



**CITY OF PITTSBURG
AGENDA**

October 01, 2018

**CITY HALL COUNCIL CHAMBER
65 CIVIC AVENUE, PITTSBURG, CA**

**CLOSED SESSION
6:00 P.M.**

**REGULAR MEETINGS
7:00 P.M.**

**CITY COUNCIL
PITTSBURG ARTS AND COMMUNITY FOUNDATION
SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT DISTRICT II**

PRESIDING

**Dwaine “Pete” Longmire, Mayor/Chair
Sal Evola, Vice-Mayor/Chair
Juan Antonio Banales, Council Member/Board Member
Jelani Killings, Council Member/Board Member
Marilyn “Merl” Craft, Council Member/Board Member**

**FOR HOUSING AUTHORITY:
S.L. Floyd, Housing Authority Member
Annie Hill Herring, Housing Authority Member**

Pittsburg City Council meetings are held the first and third Mondays of each month at 7:00 p.m. The Housing Authority meets in conjunction with the City Council on the third Monday of each month. The Pittsburg City Council meets regularly in the Council Chamber at 65 Civic Avenue, unless otherwise noted above. The City Council also sits as the Board of Directors of several other City agencies. The stipends for all agency members conform to state statutes governing compensation amounts. All other Agencies meet on an as needed basis and will be listed above if applicable. Copies of the open session agenda packets, which are distributed to the City Council, are on file in the office of the City Clerk, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning 72 hours in advance, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except from noon to 1:00 p.m. and City holidays). The agenda and reports are also located on the City’s website at www.ci.pittsburg.ca.us. Additionally, if any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports and documents will also be available for public inspection in the City Clerk’s Office and on the day of the meeting in the Council Chamber at the public counter area below the dais.

NOTICE TO PUBLIC (Attached)

COUNCIL COMMITTEES LIST (Attached)

COMMISSIONS/COMMITTEES MEETING SCHEDULE (Attached)

AUDIENCE REMARKS

The Audience Remarks period is for the public to comment on any items scheduled to be heard during the Closed Session portion of the meeting, if applicable.

6:00 P.M.

CONVENE IN CLOSED SESSION

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS (Pursuant to Section 54956.8):

Property: APN 085-071-046; Agency Negotiators: Joe Sbranti, Garrett Evans and Maria Aliotti; Negotiating Parties: Global Resources Trading LLC; Under negotiation: both price and terms of payment

2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION FOR THE CITY OF PITTSBURG; Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9:

One (1) case

3. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION FOR THE CITY OF PITTSBURG; Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9:

One (1) case

4. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION FOR THE CITY OF PITTSBURG (Paragraph (1) of subdivision (d) of Section 54956.9):

Wade Derby v. City of Pittsburg, et al; United States District Court, Northern District of California, Case No. 3:16-cv-05469-SI

7:00 P.M.

CONVENE IN OPEN SESSION FOR REGULAR MEETING

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

PRESENTATIONS

SB 1 Transportation Revenue Update

CITY MANAGER REPORTS/REMARKS

The City Manager may make brief announcements or informal comments at this time and brief the Council on items of interest. (No Action Required)

CITIZENS REMARKS

Members of the audience who wish to address the City Council or Agency Boards on issues that are not scheduled for the agenda and on any items listed as part of the Consent Calendar should complete a Speaker's Card available at the dais. Please read the card carefully in order to fill out the card properly. Submit the completed card to the City Clerk before the item is called, preferably before the meeting begins. Individuals will be given three minutes to address the Council unless additional time is allowed as provided for spokespersons. Prior to speaking, each member of the public shall state their name and business and City of residence in a clear and audible tone of voice. (No Action Required)

CITY COUNCIL MEETING

CONSIDERATION

5. Adoption of a City Council Resolution Allocating Funding and Approving the Capital Improvement Program for Fiscal Years 2018/19 Through 2022/23

The proposed 5-Year Capital Improvement Program (CIP) for fiscal years 2018/19 through 2022/23 includes 204 projects for construction of new facilities and infrastructure, and for the expansion, rehabilitation, or replacement of existing City-owned assets. The attached Resolution will approve the CIP and allocate funds for a marina repair project.

CONFLICT OF INTEREST STATEMENT

City Council/Agency Members may make any conflict of interest declarations pertaining to Consent Calendar items at this time.

CONSENT CALENDAR

COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION, AND SOUTHWEST PITTSBURG GHAD II CONSENT CALENDAR

6. Minutes

Minutes of September 17, 2018

7. Adoption of Both a City Council and Agency Resolution Allocating Funding, Accepting the Plans and Specifications, and Awarding Contract 2015-03, San Marco Boulevard Class I Trail Project

Contract 2015-03, San Marco Boulevard Class I Trail Project (the "Project"), is for the

construction of a pedestrian bridge and widening of the sidewalk to construct the continuation of a Class 1 pedestrian/bicycle trail adjacent to San Marco Boulevard. The new trail will be constructed on the west side of San Marco Boulevard from approximately El Cajon Court to West Leland Road. These Resolutions will accept the plans and specifications for the Project, allocate funding, and authorize the City Manager to award a construction contract.

8. Adoption of a City Council Resolution Accepting Plans and Specifications, Allocating Funding, Authorizing a Consultant Agreement Amendment, and Awarding a Contract for the North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project

The North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project (the "Project") is for the seismic retrofit and maintenance of the bridge overpass at the intersection of Range Road, North Parkside Drive, and Willow Pass Road. This Resolution will accept the plans and specifications for the Project, allocate funds, authorize a consultant agreement amendment, and authorize the City Manager to execute a construction contract With Bridgeway Civil Constructors Company of Vacaville, California.

9. Adoption of an Ordinance Amending Section 3.26.030 of the Pittsburg Municipal Code Relating to Fiscal Sustainability and Reserve Funds

The Proposed Fiscal Sustainability Ordinance ("Ordinance") amendment will clarify the definition of the purpose of the existing General Fund Reserve that make up the established minimum unappropriated reserve balances at 30% of operating expenses for City's General Fund.

