficial use or point of diversion and place of storage to improve conditions for anadromous fish. California Code of Regulations, title 23, section 1064, subdivisions (a) (1) (A) (i)-(ii) are suspended with respect to any petition that is subject to this paragraph.
- 7. To facilitate the hauling of water for domestic use by local communities and domestic water users threatened with the loss of water supply or degraded water quality resulting from drought, any ordinance, regulation, prohibition, policy, or requirement of any kind adopted by a public agency that prohibits the hauling of water out of the water's basin of origin or a public agency's jurisdiction is hereby suspended. The suspension authorized pursuant to this paragraph shall be limited to the hauling of water by truck or bottle to be used for human consumption, cooking, or sanitation in communities or residences threatened with the loss of affordable safe drinking water. Nothing in this paragraph limits any public health or safety requirement to ensure the safety of hauled water.
- 8. The Water Board shall expand inspections to determine whether illegal diversions or wasteful or unreasonable use of water are occurring and bring enforcement actions against illegal diverters and those engaging in the wasteful and unreasonable use of water. When access is not granted by a property owner, the Water Board may obtain an inspection warrant pursuant to the procedures set forth in Title 13 (commencing with section 1822.50) of Part 3 of the Code of Civil Procedure for the purposes of conducting an inspection pursuant to this directive.
- 9. To protect health, safety, and the environment during this drought emergency, a county, city, or other public agency shall not:
 - a. Approve a permit for a new groundwater well or for alteration of an existing well in a basin subject to the Sustainable Groundwater Management Act and classified as medium- or high-priority without first obtaining written verification from a Groundwater Sustainability Agency managing the basin or area of the basin where the well is proposed to be located that groundwater extraction by the proposed well would not be inconsistent with any sustainable groundwater management program established in any applicable Groundwater Sustainability Plan adopted by that Groundwater Sustainability

Agency and would not decrease the likelihood of achieving a sustainability goal for the basin covered by such a plan; or

b. Issue a permit for a new groundwater well or for alteration of an existing well without first determining that extraction of groundwater from the proposed well is (1) not likely to interfere with the production and functioning of existing nearby wells, and (2) not likely to cause subsidence that would adversely impact or damage nearby infrastructure.

This paragraph shall not apply to permits for wells that will provide less than two acre-feet per year of groundwater for individual domestic users, or that will exclusively provide groundwater to public water supply systems as defined in section 116275 of the Health and Safety Code.

- 10. To address household or small community drinking water shortages dependent upon groundwater wells that have failed due to drought conditions, the Department of Water Resources shall work with other state agencies to investigate expedited regulatory pathways to modify, repair, or reconstruct failed household or small community or public supply wells, while recognizing the need to ensure the sustainability of such wells as provided for in paragraph 9.
- State agencies shall collaborate with tribes and federal, regional, and local agencies on actions related to promoting groundwater recharge and increasing storage.
- 12. To help advance groundwater recharge projects, and to demonstrate the feasibility of projects that can use available high water flows to recharge local groundwater while minimizing flood risks, the Water Board and Regional Water Quality Control Boards shall prioritize water right permits, water quality certifications, waste discharge requirements, and conditional waivers of waste discharge requirements to accelerate approvals for projects that enhance the ability of a local or state agency to capture high precipitation events for local storage or recharge, consistent with water right priorities and protections for fish and wildlife. For the purposes of carrying out this paragraph, Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division, and Chapter 3 (commencing with section 85225) of Part 3 of Division 35 of the Water Code and regulations adopted pursuant thereto are hereby suspended to the extent necessary to address the impacts of the drought. This suspension applies to (a) any actions taken by state agencies, (b) any actions taken by local agencies where the state agency with primary responsibility for the implementation of the directives concurs that local action is required, and (c) permits necessary to carry out actions under (a) or (b). The entities implementing these directives shall maintain on their websites a list of all activities or approvals for which these provisions are suspended.
- 13. With respect to recharge projects under either Flood-Managed Aquifer Recharge or the Department of Water Resources Sustainable

Groundwater Management Grant Program occurring on open and working lands to replenish and store water in groundwater basins that will help mitigate groundwater conditions impacted by drought, for any (a) actions taken by state agencies, (b) actions taken by a local agency where the Department of Water Resources concurs that local action is required, and (c) permits necessary to carry out actions under (a) or (b), Public Resources Code, Division 13 (commencing with section 21000) and regulations adopted pursuant to that Division are hereby suspended to the extent necessary to address the impacts of the drought. The entities implementing these directives shall maintain on their websites a list of all activities or approvals for which these provisions are suspended.

- 14. To increase resilience of state water supplies during prolonged drought conditions, the Department of Water Resources shall prepare for the potential creation and implementation of a multi-year transfer program pilot project for the purpose of acquiring water from willing partners and storing and conveying water to areas of need.
- 15. By April 15, 2022, state agencies shall submit to the Department of Finance for my consideration proposals to mitigate the worsening effects of severe drought, including emergency assistance to communities and households and others facing water shortages as a result of the drought, facilitation of groundwater recharge and wastewater recycling, improvements in water use efficiency, protection of fish and wildlife, mitigation of drought-related economic or water-supply disruption, and other potential investments to support short- and long-term drought response.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 28th day of March 2022.

GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY N. WEBER, PH.D. Secretary of State

ATTACHMENT "C"

STATE WATER RESOURCES CONTROL BOARD RESOLUTION NO. 2022-0018

TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION

WHEREAS:

- 1. On April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought and ensure the protection of health, safety, and the environment.
- 2. These proclamations urge Californians to reduce their water use.
- 3. On March 28, 2022, Governor Newsom signed an Executive Order directing the State Water Resources Control Board (State Water Board or Board) to consider adopting emergency regulations to increase water conservation. The Executive Order includes a request that the Board require urban water suppliers to implement Level 2 of their water shortage contingency plans, establish water shortage response actions for urban water suppliers that have not submitted water shortage contingency plans, taking into consideration model actions that the Department of Water Resources, and establish a ban on the irrigation of non-functional turf by entities in the commercial, industrial, and institutional sectors.
- 4. Many Californians and urban water suppliers have taken bold steps over the years to reduce water use; nevertheless, the severity of the current drought requires additional conservation actions from urban water suppliers, residents, and the commercial, industrial, and institutional sectors.
- 5. Water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies through this summer and into the next year, providing flexibility for all California communities. Water saved is water available next year, giving water suppliers added flexibility to manage their systems effectively over time. The more water that is conserved now, the less likely it is that a community will experience dire shortages that may require water rationing or other emergency actions.
- 6. Most Californians use more water outdoors than indoors. In many areas, 50 percent or more of daily water use is for irrigation of lawns and outdoor landscaping irrigation. Outdoor water use is generally discretionary, and many irrigated landscapes would not suffer greatly from receiving a decreased amount of water.