10. Adoption of a City Council Resolution Authorizing the Acceptance and Appropriation of State of California Office of Traffic Safety Grant Funds for Selective Traffic Enforcement

The Pittsburg Police Department is seeking City Council authorization to accept and appropriate grant funds from the State of California Office of Traffic Safety (OTS).

11. Receive and File the Response to the Contra Costa County Civil Grand Jury FY 2017-2018 Report

The Contra Costa County Civil Grand Jury issued one report for Fiscal Year 2017-2018 that required the City of Pittsburg's response. The report and response are attached herewith. They are: Grand Jury Report No. 1808, "Joint Powers Authorities."

12. Adoption of a City Council Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District 2017-1 (Fire Facilities and Fire Safety and Emergency Services)

The City currently has four community facilities districts ("CFDs") that provide funds primarily for certain authorized services, including public safety, park maintenance and fire safety services. Two of the four districts allow future annexations for new developments located anywhere within the City limits. This action would make this

designation consistent among all the CFDs and allow an expedited annexation procedure for parcels that are required to annex into one or more of these CFDs in the future.

13. Adoption of a City Council Resolution to Establish a Salary Range for Information Technology Manager, Amend AFSCME-MPC MOU, and Staffing Allocation

The City Manager, upon recommendation from the Director of Human Resources, has added the classification of Information Technology Manager. In accordance with the City's Personnel Rules, the City Council is asked to establish the salary range and allocate the position by adding one full-time regular Information Technology Manager.

14. Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for Traffic Signal Synchronization on Loveridge Road and Bailey Road

The Metropolitan Transportation Commission (MTC) Operations Committee recently approved a grant in the amount of \$38,780 award to the City of Pittsburg through its Program for Arterial System Synchronization (PASS), FY 18/19 Cycle, to improve travel time and travel time reliability along Loveridge Road and Bailey Road travel corridors. The attached resolution approves a Waiver of Claims and Indemnification Agreement Between MTC and City of Pittsburg, which is required as part of MTC's PASS, FY 18/19 Cycle, grant program.

15. Adoption of an Ordinance Amending Title 18 of the Pittsburg Municipal Code Related to Permitting Small Recycling Facilities and Mail Order or Direct Selling Establishments in the M District AP-17-1235 (RZ)

On September 4, 2018, the City Council held a duly noticed public hearing to consider a zoning text amendment to add "small recycling facility" and "mail order or direct selling establishment," as conditionally permitted uses in the M (Mixed Use) District.

16. Adoption of an Ordinance Approving an Overlay District Amendment for the Diablo Energy Storage Project, AP-17-1270 (RZ)

On September 17, 2018, the City Council held a duly noticed public hearing to consider an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit, for the Diablo Energy Storage project, located at 701 Willow Pass Road. Assessor's Parcel Number: 085-280-010.

17. Adoption of a City Council Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District 2016-1 (Maintenance of Project Facilities)

The City currently has four community facilities districts ("CFDs") that provide funds for certain services, including public safety, park maintenance and fire safety emergency services. Two of the four districts allow future annexations for new developments located anywhere within the City limits. This action would make this

designation consistent among all the CFDs and allow an expedited annexation procedure for parcels that are required to annex into one or more of these CFDS in the future.

COUNCIL MEMBER REPORTS/REMARKS

Council Members may make brief announcements or informal comments at this time. Council members may ask questions for clarification from City staff, and make a report on their activities, including reports on committee assignments (see attached list of ad hoc committees and other public agencies in which Council members participate). (No Action Required)

ADJOURNMENT to October 15, 2018

NOTICE TO PUBLIC

GENERAL INFORMATION

Copies of the open session agenda packets, which are distributed to the City Council, are on file in the office of the City Clerk, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning 72 hours in advance, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except City holidays). The full packets are also located on the City's website at www.ci.pittsburg.ca.us. If any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports or documents will be available for public inspection in the City Clerk's Office and on the day of the meeting in the Council Chamber at the public counter area below the dais.

SPEAKER'S CARD

Members of the audience who wish to address the City Council on issues that are not scheduled for the agenda and on any items listed as part of the agenda should complete a Speaker's Card available at the dais. Please read the card carefully in order to fill out the card properly. Submit the completed card to the City Clerk before the item is called, preferably before the meeting begins. Individuals will be given three minutes to address the Council unless additional time is allowed as provided for spokespersons. Speakers are not permitted to yield their time to another speaker. Prior to speaking, each member of the public shall state their name and business and City of residence in a clear and audible tone of voice. Pursuant to the Brown Act, no action may be taken by the City Council on items not already scheduled on the agenda; however, the City Council may refer your comments/concerns to staff or request that the item be placed on a future agenda.

PUBLIC HEARINGS

Persons who wish to speak on Public Hearings listed on the agenda will be heard when the Public Hearing is opened, except on Public Hearing items previously heard and closed to public comment. After the public has commented, the item is closed to public comment and brought to the Council/Agency level for discussion and action. Further comment from the audience will not be received unless requested by the Council/Agency.

There is a 90-day limit for the filing of a challenge in the Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence, and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting.

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the City of Pittsburg will provide special assistance for disabled citizens. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Council meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at 925-252-4850. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

DISRUPTIVE CONDUCT

The Council requests that you observe the order and decorum of our Council Chamber by turning off or setting to vibrate all cellular telephones, and that you refrain from making personal, impertinent, or slanderous remarks. Boisterous and disruptive behavior while the Council is in session, and the display of signs in a manner which violates the rights of others or prevents others from watching or fully participating in the Council meeting, is a violation of our Municipal Code and any person who engages in such conduct can be ordered to leave the Council Chamber by the Mayor.

LIVE MEDIA BROADCASTING ADVISEMENT

City Council meetings are webcast live on the City's website at www.ci.pittsburg.ca.us on the Streaming Media page. Past meetings are also archived on that webpage. City Council meetings are also broadcast live on CCTV, Channel 24 also re-run at a later date. For more information, please contact the City Clerk's office at 252-4850.