- 7. The use of potable water to irrigate turf on commercial, industrial, or institutional properties that is not regularly used for human recreational purposes or for civic or community events can be reduced in commercial, industrial, and institutional areas to protect local water resources and enhance water resiliency.
- 8. Public information and awareness are critical to achieving conservation goals, and the Save Our Water campaign (<u>SaveOurWater.com</u>), run jointly by the Department of Water Resources (DWR) and the Association of California Water Agencies, is an excellent resource for conservation information and messaging that is integral to effective drought response.
- 9. <u>SaveWater.CA.Gov</u> is an online tool designed to help save water in communities. This website lets anyone easily report water waste from their phone, tablet, or computer by simply selecting the type of water waste they see, typing in the address where the waste is occurring, and clicking send. These reports are filed directly with the State Water Board and relevant local water supplier.
- 10. Enforcement against water waste is a key tool in conservation programs. When conservation becomes a social norm in a community, the need for enforcement is reduced or eliminated.
- 11. On March 28, 2022, the Governor suspended the environmental review required by the California Environmental Quality Act to allow State Water Board-adopted drought conservation emergency regulations and other actions to take place quickly to respond to emergency conditions.
- 12. Water Code section 1058.5 grants the State Water Board the authority to adopt emergency regulations in certain drought years in order to: "prevent the waste, unreasonable use, unreasonable method of use, or unreasonable method of diversion, of water, to promote water recycling or water conservation, to require curtailment of diversions when water is not available under the diverter's priority of right, or in furtherance of any of the foregoing, to require reporting of diversion or use or the preparation of monitoring reports."
- 13. On May 13, 2022, the State Water Board issued public notice that it will consider the adoption of the regulation at the Board's regularly scheduled May 24, 2022 public meeting, in accordance with applicable State laws and regulations. The State Water Board also distributed for public review and comment a Finding of Emergency that complies with State laws and regulations.
- 14. The emergency regulation exempts suppliers from enforcing connection moratoria, if their Level 2 demand management actions call for them, because new residential connections are critical to addressing the state's housing supply shortage. However, the Board recognizes connections for other projects may not be appropriate given the shortage conditions and urges water suppliers to carefully evaluate new development projects for their water use impacts.

- 15. Disadvantaged communities may require assistance responding to Level 2 conservation requirements, including irrigation restrictions, temporary changes to rate structures, and prohibited water uses. State shortage contingency plans aimed at increasing water conservation, and state and local agencies should look for opportunities to provide assistance in promoting water conservation. This assistance should include but not be limited to translation of regulation text and dissemination of water conservation announcements into languages spoken by at least 10 percent of the people who reside in a water supplier's service area, such as in newspaper advertisements, bill inserts, website homepage, social media, and notices in public libraries.
- 16. The Board directs staff to consider the following in pursuing any enforcement of section 996, subdivision (e): before imposing monetary penalties, staff shall provide one or more warnings; monetary penalties must be based on an ability to pay determination, consider allowing a payment plan of at least 12 months, and shall not result in a tax lien; and Board enforcement shall not result in shutoff.
- 17. The Board encourages entities other than Board staff that consider any enforcement of this regulation to apply these same factors identified in resolved paragraph 16. Nothing in the regulation or in the enforcement provisions of the regulation precludes a local agency from exercising its authority to adopt more stringent conservation measures. Moreover, the Water Code does not impose a mandatory penalty for violations of the regulation adopted by this resolution, and local agencies retain their enforcement discretion in enforcing the regulation, to the extent authorized, and may develop their own progressive enforcement practices to encourage conservation.

THEREFORE BE IT RESOLVED THAT:

- 1. The State Water Board adopts California Code of Regulations, title 23, section 996, as appended to this resolution as an emergency regulation that applies to urban water suppliers, as defined by Water Code section 10617.
- 2. State Water Board staff shall submit the regulation to the Office of Administrative Law (OAL) for final approval.
- 3. If, during the approval process, State Water Board staff, the State Water Board, or OAL determines that minor corrections to the language of the regulation or supporting documentation are needed for clarity or consistency, the State Water Board Executive Director or designee may make such changes.

- 4. This regulation shall remain in effect for one year after filing with the Secretary of State unless the State Water Board determines that it is no longer necessary due to changed conditions or unless the State Water Board renews the regulation due to continued drought conditions, as described in Water Code section 1058.5.
- 5. The State Water Board directs State Water Board staff to work with the Department of Water Resources and the Save Our Water campaign to disseminate information regarding the emergency regulation.
- The State Water Board directs staff to, by January 1, 2023, survey urban water suppliers on their experience protecting trees and tree cover during drought, with attention to disadvantaged communities. The survey shall inquire about challenges encountered, strategies used, costs, and successes in protecting trees.
- 7. Nothing in the regulation or in the enforcement provisions of the regulation precludes a local agency from exercising its authority to adopt more stringent conservation measures. Local agencies are encouraged to develop their own progressive enforcement practices to promote conservation.

CERTIFICATION

The undersigned Clerk to the Board does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the State Water Resources Control Board held on May 24, 2022.

AYE:

Chair E. Joaquin Esquivel

Vice Chair Dorene D'Adamo Board Member Sean Maguire Board Member Laurel Firestone

NAY:

None

ABSENT:

Board Member Nichole Morgan

ABSTAIN:

None

Jeanine Townsend Clerk to the Board

anine Joursend

ADOPTED EMERGENCY REGULATION TEXT

Version: May 24, 2022

Title 23. Waters

Division 3. State Water Resources Control Board and Regional Water Quality Control Boards

Chapter 3.5. Urban Water Use Efficiency and Conservation

Article 2. Prevention of Drought Wasteful Water Uses

§ 996. Urban Drought Response Actions

- (a) As used in this section:
 - (1) "Commercial, industrial and institutional" refers to commercial water users, industrial water users, and institutional water users as respectively defined in Water Code, section 10608.12, subdivisions (e), (i), and (j), and includes homeowners' associations, common interest developments, community service organizations, and other similar entities but does not include the residences of these entities' members or separate interests.
 - (2) "Common interest development" has the same meaning as in section 4100 of the Civil Code.
 - (3) "Community service organization or similar entity" has the same meaning as in section 4110 of the Civil Code.
 - (4) "Homeowners' association" means an "association" as defined in section 4080 of the Civil Code.
 - (5) "Non-functional turf" means turf that is solely ornamental and not regularly used for human recreational purposes or for civic or community events. Non-functional turf does not include sports fields and turf that is regularly used for human recreational purposes or for civic or community events.
 - (6) "Plant factor" has the same meaning as in section 491.
 - (7) "Separate interest" has the same meaning as in section 4185 of the Civil Code.
 - (8) "Turf" has the same meaning as in section 491.
 - (9) "Urban water supplier" has the same meaning as Water Code section 10617.
 - (10) "Water shortage contingency plan" means the plan required by Water Code section 10632.
- (b) Each urban water supplier shall submit to the Department of Water Resources a preliminary annual water supply and demand assessment consistent with section

- 10632.1 of the Water Code no later than June 1, 2022, and submit a final annual water supply and demand assessment to the Department of Water Resources no later than the deadline set by section 10632.1 of the Water Code.
- (c) (1) Each urban water supplier that has submitted a water shortage contingency plan to the Department of Water Resources shall implement by June 10, 2022, at a minimum, all demand reduction actions identified in the supplier's water shortage contingency plan adopted under Water Code 10632 for a shortage level of ten (10) to twenty (20) percent (Level 2).
 - (2) Notwithstanding subdivision (c)(1), urban water suppliers shall not be required to implement new residential connection moratoria pursuant to this section.
 - (3) Notwithstanding subdivision (c)(1), an urban water supplier may implement the actions identified in subdivision (d) in lieu of implementing the demand reduction actions identified in the supplier's water shortage contingency plan adopted under Water Code section 10632 for a shortage level of ten (10) to twenty (20) percent (Level 2), provided the supplier meets all of the following:
 - (i) The supplier's annual water supply and demand assessment submitted to the Department of Water Resources demonstrates an ability to maintain reliable supply until September 30, 2023.
 - (ii) The supplier does not rely on, for any part of its supply, the Colorado River, State Water Project, or Central Valley Project, and no more than ten (10) percent of its supply comes from critically overdrafted groundwater basins as designated by the Department of Water Resources.
 - (iii) The supplier's average number of gallons of water used per person per day by residential customers for the year 2020 is below 55 gallons, as reported to the Board in the Electronic Annual Report.
- Each urban water supplier that has not submitted a water shortage contingency plan to the Department of Water Resources shall, by June 10, 2022, and continuing until the supplier has implemented all demand reduction actions identified in the supplier's water shortage contingency plan adopted under Water Code 10632 for a shortage level of ten (10) to twenty (20) percent (Level 2), implement at a minimum the following actions:
 - (1) Initiate a public information and outreach campaign for water conservation and promptly and effectively reach the supplier's customers, using efforts such as email, paper mail, bill inserts, customer app notifications, news articles, websites, community events, radio and television, billboards, and social media.
 - (2) Implement and enforce a rule or ordinance limiting landscape irrigation with potable water to no more than two (2) days per week and prohibiting landscape irrigation with potable water between the hours of 10:00 a.m. and 6:00 p.m.
 - (3) Implement and enforce a rule or ordinance banning, at a minimum, the water uses prohibited by section 995. Adoption of a rule or ordinance is not required if the supplier has authority to enforce, as infractions, the prohibitions in section 995 and takes enforcement against violations.

- (e) (1) To prevent the unreasonable use of water and to promote water conservation, the use of potable water is prohibited for the irrigation of non-functional turf at commercial, industrial, and institutional sites.
 - (2) Notwithstanding subdivision (e)(1), the use of water is not prohibited by this section to the extent necessary to ensure the health of trees and other perennial non-turf plantings or to the extent necessary to address an immediate health and safety need.
 - (3) Notwithstanding subdivision (e)(1), an urban water supplier may approve a request for continued irrigation of non-functional turf where the user certifies that the turf is a low water use plant with a plant factor of 0.3 or less, and demonstrates the actual use is less than 40% of reference evapotranspiration.
- (f) The taking of any action prohibited in subdivision (e) is an infraction punishable by a fine of up to five hundred dollars (\$500) for each day in which the violation occurs. The fine for the infraction is in addition to, and does not supersede or limit, any other remedies, civil or criminal.
- (g) A decision or order issued under this section by the Board, or an officer or employee of the Board, is subject to reconsideration under article 2 (commencing with section 1122) of chapter 4 of part 1 of division 2 of the Water Code.

Authority: Section 1058.5, Water Code.

References: Article X, Section 2, California Constitution; Sections 4080, 4100, 4110, and 4185, Civil Code; Section 8627.7, Government Code; Sections 102, 104, 105, 275, 350, 377, 491, 1122, 10608.12, 10617, 10632, and 10632.1, Water Code; Light v. State Water Resources Control Board (2014) 226 Cal.App.4th 1463; Stanford Vina Ranch Irrigation Co. v. State of California (2020) 50 Cal.App.5th 976.

Section 8

Water Shortage Contingency Plan

The WSCP defines how the City will respond in the case of an actual water shortage. A water shortage means that the water supply available is insufficient to meet the normally expected customer water use at a given point in time. The WSCP provides guidance for managing and mitigating a potential shortage of water supply.

8.1 Introduction

The WSCP is an element of the City's UWMP s incorporated into any actual City emergency response activity affecting the water supply. The WSCP consists of the following elements consistent with provisions in the state regulations pertaining to water planning in Water Code Section 10632 and 10635:

- Water Supply Reliability Analysis
- Annual Water Supply and Demand Assessment Procedures
- Six Standard Water Shortage Stages
- Shortage Response Actions
- Special Water Feature Distinction
- Communication Protocols
- Compliance and Enforcement
- Legal Authorities
- Financial Consequences of WSCP
- Monitoring and Reporting
- WSCP Refinement Procedures
- · Plan Adoption, Submittal, and Availability

8.2 Water Supply Reliability Analysis

This section summarizes the water supply reliability analysis of the City's supplies and describes the key issues that may create a shortage conditions relative to the City's water supply portfolio.

8.2.1 Water System Reliability

Section 7 in the DRA describes the water system reliability analysis to meet demands in normal, single dry, and multiple dry years over a 5-year drought period.

8.2.2 Key Issues to Potential Shortage Condition

Because the City has two sources of supply and has plans to have its desalination facility online in 2023, the reliability of the City's water supply is relatively high. Some scenarios could result in the City declaring a water shortage stage condition. Below is a list of the key issues that could potentially result in a shortage condition for the City.

- · Regional drought circumstances
- · Reduced availability of CCWD water supplies
- Delays in the Antioch Brackish Water Desalination Project



8.3 Annual Water Supply and Demand Assessment Procedures

The City must conduct an annual water supply and demand assessment (Annual Assessment) annually on or before July 1 of each year, beginning with the first annual water supply and demand assessment due by July 1, 2022. The Annual Assessment report is submitted to DWR with information for anticipated shortage, triggered shortage response actions, compliance and enforcement actions, and communication actions consistent with this WSCP. The City will conduct an Annual Assessment that follows the steps illustrated in Figure 8-1 and described below. Once DWR finalizes the guidelines, DWR may modify this process.