City Council Outside Agency / Liaison / Sub-Committees Assignments - 2018

Updated September 17, 2018

<u>OUTSIDE AGENCY BOARDS</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
ABAG	Merl Craft / Pete Longmire Alternate	Standing	Annual	J. Sbranti
SF Bay Regional Water Quality Board	Merl Craft / Pete Longmire Alternate	Standing	As needed	J. Sbranti
Contra Costa County Fire Dist.	Pete Longmire / Jelani Killings Alternate	Standing	2 nd Monday	J. Sbranti
Delta Diablo**	Pete Longmire / Juan Banales Alternate	Standing	2 nd Wednesday	F. McKinley
East Co.Co.County Habitat Conservancy	Sal Evola / Juan Banales Alternate	Standing	Monthly	K. Pollot
East County Water Management	Merl Craft / Pete Longmire Alternate	Standing	Annual	F. McKinley
MCE Clean Energy Board	Juan Banales / Pete Longmire Alternate	Standing	4 Per Year	G. Evans
TRANSPLAN / ECCRFFA	Sal Evola / Juan Banales Alternate	Standing	2 nd Thursday	J. Hecht
Tri-Delta Transit (2 reps)***	Pete Longmire& Merl Craft / Jelani Killings Alt.	Standing	Last Wednesday	J. Hecht
<u>LIAISON TO</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
East Bay League of Calif. Cities	Sal Evola / Merl Craft Alternate	Standing	3 rd Thursday	*Rotational
Mayor's Conference	Pete Longmire / Sal Evola Alternate	Standing	1 st Thursday	J. Sbranti/G. Evans
School Districts Committee	Merl Craft &Jelani Killings / Juan Banales Alt.	Standing	4 th Thursday even months	J. Sbranti
<u>SUBCOMMITTEES</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
CAC/CDBG	Juan Banales & Jelani Killings / Pete Longmire Alt.	Standing	As needed	M. Aliotti
CIP	Juan Banales & Jelani Killings	Ad Hoc	As needed	F. McKinley/J.Hecht
Commission and Council Procedures	Merl Craft / Sal Evola	Ad Hoc	As needed	A. Evenson
Concord Hills Working Group	Sal Evola & Juan Banales / Merl Craft Alt.	Ad Hoc	As needed	J. Sbranti
Pittsburg Recognition Committee	Merl Craft / Pete Longmire Alt.	Ad Hoc	As needed	J. Hecht
Economic Develop/Waterfront Subcommittee	Pete Longmire &Juan Banales / Sal Evola Alt.	Standing	Quarterly	G. Evans
Finance Subcommittee	Sal Evola & Pete Longmire / Merl Craft Alt.	Standing	As needed	B. Farmer
Land Use Subcommittee	Sal Evola &Juan Banales / Merl Craft Alt.	Ad Hoc	As needed	K. Pollot
Local Contracting & Preference Policy	Merl Craft & Sal Evola	Ad Hoc	As needed	J. Sbranti
Pittsburg Arts & Community Foundation	Merl Craft& Jelani Killings / Pete Longmire Alt.	Standing	As needed	J. Sbranti
Pittsburg Police Activities League (PAL)	Juan Banales & Pete Longmire / Killings Alt.	Standing	Monthly	B. Addington
Power Company Advisory	Pete Longmire & Juan Banales / Merl Craft Alt.	Standing	As needed	G. Evans
Public Outreach	Juan Banales & Jelani Killings	Ad Hoc	As needed	K. Simonton
Sister City Committee	Sal Evola&Merl Craft/ Pete Longmire Alt.	Ad Hoc	As needed	G. Evans
Successor Agency Subcommittee	Merl Craft &Jelani Killings / Pete Longmire Alt.	Standing	As needed	M. Aliotti

*Rotational Staff as assigned by City Manager

**Stipend of \$209 per month

***Stipend of \$100 per month

COMMISSION/SUBCOMMITTEE MEETING SCHEDULE

Following is a tentative list of currently scheduled Commission meetings for the upcoming month. For further information, please visit our website at www.ci.pittsburg.ca.us and click on the CALENDAR link for meetings, dates, times and locations.

Commission	Tentative Meeting Dates
Planning Commission	2 nd and 4 th Tuesdays
Community Advisory Commission	1 st Wednesday

Planning Commission meetings are regularly held the second and fourth Tuesdays of the month in the Pittsburg City Hall Council Chambers.

Community Advisory Commission meetings are regularly held the first Wednesday of the month in the Pittsburg City Hall Council Chambers.

In addition to the Commission Meetings listed above, there are several Council Member Subcommittees that meet on an “as needed basis”. For a list of subcommittees that Council Members and staff are assigned to, please see the “Council Committee List” attached to the agenda.

Subcommittee Meetings that are anticipated to occur in the coming month vary. The meeting dates, times and locations for these meetings are yet to be determined. This information will be posted on the City’s website, www.ci.pittsburg.ca.us, as soon as it is determined. Please check the Calendar on the City’s website for information.

For further information, contact the City staff member assigned to that Commission or Subcommittee.



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/20/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution Allocating Funding and Approving the Capital Improvement Program for Fiscal Years 2018/19 Through 2022/23

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The proposed 5-Year Capital Improvement Program (CIP) for fiscal years 2018/19 through 2022/23 includes 204 projects for construction of new facilities and infrastructure, and for the expansion, rehabilitation, or replacement of existing City-owned assets. The attached Resolution will approve the CIP and allocate funds for a marina repair project.

FISCAL IMPACT

The total estimated cost of all projects funded and un-funded that are included in the CIP exceeds \$349 million. Included within the CIP are 21 projects for which the City Council has previously allocated \$10,989,401 with adoption of the Fiscal Year 2018/19 City Operating Budget. Staff has identified the need for an additional allocation of \$20,000 for one additional project for marina repairs. Attached to this report is a Funding Allocation spreadsheet which lists the project and the requested allocation.

RECOMMENDATION

City Council adopt the attached resolution approving the Capital Improvement Program for Fiscal Years 2018/19 Through 2022/23 and allocating \$20,000 from the Marina Enterprise Fund for the Marina Infrastructure Repair Project.