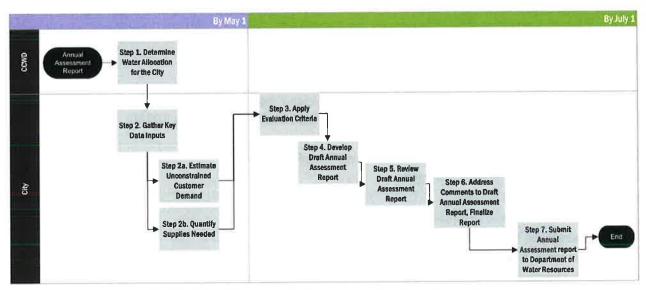


Figure 8-1. Annual Assessment Procedure and Decision-Making Process

The Annual Assessment Procedure and Decision-Making Process includes several steps:

- Step 1. Determine Water Allocation for the City The type of water year for the Delta and CCWD water supply
- Step 2. Gather Key Data Inputs The City collects key data inputs for the Annual Assessment including water supply and unconstrained customer demand as described below.
 - Step 2a. Estimate Unconstrained Customer Demand The City estimates current year unconstrained demand considering weather, growth, and other influencing factors such as policies to manage current supplies to meet demand objectives in future years, as applicable.
 Unconstrained customer demand does not include demand reductions that may occur as a result of the City implementing any necessary special shortage response actions.
 - Step 2b. Quantify Supplies Needed The City estimates the available water supply by source for the current year and one subsequent dry year.
 - Quantify each source of water supply and provide descriptive text of each source
 - Quantify current year available supply by source, considering hydrological and regulatory conditions in the current year
 - Quantify available supply by source for one subsequent dry year.



- Estimate water supply availability estimates by source:
 - The existing infrastructure capabilities and plausible constraints as they impact the City's ability to deliver supplies to meet expected customer water use needs in the coming year should be considered.
 - Hydrological and regulatory conditions in the current year
 - Specific locally applicable factors that can influence or disrupt each supply source
- Step 3. Apply Evaluation Criteria Evaluation criteria are determined by the supply source conditions and factors that impact the condition of each supply source. The Annual Assessment is based on evaluating the key data inputs to determine the water supply reliability. Although an actual shortage may occur at any time during the year, the City usually can forecast a shortage on or about May 1 of each year. The City monitors water production monthly. The evaluation applies the criteria defined by supply source condition in Table 8-1.

Table 8-1. Evaluation Criteria					
Supply Source Condition	Criteria				
Purchased water					
CCWD	CCWD water supply allocation				
Surface water					
Delta	Water quality, until 2023 when desalination facility is online				
Recycled water					
DD	N/A				

- Step 4. Develop Draft Annual Assessment Report The City compiles the draft Annual Assessment report based on the format to be determined by DWR using the key data inputs and evaluation criteria.
- Step 5. Review Draft Annual Assessment Report The City will review and provide comment on the draft Annual Assessment report.
- Step 6. Address Comments to the Draft Annual Assessment Report, Finalize Report The City will address internal comments to the draft Annual Assessment report and will finalize the report.
- Step 7. Submit Annual Assessment Report to DWR The City will submit the Annual Assessment report to DWR.

8.4 Six Standard Water Shortage Stages

The City has developed a six-stage WSCP, as shown in Table 8-2, to invoke during declared water shortages. The City's WSCP stages have changed from four-stages to six-stages to provide a consistent regional and statewide approach to conveying the relative severity of water supply shortage conditions. The six standard water shortage levels correspond to progressively increasing estimated shortage conditions and align with the response action the City would implement to meet the severity of the impending shortages.

	Table 8-2. WSCP Levels (DWR Table 8-1)				
Shortage Level	Percent Shortage Range ^a Numerical value as a percent	Water Shortage Condition (Narrative description)			
Add additional rows a	s needed				
1	Up to 10	Water supply conditions are sufficient to meet between 90 to 100 percent of projected unconstrained demand for the next two years.			
2	Up to 20	Water supply conditions are sufficient to meet between 80 to 90 percent of projected unconstrained demand for the next two years.			
3	Up to 30	Water supply conditions are sufficient to meet between 70 to 80 percent of projected unconstrained demand for the next two years.			
4	Up to 40	Water supply conditions are sufficient to meet between 60 to 70 percent of projected unconstrained demand for the next two years.			
5	Up to 50	Water supply conditions are sufficient to meet between 50 to 60 percent of projected unconstrained demand for the next two years.			
6	>50	Water supply conditions are sufficient to meet less than 50 percent of projected unconstrained demand for the next two years.			

Note:

8.5 Shortage Response Actions

Shortage response actions align with the defined shortage levels by stage in Table 8-2. BC used existing demands based on 2018 use, consistent with the basis of demand projections used in the 2020 WSMP. Shortage response actions include supply augmentation actions, demand reduction actions, operational changes, locally appropriate mandatory prohibitions against specific water use practices, and state mandated prohibitions. Table 8-2 shows the extent to which the gap between supplies and demand will be reduced by each shortage response action for each activity. As the water purveyor, the City always must provide the community's minimum health and safety water needs. Table 8-3 provides the summary of the demand reduction and supply augmentation estimated results for each stage. The objective is to design the WSCP so that the demand reduction and supply augmentation activities in each stage reduce the shortage by the percent shortage range for each stage defined in Table 8-2. Sections 8.5.1 and 8.5.2 provide detailed information as to the activities and the estimated savings for each activity.

	Shortage Level (percent shortage range)						
	1 (0 to 10)	2 (10 to 20)	3 (20 to 30)	4 (30 to 40)	5 (40 to 50)	6 (>50)	
Total demand reduction and other activities (MG) (from Table 8-5 and 8-6))	39	146	875	1,152	1,423	1,968	
Total supply augmentation (MG) (from Table 8-6)	5	526	526	526	526	526	
Total demand reduction and supply augmentation (MG)	39	671	1,401	1,678	1,949	2,493	
Total existing (2018) demand (MG)	4,816	4,816	4,816	4,816	4,816	4,816	
Percent of demand	1	14	29	35	40	52	



a. One stage in the WSCP must address a water shortage of 50 percent.

8.5.1 Demand Reduction Actions

Table 8-4 lists locally appropriate demand reduction actions to adequately respond to shortages. The City Council may declare a water shortage and implement drought management measures in accordance with state laws, regulations of CCWD, and this UWMP as needed. The annual volume of water that the demand reduction action will reduce the shortage gap is estimated. The assumptions and references for the estimated volume by demand reduction action item is provided in Appendix G. It is also noted if there is a penalty, charge, or other enforcement for each demand reduction action item.

As included in Section 6-10.04 of the City's Municipal Code, the following actions are considered nonessential use of water and are prohibited at all times.

§ 6-10.04 NONESSENTIAL USE OF WATER PROHIBITED.