BACKGROUND

The City of Pittsburg's 5-Year Capital Improvement Program (CIP) is a multi-year planning instrument for construction of new facilities and infrastructure, and for the expansion, rehabilitation, or replacement of existing City-owned assets. The 5-Year CIP is developed by City Staff and is adopted by the City Council as a guide for prioritization of various

projects to accomplish community goals. The CIP is updated on an annual basis to reflect changing priorities and funding availability, and to add new projects and remove projects that have been completed or are no longer needed.

On October 16, 2017, the City Council adopted Resolution 17-13381, adopting the Capital Improvement Program for Fiscal Years 2017/18 through 2021/22.

Staff has prepared an update to the Capital Improvement Program (CIP) for fiscal years 2018/19 through 2022/23. The attached update to the CIP was developed by a team of City Staff through meetings and review of various studies, master plans, maintenance histories, available funding, and other sources.

On June 18, 2018, the City Council adopted Resolution 18-13499, approving the operating budget for Fiscal Year 2018/19 for the City and appropriating funds for Fiscal Year 2018/19. The Resolution also included allocation of \$10,989,401 for 21 projects included in the CIP.

On September 5, 2018, Staff presented a draft of the updated CIP to the City's Community Advisory Commission for their comments.

On September 11, 2018, Staff presented a draft of the CIP to the City's Planning Commission for affirmation that the CIP conformed with the City's adopted General Plan. No changes were required as a result of the presentation. At that meeting, the Planning Commission adopted a resolution affirming conformance of the CIP with the City of Pittsburg adopted General Plan. A copy of the Planning Commission resolution will be included in the final version of the 5-Year CIP.

SUBCOMMITTEE FINDINGS

N/A

STAFF ANALYSIS

There have been 17 projects completed since the adoption of the previous 5-year CIP for FY 2017/18 through 2021/22.

There are several projects scheduled to be constructed in the coming years that have been fully funded or partially funded by previous actions of the City Council. The proposed 5-Year CIP for FY 2018/19 through 2022/23 reflects previous actions taken by Council to allocate funding to various CIP projects.

The Funding Allocation attachment list includes a request for an allocation of \$20,000 for one additional project for repairs at the Pittsburg Marina. This allocation request is in addition to those allocations included in the City's adopted 2018/19 budget. The project cost on the attachment is based on an estimate. The CIP includes anticipated funding allocations for future fiscal years that are not being requested at this time.

In order for a project to be included in the 5-Year CIP it must meet one or more of the following conditions:

- Elimination of potentially hazardous or unsafe conditions and potential liability
- Replacement of high-maintenance, inefficient or ineffective infrastructure

- Improvement to and/or creation of new services to the public
- Compliance with regulatory requirements and mandates
- Stimulation of the local economy and elimination of blighted conditions
- Compliance with the City of Pittsburg General Plan
- Preservation of existing assets

The projects that are funded for FY 18/19 or are requested to be funded in this fiscal year are listed below.

ST-7 Range Road Sidewalk Widening – Is partially grant funded and improves safety for students walking to and from Rancho Medanos Junior High School

ST-11 2018/19 Citywide Pavement Management Project – Will replace high maintenance pavement and preserve existing streets at locations to be recommended by the Public Works Department.

ST-17 SB-1 West Leland Road Pavement Management – Will replace high maintenance pavement and preserve the existing street on West Leland Road from Woodhill Drive to Willow Avenue.

ST-18 2018/19 Citywide Traffic Calming Project – Will improve safety on roadways as recommended by the City Engineer.

ST-41 2018/19 Fence/ Soundwall/ Streetlight Replacement/ Installation Project – Will improve safety and replace deteriorated/damaged infrastructure at locations recommended by the Public Works Department and City Engineer.

ST-52 2018/19 Citywide Striping & Signage – Will improve safety and replace striping and signs at locations recommended by the Public Works Department and City Engineer.

S-7 2018/19 Traffic Signal Modification Project – Will improve safety and the effectiveness of signal timing and equipment at locations recommended by the Public Works Department and City Engineer.

W-6 WTP Capital Repairs and Improvements – Will replace equipment that has lasted beyond its service life at the City's water treatment plant.

W-11 Automatic Water Meter Reading System – Will continue the multi-year program to install more efficient automatic water meters for all City customers at remaining locations throughout the City.

W-39 2021/22 Filter Media Replacement – Is for the future replacement of expended filter media at the City's water treatment plant.

SS-34 2016/17 Sewer Replacement/Rehabilitation Program and W-106 2016/17 Water Main Installation/ Replacement Program – Taken together, these projects will replace existing infrastructure that requires a high amount of maintenance on Willow Pass Road, Bayside Knolls Subdivision and in the Cornwall Subdivision located north of School Street.

PK-3 Small World Park Improvements – Will reconstruct park amenities as recommended by the Recreation and Public Works Departments to improve safety and reduce liability to the City.

PK-4 Annual Playground Replacement Project – Will reconstruct or improve playgrounds at parks as recommended by the Recreation and Public Works Departments to improve safety, add new playground elements, and reduce liability to the City.

PK-6 City Park Soccer Field Turf Replacement – Will replace areas of deteriorated artificial turf at the City Park Soccer Field.

PK-9 Annual Park Features Replacement Project – Will replace features at City parks that have deteriorated such as drinking fountains, picnic tables, benches, lighting, pavement, and ADA accessibility as recommended by the Recreation and Public Works Departments.

PK-10 Biennial Restroom Replacement/ Rehabilitation – Will refurbish or replace existing restroom facilities located at City parks as recommended by the Recreation and Public Works Departments.

M-3 2017-2027 Marina Maintenance Dredging - Is for the future dredging of built up silt in City owned marina basins as recommended by the Public Works Department.

M-11 Marina Infrastructure Repair and Replacement – Will rehabilitate or replace aging infrastructure such as wooden docks 1-3, electrical panels on guest docks, and electrical meters at dock slips as recommended by the Public Works Department.

PP-2 Duct Bank/ Vault Replacements – Will replace infrastructure critical for system reliability and “backbone” expansion as recommended by Island Energy management.

PP-7 Station H KWH Metering Equipment – Will install new KWH per-phase circuit metering devices to better assess Island Energy system load demands and losses.

PP-25 Gas Line Removal and Replacement – Will remove or replace gas lines to Mare Island customers such as the Veteran Affairs clinic, Murigenics building, and Building 599.

Projects shown in the CIP that have been partially funded for design and bidding only, will eventually need additional funding for construction. Once bids are opened for these projects, Staff will determine the additional funds that will be required to complete the projects and request that City Council consider allocation of the additional funding. The majority of projects that include grants will receive the grant reimbursement during and after construction. Actual funding and participation from developers for projects listed in the CIP that are anticipated to receive developer funding may not be known until negotiations are complete and agreements are executed.

Staff has projected estimated revenues for the duration of the CIP and has identified those funding sources in the document. Staff proposes that the City utilize the funding sources available for funding of the projects proposed in the CIP. The 5-Year CIP provides information on potential funding sources for the various projects, including potential grants and developer funding.

In compliance with the City's Fiscal Sustainability Ordinance (Ordinance 12-1363), proposed CIP project expenditures do not reduce estimated reserves for enterprise fund balances below 30% of operating costs.

The CIP will continue to be updated annually to account for completed projects, changes in priorities, and changes in funding availability. Additionally, as project priorities change through the fiscal year during which this CIP is adopted (including the addition of projects not included in the CIP), Staff will return to City Council to request funding for additional projects as they are identified for increased priority.

ATTACHMENTS: Resolution

Funding Allocation Spreadsheet

Five Year Capital Improvement Program (CIP) FY 2018/19 through 2022/23 CIP - Electronic Files (hard copy on file at City Clerk's Office)

Report Prepared By: Ronald A. Nevels, Senior Civil Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

A Resolution Allocating Funding and)
Approving the Capital Improvement)
Program for Fiscal Years 2018/19)
through 2022/23)

RESOLUTION NO. 18-

The Pittsburgh City Council DOES RESOLVE as follows:

WHEREAS, the City of Pittsburgh's 5-Year Capital Improvement Program (CIP) is a multi-year planning instrument for construction of new facilities and infrastructure, and for the expansion, rehabilitation, or replacement of existing City-owned assets. The 5-Year CIP is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish community goals. The CIP is updated annually to reflect changing priorities and funding availability, and to add new projects or remove projects that have been completed; and

WHEREAS, on October 16, 2017, the City Council adopted Resolution 17-13381, approving the Capital Improvement Program for Fiscal Years 2017/18 through 2021/22; and

WHEREAS, Staff has prepared an update to the Capital Improvement Program to include Fiscal Years 2018/19 through 2022/23; and

WHEREAS, on June 18, 2018, the City Council adopted Resolution 18-13499, approving the operating budget for Fiscal Year 2018/19 for the City of Pittsburgh and appropriating funds for Fiscal Year 2018/19; and

WHEREAS, Resolution 18-13499, allocated \$10,989,401 for 21 projects that are included in the CIP; and

WHEREAS, on September 5, 2018, Staff presented a draft of the updated CIP to the City's Community Advisory Commission for their comments; and

WHEREAS, on September 11, 2018, the Planning Commission adopted a resolution affirming conformance of the CIP with the City of Pittsburgh adopted General Plan; and

WHEREAS, the projects included in the CIP have been recommended and prioritized by Staff; and

WHEREAS, Staff has identified the need for a funding allocation of \$20,000 from the Marina Enterprise Fund for one additional project for marina infrastructure repairs. This project is listed on the Funding Allocation spreadsheet attached to the Staff Report; and

WHEREAS, in compliance with Ordinance 12-1363, proposed CIP project expenditures do not reduce estimated reserves for enterprise fund balances below 30% of

operating costs.

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1.

The City Council hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the City Council set forth below.

Section 2.

The City Council hereby approves the 5-Year Capital Improvement Program for fiscal years 2018/19 through 2022/23.

Section 3.

The City Council hereby authorizes the allocation of \$20,000 from the Marina Enterprise Fund for the Marina Infrastructure Repair Project as listed on the Funding Allocation spreadsheet attached to the Staff Report.

Section 4.

The City Manager is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to carry out the City's obligations pursuant to completion of the projects included in the adopted 5-year CIP.

Section 5.

The City Clerk shall certify to the adoption of this Resolution.

Section 6.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

Project Number	Project Name	Estimated Cost	Previously Allocated and other Funding	Previously Allocated and other Funding Source	Total Previously Allocated and other Funds	New Allocation Requested	Requested Allocation Source	Total New Allocation Requested	Resulting Total Project Funding
M-11	Marina Infrastructure Repair and Replacement	500,000		none	\$ -	\$ 20,000	ME	\$ 20,000	\$ 20,000
TOTALS			\$ -		\$ -	\$ 20,000		\$ 20,000	\$ 20,000

Funding Request Summary

ME \$ 20,000
Total \$ 20,000

Key to Abbreviations

ME = Marina Enterprise (Fund 550)

City of Pittsburg

**FIVE YEAR
CAPITAL IMPROVEMENT PROGRAM
2018/19 Through 2022/23**



August 2018

CITY OF PITTSBURG 2018/19-2022/23 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

MAYOR

Pete Longmire

VICE MAYOR

Salvatore Evola

CITY COUNCIL

Merl Craft

Jelani Killings

Juan Antonio Banales

CITY MANAGER

Joe Sbranti

ASSISTANT CITY MANAGER

Garrett Evans

PUBLIC WORKS DIRECTOR

Fritz McKinley

COMMUNITY DEVELOPMENT DIRECTOR

Jill Hecht

CITY ENGINEER

Richard Abono, P.E.

PREPARED

BY

Ronald A. Nevels, P.E.

Senior Civil Engineer

Gina Haynes, P.E.