- A. At all times, no person shall use any water provided by the city for a nonessential purpose.
- B. For the purposes of this chapter, each of the following is declared a nonessential use of water:
 - a. Permitting water to flow onto a sidewalk, driveway or street, or escape down a gutter, ditch or other service drain
 - Outside watering that results in excessive flooding or runoff into a gutter, drain, walkway or street
 - c. Using city-furnished water for non-recirculating decorative fountains or filling of decorative lakes or ponds
 - d. Washing of paved or other hard surface areas, including sidewalks, walkways, driveways, patios and parking areas with city-furnished water
 - e. Failing to repair a controllable leak of water
 - f. Using a hose without an automatic shutoff nozzle

(Ord. 2026-C-S, passed 5-26-09; Am. Ord. 2102-C-S, passed 5-12-15)

		ction Actions (DWR Table 8-		Danalty Charge
Shortage Level	Demand Reduction Actions	How much is this going to reduce the shortage gap? Include volume units used.	Additional Explanation or Reference (optional)	Penalty, Charge or Other Enforcement?
1	Landscape - limit landscape irrigation to specific times	331 MGY	Limit 9am to 5pm	Yes
2 (was 3)	CII - restaurants may only serve water upon request	4 MGY		No
2	Other - prohibit vehicle washing except at facilities using recycled or recirculating water	5 MGY		Yes
2	Water Features - restrict water use for decorative water features, such as fountains	13 MGY		Yes
2	CII - commercial kitchens required to use pre-rinse spray valves	9 MGY		Yes
2	CII - lodging establishment must offer opt out of linen service	4 MGY		Yes
2	Pools - allow filling of swimming pools only when an appropriate cover is in place.	9 MGY		Yes
3	Landscape - prohibit certain types of landscape irrigation	331 MGY	Prohibit sprinklers during and 2 days after rain	Yes
3	Landscape - limit landscape irrigation to specific days	397 MGY	Limit more than 3 days per week	Yes
3	Other - prohibit use of potable water for construction and dust control	4 MGY		No
4	Landscape - other landscape restriction or prohibition	993 MGY	Irrigation of any landscaping except trees or drought tolerant plantings is prohibited.	Yes
4	Other water feature or swimming pool restriction	9 MGY	Existing pools shall not be emptied and refilled using potable water unless required for public health and safety purposes.	Yes
5	Landscape - prohibit all landscape irrigation	1,257 MGY	All landscape irrigation prohibited	Yes
5	Other water feature or swimming pool restriction	7 MGY	No new permits for pools will be issued.	Yes
6	Other	1,842 MGY	Water use only for public health and safety purposes	Yes

8.5.2 Supply Augmentation and Other Actions

Table 8-5 lists locally appropriate supply augmentation actions and operational changes.



Table 8-5. Supply Augmentation and Other Actions (DWR Table 8-3)			
Shortage Level	Supply Augmentation Methods and Other Actions by Water Supplier	How much is this going to reduce the shortage gap? <i>Include volume units used.</i>	Additional Explanation or Reference (optional)
1	Expand public information campaign	39 MGY	Offer workshops, increased use of bill inserts, social media
2	Offer water use surveys	19 MGY	Consumption checks at meter and assist customers via phone to review water usage for their property are always in place. For Stage 4, 5, and 6 City would increase the number of water use surveys and potentially offer in person surveys.
2	Decrease line flushing	25 MGY	Operational changes – No routine system flushing
2	Increase water waste patrols	14 MGY	Implement excess use penalties and flow restrictions
2	Transfers	526 MGY	Emergency intertie with DWD and/or City of Pittsburg (assume 1,000 gpm average daily flow rate)

8.5.3 Special Water Feature Distinction

The guidelines consider and define water features that are not pools or spas separately from pools and spas in the WSCP. Non-pool or non-spa water features including ponds, lakes, waterfalls, and fountains that do not require the use of potable water for health and safety considerations are defined as decorative water features and recreational water features and are included as such in the response actions and are enforced and monitored as part of the WSCP process.

Under all conditions and stages the WSCP prohibits using potable water in an ornamental fountain or other decorative water feature, except where the water is part of a recirculating system. At Stage 3 all decorative water features will have restricted water use.

8.6 Emergency Response Plan

The City has prepared and maintains an Emergency Response Plan (ERP) to address responding to catastrophic supply interruptions as well as other emergencies. Appendix H only includes the ERP Table of Contents due to security reasons. The City most recently updated its ERP in September 2020 in compliance in with America's Water Infrastructure Act (AWIA) of 2018 Public Law 115-270, S. 3021. Section 8.7 includes more details on AWIA.

The City's ERP includes information on key facilities, emergency response roles, communication methods, public notification information, response actions and procedures, mitigation actions, and detection strategies. The ERP has incident action checklists for the possible water supply catastrophes included in Table 8-6. Table 8-7 lists potential actions and responses.

	Table 8-6. Possible Catastrophes		
	Cybersecurity Drought Earthquake	Flooding Harmful algal blooms Pandemic	
•	Extreme cold and winter storms Extreme Heat	Power outage Wildfire	

Table 8-7. Potential Actions in Response to Catastrophes			
 Stretch existing water storage Obtain additional water supplies Develop alternative water supplies Determine where the funding will come from Contact and coordinate with other agencies Create an emergency response team/coordinator 	Implement the ERP Put employees/contractors on-call Develop methods to communicate with the public Develop methods to prepare for water quality interruptions		

Table 8-3 also lists shortage response actions to respond to catastrophic water shortages. When a shortage declaration appears imminent, the WTP Superintendent (also the Emergency Response Lead) leads managing related activities. The WTP Superintendent coordinates efforts with the Public Information Officer and other agencies or resources as needed. The Public Information Officer coordinates with the Police Department and media outlets for public information, if necessary. The City will coordinate with Contra Costa County for the possible proclamation of a local emergency. The City's ERP has a complete list of emergency response roles and contacts.

8.7 Seismic Risk Assessment and Mitigation Plan

This section includes a seismic risk assessment and mitigation plan to assess the vulnerability of each of the water system's facilities and methods to mitigate those vulnerabilities. Water suppliers also may comply with 2020 UWMP requirements by submitting a copy of the most recent adopted local hazard mitigation plan or multi-hazard mitigation plan under the federal Disaster Mitigation Act of 2000 (Public Law 106-390) if the local hazard mitigation plan or multi-hazard mitigation plan addresses seismic risk.

The City has prepared a seismic risk assessment as part of its confidential Risk and Resilience Assessment (RRA) in compliance with AWIA of 2018 Public Law 115-270, S. 3021. This section discusses a summary of the risk of earthquake to the City's facilities. Furthermore, the table of contents of the RRA included as Appendix I to this UWMP due to security concerns. The Contra Costa County Hazard Mitigation Plan (HMP) is also available showing compliance with 2020 UWMP requirements. Due to the large size of the HMP document Appendix J presents only the cover and table of contents pages. The reader can access the full document at https://www.contracosta.ca.gov/6415/Local-Hazard-Mitigation-Plan, the plan for the entire County. The City's portion of the HMP document, which appears in Volume 2 of the HMP, includes all the relevant City information.