Civil Engineer II

August 2018

CONTRIBUTORS

Kolette Simonton
Assistant Director of Economic Development & Recreation

Paul Reinders, P.E.
Senior Civil Engineer

Doug Buchanan
Power Company Manager

Hilario Mata
Assistant Public Works Director

Van DePiero
Harbormaster

Diane Agar
Accounting and Budget Manager

Kristin Pollot
Planning Manager

CIP PROJECT SCHEDULE

The following spreadsheets provide information on projects planned to be funded during each year of the 5-Year CIP. Detailed project sheets are included in the CIP in tabbed sections by project category. Information provided on each sheet includes the year the project is planned for implementation, the estimated project cost, the various funding sources available, and the total project funding available. Project sheets are also included for projects that are not yet funded or have received funding allocations for only a portion of the estimated budget.

Table of Funding Source Abbreviations:

CC County	Contra Costa County
CCIF	Community Capital Improvement Fund
ED	Economic Development
DEV	Direct Developer Funding
ED	Economic Development
HSIP	Highway Safety Improvement Program
HUTA	Highway Users Tax Account (HUTA) Gas Tax (Fund 203)
IE	Island Energy (Fund 580)
IRRF	Infrastructure Repair and Replacement Fund (Fund 310)
KCDF	Kirker Creek Drainage Fund (Fund 302)
LTMF	Local Traffic Mitigation Fund (Fund 303)
ME	Marina Enterprise Fund (Fund 550)
MJ	Measure J (Fund 204)
NPDES	National Pollution Discharge Elimination System
PBTF	Measure J- Pedestrian Bicycle Trail Fund
PDF	Park Dedication Fund (Fund 304)
PRTMF	Pittsburg Regional Traffic Mitigation Fund (Fund 307)
RMRA	Road Maintenance and Rehabilitation Account (RMRA) (Fund 228)
SFR	Sewer Facility Reserve Fund (Fund 522)
SOF	Sewer Operations Fund (Fund 521)
WBOND	2005 Water Bond (Fund 500)
WFR	Water Facility Reserve Fund (Funds 502, 503, 504, 505, 506, 507, 508, 509)
WO	Waterfront Operations (Fund 540)
WOF	Water Operations Fund (Fund 501)
 <u>Grants</u>	
Measure	
WW	Park Bond Act
TLC	Transportation for Livable Communities
CDBG	Community Development Block Grant
HSIP	Highway Safety Improvement Program
PBTF	Pedestrian, Bicycle, and Trail Facilities

SR2T Safe Routes to Transit
Prop 1B Proposition 1B
CMA Congestion Management Agency
STP Surface Transportation Program Grant
STIP State Transportation Improvement Program Grant
CMAQ Congestion Mitigation and Air Quality Program Grant
TDA Transportation Development Act Grant
OBAG One Bay Area Grant
BTA Bicycle Transportation Account

Other

Keller Keller Canyon Mitigation Fund
Rule 20/32 Utility Underground Funding (from PG&E/AT&T)
ARPD Ambrose Regional Park District

INTRODUCTION

The City of Pittsburg's 5-Year Capital Improvement Program (CIP) is a multi-year planning instrument for construction of new facilities and infrastructure, and for the expansion, rehabilitation, or replacement of existing City-owned assets. The 5-Year CIP is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish community goals. The CIP is updated regularly to reflect changing priorities and funding availability, and to remove projects that have been completed.

This 5-Year CIP for Fiscal Year (FY) 2018/19 through FY 2022/23 includes 200 projects with a total estimated cost of \$348,250,923 for the benefit of the residents of Pittsburg, and projects proposed by Pittsburg Power Company at the Island Energy facility on Mare Island in Vallejo. Each of the proposed projects meets one or more of the following criteria:

- Elimination of potentially hazardous or unsafe conditions and potential liability
- Replacement of high-maintenance, inefficient or ineffective infrastructure
- Improvement to and/or creation of new services to the public
- Compliance with regulatory requirements and mandates
- Stimulation of the local economy and elimination of blighted conditions
- Compliance with the City of Pittsburg General Plan
- Preservation of existing assets

The schedule and prioritization of CIP projects are based on available funding, public benefit, and funding restrictions. Staff has solicited comments from department management and other City staff to evaluate projects proposed for inclusion in the CIP. All of the projects on the list have been evaluated and ranked.

Funding that is proposed for the projects listed are according to their priority ranking or available funding. Staff obtains funding projections and available funding for current and future projects from the City's Finance Department and applies them to the CIP accordingly. These projects will receive further evaluation in the next 5-Year CIP update planned for FY 2019/20.

ACCOMPLISHMENTS FROM FY 17/18

On October 16, 2017, the City Council approved the previous 5-year Capital Improvement Program for FY 2017/18 through FY 2021/22 with adoption of Resolution 17-13381. Many of the projects from the previous 5-year CIP have been completed or have had some form of action taken towards implementation. Below is a summary of accomplishments since the City Council's approval of the last 5-Year CIP update:

1. COMPLETED CIP PROJECTS

Completed CIP projects are those projects that have been completed since adoption of the previous 5-year CIP or are nearly complete. There are 18 CIP projects

that are completed or nearing completion since adoption of the previous 5-Year CIP. These projects include the following:

ST-4	James Donlon Boulevard Extension (2 Lanes) Preliminary Engineering/Studies
ST-8	Power Avenue Class 1 Bike Path
ST-13	Railroad Avenue 3 rd to 5 th Street Sidewalk Improvement
ST-16	Multimodal Transfer Facility BART Station
ST-37	Buchanan Road Sidewalk Replacement Project Phase III
ST-46	BART Station Parking Strategy and Signage
S-3	Traffic Signal Modifications Citywide
S-5	Signal Modifications West Leland/Burton Ave
W-3	Water Treatment Plant Intake Modifications
W-16	Water Treatment Plant Capacity Improvements/Sludge Handling Phase 1B
W-35	Water Treatment Plant Filter Media Replacement Filters 1 & 2
W-36	Water Treatment Plant Filter Media Replacement Filters 3 & 4
W-37	Water Treatment Plant Filter Media Replacement Filters 5 & 6
W-38	Water Treatment Plant Filter Media Replacement Filters 7 & 8
B-4	Pittsburg Library Rooftop Solar Power System
PK-15	Ray Giacomelli Park at San Marco Boulevard/West Leland Road-Phase 1
PK-43	City Park School Age Playground
PP-27	2016/17 Cable Replacement

2. ACTIVE CIP PROJECTS

Active projects are those projects that Staff is currently planning, on hold, are being designed or have been designed, are out to bid, or are under construction. There are 23 active projects. They include the following:

Current Planning/Studies:

G-1	City Standard Specification Update
G-2	Standard Details Update
M-3	2017-2027 Marina Maintenance Dredging (Formerly Riverview Basin Dredging Project) (5400)

On Hold

SS-23	Highway 4 Trunk Line Relief (Seg. A) & Bailey Rd Sewer Main
ST-10	El Pueblo Avenue Reconstruction/ADA Improvements Phase II

Being Designed:

ST-3	2017/18 Traffic Calming Project
ST-28	West Leland Street Lighting Project (Railroad to Burton)
ST-36	James Donlon Boulevard Extension Design

ST-38	West Leland Road Pavement Markers/markings and Speed Signage Improvements
ST-42	West Leland High Friction Surface Treatment
ST-43	West Leland Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road
ST-51	Stoneman Avenue Pedestrian Safety Improvements
ST-55	West Leland Road Extension Phase II (San Marco to Avila)
ST-97	2017/18 Citywide Pavement management Project
W-106	Citywide Sewer Inspection Project
SS-34	2016/17 Sewer Replacement Program
SD-9	American Park Storm Drainage Project
G-18	West Leland Road Underground Utilities
PP-25	Gas Line Removal and Replacement

Under Construction/Out for Bids:

ST-14	Seismic Retrofit Bridge No. 28C-0165 (Willow Pass Road)
W-11	Automatic Water Meter Reading System (multi-year project)
SS-30	2014/15 Sewer Replacement Program
S-7	Traffic Signal Modification

PROJECT CATEGORIES

The projects included in the FY 2018/19 - FY 2022/23 CIP have been divided into eight categories. These categories (with abbreviations) include:

Streets (ST) This section includes street rehabilitation and reconstruction as well as medians, striping, curb & gutter, street lighting, and traffic calming.

Funding Sources:

Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, and Infrastructure Repair and Replacement Funds (IRRF), are the primary sources of funding for street projects. Additional funding comes from various grants that are available through agencies on the federal, state, and local level.

Signals (S) This section includes intersections that currently warrant a traffic signal, will warrant a signal in the near future, or need upgrades to the existing signals or signal timing.

Funding Sources:

The primary funding sources for signal projects are Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, and Infrastructure Repair and Replacement Funds (IRRF). Additional funding can be provided by grants from outside agencies.

Water (W) This section includes water system improvements that have been identified as a maintenance problem or are included in the Water System Master Plan as requiring installation or upgrade.

Funding Sources:

The primary funding sources for this category are Water Operations Fund, Water Facility Reserve Fund, 2005 Water Bond, and Developers.

Sewer (SS) This section includes sewer system improvements that have been identified as a maintenance problem or are included in the Wastewater Collection System Master Plan as requiring installation or upgrade.

Funding Sources:

The primary funding sources for this category are Sewer Operations Fund, Sewer Facility Reserve and Developers.

Storm Drain (SD) This section includes storm drainage improvements identified as a flood hazard, maintenance problem or included in the Stormwater Management Plan as requiring installation or upgrade.

Funding Sources:

The primary funding sources for this category are NPDES Fund (very limited and restricted), Developers, IRRF, and Kirker Creek Drainage Fund.

Building (B)

This section includes improvements, rehabilitation, or new construction of City-owned buildings.

Funding Sources:

General Fund

Parks (PK)

This section includes improvements, rehabilitation, or new construction of parks and recreational facilities throughout the City.

Funding Sources:

The primary funding sources for this category are Park Dedication Fund, and grants from outside agencies.

General (G)

This section includes projects that do not fall into any of the other categories but are included in the 5-Year CIP.

Funding Sources:

Funding varies due to the unique nature of these projects.

Pittsburg Power (PP)

This section includes projects that are included in the 5-Year CIP for construction by Pittsburg Power (PP) or Island Energy (IE).

Funding Sources:

The primary funding sources for this category are the Pittsburg Power and Island Energy funds.

Marina (M)

This section includes projects that are in the 5-Year CIP related to the City owned and maintained marinas.

Funding Sources:

The primary funding sources for this category of projects are the Marina Enterprise Fund and Waterfront Operations.

FUNDING REQUIREMENTS AND ISSUES

Projects included in FY 2018/19 of the 5-year CIP are those that are a high priority and/or have available funding. Below is a description of funding requirements for each CIP category as well as potential funding issues that may be affecting a particular project category.

Street Projects (ST):

The current 5-year CIP identifies 65 street projects totaling \$195 million that are included as future projects. Of these, 33 street projects totaling \$20.6 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Streets in the City are ranked according to their condition on a scale of 1 to 100. This ranking is called the Pavement Condition Index (PCI). The more pavement maintenance that is performed, the higher the PCI number for the pavement will be. The current average PCI number for the City's streets is 64. To maintain the City's current average PCI number requires approximately \$4.4 million per year of pavement maintenance.

Signal Projects (S):

The current 5-year CIP identifies 17 signal projects totaling \$4.0 million that are included as future projects. Of these, five signal projects totaling approximately \$675,000 are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Installation of traffic signals is usually funded by Transportation Mitigation Funds, developers, or a combination of the two. For those signal projects not eligible for these funds, various grants, HUTA, RMRA, and Measure J funds are also available. However, use of HUTA, RMRA, and Measure J funds for this purpose reduces funding availability for street rehabilitation and maintenance projects. Signal equipment, upgrades, and maintenance compete for funding along with other pavement and O&M CIP projects.