The AWIA law requires a community water system (CWS) serving more than 3,300 people to develop an RRA and an ERP. In compliance with AWIA, as a CWS serving a population of 50,000 or more, the City prepared and submitted the required RRA to the U.S. Environmental Protection Agency by December 31, 2020. Similarly, the City prepared and submitted its ERP according to the required schedule. As part of the RRA and ERP, the City evaluated seismic risk to its facilities and mitigation measures to reduce the impacts of the earthquake threat.

In 2018, Contra Costa County developed a HMP to guide hazard mitigation planning from identified threats. The steering committee conducted a risk assessment that identified and profiled hazards that pose a risk to the Contra Costa County planning area, assessed the vulnerability of the planning area to these hazards, and examined the existing capabilities to mitigate them (Contra Costa County, 2018). Earthquake, landslide, severe weather, wildfire, dam and levee failure, flood, sea-level rise, tsunami, and drought are among the hazards that can have an impact on the Contra Costa County planning area.



Earthquake damage can include structural, injury, loss of life, and infrastructure damage, and can vary in degrees based on factors such as magnitude, focal depth, distance from the fault, and topography. Types of hazards related to earthquakes include the ground shaking, seismic structural safety, liquefaction, settlement, and faults.

Areas of Contra Costa County most susceptible to earthquake include those near active fault zones. Contra Costa County lies over or is near numerous known faults, the most significant are the Hayward, Calaveras North, Concord-Green Valley, Mount Diablo, and Greenville faults (Contra Costa County, 2018). The Hayward and Rodgers Creek Faults have high potential for experiencing major to great seismic events. There is a 72 percent likelihood that at least one earthquake with a magnitude of 6.7 or greater will occur in the San Francisco Bay area before 2043 causing widespread damage. USGS ground motion maps indicate the peak ground acceleration, that has a 10 percent probability of being exceeded in a 50-year period, is 0.4g. The entire County planning area is at risk to direct and indirect impacts from earthquakes according to the HMP. Past work has identified 52 critical facilities in the City exposed to the earthquake hazard per the HMP.

The City's RRA went a little deeper by identifying specific assets and risks associated with seismic activity. Per the RRA earthquake is the City's costliest threat. The cost is not as significant on an asset basis, but when added together, earthquakes have the potential to impact several assets simultaneously. The RRA determined that many of the City's facilities are at risk to earthquake threat:

- CCWD Canal Pumping Stations
- · San Joaquin River Pumping Station
- Raw Water Interties
- WTPs A and B
- Antioch Municipal Reservoir

8.8 Communication Protocols

Timely and effective communication is a key element of WSCP implementation. The City has structured its communication protocols and procedures in the event of a water shortage to activate through authorization by the WTP Superintendent. Under a water shortage condition, the WTP superintendent, working with other City staff, would assess the actual water supply and demand information and conditions to determine whether the City should activate the WSCP. If so, City staff would recommend activation of the appropriate stage alert, and request City Council authorization to initiate the measures necessary to achieve the appropriate demand reduction target. The City would encourage the public to understand and participate in the decision-making process and provide feedback to the City Council on such an action. The WSCP is flexible and can be implemented to best match actual conditions of a particular water shortage event.

Specific communication protocols to inform customers, the public, interested parties, and local, regional, state governments of any current or projected shortage as determined by the annual water supply and demand assessment described in Section 8.3 and any shortage response actions as a result of the annual assessment are listed below:

- Expanded public information and awareness program by implementing workshops, distributing park signs, adding bill inserts, and increasing the number of educational programs at schools. Use of social media and e-mail blasts to customers. Further explanation of these tools are described in Section 9.
- Customer billing frequency increased from bi-monthly to monthly to provide a better estimate of water losses and quicker detection of a leak or water loss.

Critical communication information is included in the City's ERP as discussed in Section 8.6.



8.9 Compliance and Enforcement

This section of the WSCP describes the means the City uses to ensure compliance and enforcement. Table 8-5 identifies the shortage actions with penalties. Section 6-10.06 and 6-10.07 of the City's Municipal Code address rules and variances and enforcement measures.

§ 6-10.06 RULES AND VARIANCES.

- A. Pursuant to a resolution of the City Council declaring a water shortage and/or the need for drought management efforts, the City Manager and/or his designee are hereby authorized to promulgate further rules and regulations further implementing the policies in this chapter and the resolution. The City Manager and/or his designee is also authorized to settle disputes regarding definitions of terms, applicability and other disputes or questions that may arise regarding the implementation of this chapter. Requests for dispute resolution shall be made in writing to the City Manager and/or his designee.
- B. The City Manager and or his designee are also authorized to provide procedures for, and to consider, grant, or deny requests for variances or exceptions to the provisions of this chapter. For example, provisions shall be made for exceptions of this water reduction goal based upon medical needs.
- C. Any appeals shall be made through the appeals process set by Chapter 4 of Title 1 of the Antioch Municipal Code.

(Ord. 2026-C-S, passed 5-26-09; Am. Ord. 2102-C-S, passed 5-12-15)

§ 6-10.07 ENFORCEMENT.

A violation of any provision of this chapter or any resolution or rule adopted pursuant to this chapter is deemed to be an infraction and subject to the fines set forth in Chapter 5 of Title 1 of the Municipal Code, as well as any remedies set forth in Chapter 2 of Title 1. In addition, a violation of any provision of this chapter or any resolution or rule adopted pursuant to this chapter is deemed a public nuisance pursuant to Chapter 1 of Title 5 of the Antioch Municipal Code and subject to the any remedies available to address a public nuisance. (Ord. 2102-C-S, passed 5-12-15)

8.10 Legal Authorities

As required by Water Code Section 10632 (a)(7), this section includes a description of the legal authorities that empower the City to implement and enforce its shortage response actions and the required statements for a WSCP.

The relevant statutory authorities, local ordinances, and resolutions and water supply contract provisions to which the City is subject to are listed below:

- The City's most recent WSCP was adopted as part of the 2015 UWMP on May 24, 2016. The City updates its WSCP in each five-year UWMP. The City Council may, by resolution and after a noticed public hearing, determine that water shortage conditions exist within the City. Based on this determination, the City Council may determine that water shortage measures become operative within the City and remain in effect until the City Council, by resolution, determines that the water shortage condition no longer exists.
- CCWD water supply contract provisions
- City Municipal Code



Required statements:

- The City shall declare a water shortage emergency condition in accordance with Water Code Chapter 3 (commencing with Section 350) of Division 1, as stated below:
 - Declaration of water shortage emergency condition. The governing body of a distributor of a public water supply, whether publicly or privately owned and including a mutual water company, shall declare a water shortage emergency condition to prevail within the area served by such distributor whenever it finds and determines that the ordinary demands and requirements of water consumers cannot be satisfied without depleting the water supply of the distributor to the extent that there would be insufficient water for human consumption, sanitation, and fire protection.
- The City shall coordinate with any city or county within which it provides water supply services for the
 possible proclamation of a local emergency under California Government Code, California Emergency
 Services Act (Article 2, Section 8558). As part of the City's ERP the county for which the City provides
 services, is contacted and the City follows the developed coordination protocols that can facilitate
 compliance with the Water Code in the event of a local emergency as defined in subpart (c) of
 Government Code Section 8558.

8.11 Financial Consequence of WSCP

The financial consequence of implementing the WSCP include potential revenue reductions and expense increases. The City has developed mitigation actions to reduce these impacts and the cost of compliance.

8.11.1 Potential Revenue Reductions and Expense Increases

The City understands the projected ranges of water sales by shortage stage and what the impact would be on projected revenues and expenditures by each shortage stage. Revenues would decrease as consumption is decreased. Expenditures would increase as response actions are implemented.

8.11.2 Mitigation Actions

In Stage 1 and 2 conditions, the City would attempt to avoid rate adjustments. However, if the water shortage conditions persisted and/or became more severe thereby further reducing demands, rate changes would be imperative.

- Use of Financial Reserves The City has financial reserves to address decreased water sales during a water shortage.
- Other Measures The City does not have additional measures formalized such as drought rate surcharges, postponement of capital improvements, or reduction of agency staff.

8.11.3 Cost of Compliance

Although not quantified at this time, the City likely would have extra costs to implement the actions in Table 8-4 and 8-5.

The City did not implement a drought rate structure or surcharges in 2020 and maintains its current water rates through June 2022 (Antioch on the Move, 2020). To comply with and address excessive water use, the City's efforts include 24-hour standby staff to respond to emergency calls, staff focused on high consumption monitoring, additional water waste patrols as required as part of the City's WSCP.

8.12 Monitoring and Reporting

The City will monitor and report implementation of the WSCP by collecting, tracking, and analyzing appropriate data to monitor customer compliance and to meet state reporting requirements. Under normal water supply conditions, City staff record potable water production figures daily. The City reports daily production totals monthly. The City operates its water system on a computerized supervisory control and data acquisition system (SCADA), which allows instantaneous viewing of water system conditions.

During Stage 2 of a water shortage, the WTP Superintendent evaluates production figures to determine if City water users meet demand reduction targets. The WTP Superintendent reviews the monthly production reports and determines if further action is required to meet demand reduction goals. If City water users do not meet reduction goals, the WTP Superintendent will notify the City Council so that corrective action is considered and/or taken.

As a water shortage progresses to Stage 4, the City would follow the procedure described above, with the addition of a weekly production report to the WTP Superintendent.

During emergency shortages (Stage 6), the WTP Superintendent reviews production figures and reports to the City Manager.

8.13 WSCP Refinement, Adoption, Submittal, and Availability

The City routinely reevaluates the WSCP to improve functionality to ensure the shortage risk tolerance is adequate and implements the appropriate water shortage mitigation strategies as needed. The City has adopted the WSCP and has submitted and made it available per the Water Code requirements.

8.13.1 Refinement Procedures

The City may update the WSCP independently of the Urban Water Management Plan. At a minimum of every five years in parallel with the update of the UWMP, the City shall complete this review and update process.

8.13.2 Adoption, Submittal, and Availability

During each WSCP review and update process WTP Superintendent will review the revised WSCP prior to adoption by City Council. The City typically reviews the WSCP and adopted any changes as part of the UWMP review and adoption process. In either instance the City follows the public review period and adoption process in accordance with Government Code 6066.

The City makes available the updated WSCP to City residents and Contra Costa County no later than 30 days after it adopts the updated WSCP. The WSCP is available at the City's website and as part of the UWMP document; interested parties can locate it on the City's website, the California State Library, and local public libraries within the City.

ATTACHMENT "E"



May 16, 2022

BOARD OF DIRECTORS

Ernesto A. Avila, P.E.
ACTING PRESIDENT
John A. Burgh
Connstance Holdaway
Antonio Martinez

GENERAL MANAGER Stephen J. Welch, P.E., S.E.

John Samuelson
Public Works Director/City Engineer
City of Antioch
P. O. Box 5007
Antioch, CA 94509

Subject: REVISED CCWD 2022 Annual Water Supply and Demand Assessment - Supply Allocations

Dear John Samuelson:

The Contra Costa Water District (District) is currently preparing the 2022 Annual Water Supply and Demand Assessment (AWSDA) in conformance with California Water Code Division 5, Part 2.6, Section 10632. This is a new requirement for all urban water agencies in the State to submit to the Department of Water Resources a preliminary AWSDA no later than June 1, 2022, with the final AWSDA submitted no later than July 1, 2022.

The District has initiated a Stage 2 drought response in consideration of the historically low allocation from the Central Valley Project (CVP), availability of local supplies, potential for continuing drought, and in response to the Governor's Executive Order N-7-22. The Executive Order, as well as the draft emergency State Board regulations, require water agencies enact "at a minimum, the demand reduction actions identified in the supplier's water shortage contingency plan adopted under Water Code 10632 for a shortage level of up to twenty percent (Level 2)." The District has prepared an assessment of its water supply and projects a shortfall in supplies due to the conditions. Pursuant to the Governor's Executive Order N-7-22, the District's Board of Director's adopted a resolution in April which included activating State 2 of the Water Shortage Contingency Plan and a requirement for municipal customers to reduce water use by 15% compared to use in 2020.

This analysis of supply availability is being provided to all wholesale municipal customers of the District for use in the preparation of their AWSDA. A summary of FY2021 water use and the FY2023 target water use based on the AWSDA assessment and the District's goal of a 15% reduction is provided in Table 1 below.

Table 1 Water Supply Historical Use and FY2023 Target

	FY2021	FY2023 Target
	(July 1, 2020-	(July 1, 2022-
	June 30, 2021)	June 30, 2023)
Antioch (Canal)	16,569 acre-feet	14,084 acre-feet

City of Antioch REVISED CCWD 2022 AWSDA – Supply Allocations May 16, 2022 Page 2

If you would like to discuss this, or have any questions or concerns please contact me at (925) 688-8310 or Jill Mosley at (925) 688-8127 or jmosley@ccwater.com. The District looks forward to continuing to work with you as we complete the 2022 AWSDA.