Water Projects (W):

The current 5-year CIP identifies 24 water projects totaling nearly \$54.2 million that are included as future projects. Of these, eight water projects totaling \$10.9 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

The City's Water Operations Fund, which is comprised of customer service payments, is the usual source of funds for the rehabilitation, maintenance and upgrade of the City's water system. Projects that provide for system expansion are funded by new development through the Water Facility Reserve fund, which is derived from connection fees from new development.

Sewer Projects (SS):

The current 5-year CIP identifies 11 sewer projects totaling \$34.4 million that are included as future projects. Of these, seven sewer projects totaling \$27.1 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Rehabilitation, upgrade, and maintenance of the City's sanitary sewer system is usually funded by the City's Sewer Operation Fund, which is derived from customer service

charges. Projects for system expansion are funded by new development connection facility reserve charges. Currently there are sufficient funds to finance new projects in the immediate future.

Storm Drain Projects (SD):

The current 5-year CIP identifies 35 storm drain projects totaling \$20.7 million that are included as future projects. Of these, one storm drain projects totaling approximately \$700,000 is already funded within the next five years.

Funding Issues:

Installation, upgrade, and maintenance of the City's storm drain system have been typically funded by NPDES funds or grants. An additional source of funding for certain eligible projects is the Kirker Creek Drainage Fund, a restricted funding source. The amount available from each of these funding sources is very limited.

The City adopted a Fiscal Sustainability Ordinance that, among other things, created an Infrastructure Repair and Replacement Fund (IRRF) that could receive a portion of future City budget surpluses and excess one-time revenues. This fund would be used to fund repair and capital improvement projects related to the City's infrastructure including streets, roads, parking lots, and storm drains. These funds cannot be counted on as a regular funding source for storm drainage projects.

Staff has requested authorization to apply for a FEMA grant to help fund the currently planned project and one additional project.

Building Projects (B):

The current 5-year CIP identifies 10 building projects totaling \$14.1 million that are included as future projects. This does not include the Police Evidence Storage Building, that has not been sized and therefore no costs have been determined. There are currently no capital projects planned to be funded for the City maintained buildings, or other City funded building work in the five-year period of this CIP.

Funding Issues:

Construction of new and improvements to existing City owned buildings were previously funded by the RDA. Other funding sources are grants and Park Dedication Funds. These funds do not contribute to the additional maintenance costs incurred once the new City owned facilities are in service. The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Park Projects (PK):

The current 5-year CIP identifies 17 park projects totaling \$8.2 million that are included as future projects. Of these, eight park projects totaling \$2.8 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Construction of new parks and improvements to existing City parks are usually funded by the City's Park Dedication Fund (PDF). Other sources of funding have been grants.

Park construction grants and other funds typically are for construction of new improvements or rehabilitation of existing facilities, and do not provide for maintenance. Expenditure of these funds usually results in an increase to the Parks and Maintenance Services' operational and maintenance costs. However, these funding sources can be used for improvements that may reduce maintenance costs, such as artificial turf or centralized irrigation. Due to the relative unavailability of operation and maintenance (O&M) funding, staff evaluates new park proposals carefully to consider future cost impacts and to identify funding for operational and maintenance costs. Construction of new parks or improvements may be postponed to a later date when additional funding is available.

New parks will need to account for potential droughts. Alternative sources of irrigation water or plant material will need to be evaluated as funding for new facilities becomes available.

Another source of funding needs to be identified to fund the O&M of new facilities and improvements, or new construction will need to be reduced or eliminated to ensure proper maintenance of existing facilities. One possible source of additional O&M funding for parks is an increase in the landscape and lighting district assessments.

General Projects (G):

The current 5-year CIP identifies 6 general projects totaling \$3.6 million that are included as future projects. Of these, two general projects totaling \$1.5 million (including \$1.4 million from Rule 20A funds administered by PG&E) are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Projects listed in the General Projects section of the CIP are funded by various sources. It is difficult to identify funds that are eligible for a majority of these projects other than the City's General Fund. An additional source of funding needs to be identified or created to fund the various projects in the General Projects category.

Pittsburg Power Projects (PP):

The current 5-year CIP identifies 10 Pittsburg Power Company projects totaling \$2.1 million that are included as future projects. All of these six totaling \$1.5 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:

Projects listed in the Pittsburg Power Projects section of the CIP are funded by revenues collected by Island Energy (IE) and Pittsburg Power. These funds have occasionally been used to fund programs and projects within the City of Pittsburg.

Projects currently included in the CIP as funded by Pittsburg Power or Island Energy are for power related projects at the Island Energy facility on Mare Island in Vallejo.

Marina Projects (M):

The current 5-year CIP identifies nine Marina projects totaling \$12.3 million that are included as future projects. There are two capital project that partially funded with \$446,000 over the next five years.

Funding Issues:

Projects listed in the Marina Projects section of the CIP are generally funded by the revenue collected at the marina for gasoline sales and boat slip rentals. If other funding sources are not identified, there may be a need to increase fees and prices to increase revenues for construction of additional CIP projects.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The following table summarizes the total estimated project expenditures planned, by category, for the projects included in the 5-Year CIP. The table also indicates the projected year those funds are anticipated to be expended. At this time new funding will be requested only for projects planned to begin design or construction in FY 2018/19. The remaining projects for FY 2018/19 through 2022/23 are projections based on estimates for project costs and funds available. This table includes only projects that are anticipated to be funded during the 5-year period. Additional projects are included in the Capital Improvement Program that have been identified, but are not yet planned to be funded. Amounts in the Current Funding column have previously been allocated by City Council through other actions.

Summary of Planned Project Funding

Project Category	Current Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	Total (\$)
Streets	6,181,500	6,505,769	1,637,439	2,860,888	1,684,805	1,619,973	20,490,374
Signals	0	135,000	135,000	135,000	135,000	135,000	675,000
Water	7,816,439	(542,500)	875,000	925,000	875,000	975,000	10,923,939
Sewer	13,812,410	8,127,500	500,000	2,000,000	500,000	3,000,000	19,987,410
Storm Drain	700,000	0	0	0	0	0	700,000
Building	0	0	0	0	0	0	0
Parks	300,000	675,000	605,000	405,000	405,000	405,000	2,795,