Sincerely,

Jeff Quimby

Assistant General Manager

Jeff Quimby

JQ/JM:kh



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of June 14, 2022

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director

SUBJECT: Side Letter Agreement between the City of Antioch and the Antioch

Public Works Employees Association and the City of Antioch and the Antioch Police Sworn Management Association Observing the

Juneteenth Holiday

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution:

- 1) Approving the Side Letter Agreement between the City of Antioch and the Antioch Public Works Employees Association observing the Juneteenth Holiday;
- 2) Approving the Side Letter Agreement between the City of Antioch and the Antioch Police Sworn Management Association observing the Juneteenth Holiday;
- 3) Authorizing the City Manager or designee to execute the Side Letter Agreements between the City of Antioch and the Antioch Public Works Employees Association and the City of Antioch and the Antioch Police Sworn Management Association; and
- 4) Authorizing the City Manager or designee to make any necessary adjustments to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget to implement the provisions of the Side Letter Agreements.

FISCAL IMPACT

The estimated fiscal impact of the Antioch Public Works Employees Association Side Letter for FY2021/22 is estimated to be \$31,904. The estimated fiscal impact of the Antioch Police Sworn Management Association Side Letter for FY2021/22 is estimated to be \$17,207.

DISCUSSION

Representatives of the City and the Antioch Public Works Employees Association and the Antioch Police Sworn Management Association have been meeting and conferring in

good faith to negotiate agreements and finalize each Memorandum of Understanding. The current term of the Memorandum of Understanding for Antioch Public Works Employees Association is April 1, 2017 through May 31, 2022. The current term of the Memorandum of Understanding for the Antioch Police Sworn Management Association is March 1, 2017 through February 28, 2022.

During the course of negotiating, the City Council and the Antioch Public Works Employees Association and the City Council and the Antioch Police Sworn Management Association reached an agreement on a Side Letter memorializing the observance of the Juneteenth Holiday.

Please refer to Exhibit 1 of the Resolution for the details of the Side Letter Agreement between the City of Antioch and the Antioch Public Works Employees Association.

Please refer to Exhibit 1 of the Resolution for the details of the Side Letter Agreement between the City of Antioch and the Antioch Police Sworn Management Association.

The City will continue to meet and confer in good faith to negotiate agreements and finalize the Memorandums of Understanding for the Antioch Public Works Employees Association and the Antioch Police Sworn Management Association.

ATTACHMENTS

A. Resolution

Exhibit 1 to Resolution – Side Letter Agreement between the City of Antioch and the Antioch Public Works Employees Association

B. Resolution

Exhibit 1 to Resolution – Side Letter Agreement between the City of Antioch and the Antioch Police Sworn Management Association

RESOLUTION NO. 2022/***

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE SIDE LETTER AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE ANTIOCH PUBLIC WORKS EMPLOYEES ASSOCIATION OBSERVING THE JUNETEENTH HOLIDAY

WHEREAS, the City and the Antioch Public Works Employees Association had a Memorandum of Understanding covering the period of April 1, 2017 – May 31, 2022;

WHEREAS, in accordance with Government Code Section 3505, the City's Negotiating Team met and conferred in good faith with representatives of the Antioch Public Works Employees Association; and

WHEREAS, representatives of the City and the Antioch Public Works Employees Association reached a Side Letter Agreement observing the Juneteenth Holiday.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

<u>Section 1.</u> The Side Letter Agreement between the City of Antioch and the Antioch Public Works Employees Association as provided in the attached Exhibit 1 and herein incorporated by reference, is approved;

Section 2. The City Manager or designee is authorized to execute the Side Letter Agreement as provided in the attached Exhibit 1; and

<u>Section 3.</u> The City Manager or designee is authorized to make any necessary adjustments to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget to implement the provisions of the Side Letter Agreement.

* * * * * * * * * *

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 14th day of June, 2022, by the following vote:

	ELIZABETH HOUSEHOLDER
ABSENT:	
ABSTAIN:	
NOES:	
AYES:	

City of Antioch and Antioch Public Works Employees Association Side Letter of Agreement

This Side Letter is by and between the Antioch Public Works Employees Association ("Bargaining Unit") and the City of Antioch ("City") and is effective following ratification by the Bargaining Unit and approval by the City Council.

It is agreed that the Bargaining Unit will add the following holiday to Article 14 Holidays Section 14.1 Holidays Observed.

<u>Holiday</u>	<u>Date</u>	
Juneteenth	June 19	
	•	rated into the next MOU between the City and the
0 0		ded by this Side Letter, all other terms and conditions of the
widd between the Ci	ty and the Bargaining O	Init remain unchanged.
For the City:		For Antioch Public Works Employees Association
		
Date:		Date:

RESOLUTION NO. 2022/***

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE SIDE LETTER AGREEMENT BETWEEN THE CITY OF ANTIOCH AND THE ANTIOCH POLICE SWORN MANAGEMENT ASSOCIATION OBSERVING THE JUNETEENTH HOLIDAY

WHEREAS, the City and the Antioch Police Sworn Management Association had a Memorandum of Understanding covering the period of March 1, 2017 – February 28, 2022;

WHEREAS, in accordance with Government Code Section 3505, the City's Negotiating Team met and conferred in good faith with representatives of the Antioch Police Sworn Management Association; and

WHEREAS, representatives of the City and the Antioch Police Sworn Management Association reached a Side Letter Agreement observing the Juneteenth Holiday.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

<u>Section 1.</u> The Side Letter Agreement between the City of Antioch and the Antioch Police Sworn Management Association as provided in the attached Exhibit 1 and herein incorporated by reference, is approved;

Section 2. The City Manager or designee is authorized to execute the Side Letter Agreement as provided in the attached Exhibit 1; and

<u>Section 3.</u> The City Manager or designee is authorized to make any necessary adjustments to the Fiscal Year 2021/22 and Fiscal Year 2022/23 budget to implement the provisions of the Side Letter Agreement.

* * * * * * * * * *

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 14th day of June, 2022, by the following vote:

	ELIZABETH HOUSEHOLDER CITY CLERK OF THE CITY OF ANTIOCH
ABSENT:	
ABSTAIN:	
NOES:	
AYES:	

City of Antioch and Antioch Police Sworn Management Association Side Letter of Agreement

This Side Letter is by and between the Antioch Police Sworn Management Association ("Bargaining Unit") and the City of Antioch ("City") and is effective following ratification by the Bargaining Unit and approval by the City Council.

It is agreed that the Bargaining Unit will add the following holiday to Article 5 Leaves Section A. Holidays.

<u>Holiday</u> Juneteenth	<u>Date</u> June 19	
	t as specifically amen	rated into the next MOU between the City and the ded by this Side Letter, all other terms and conditions of the Init remain unchanged.
For the City:		For Antioch Police Sworn Management Association
		
Date:		Date: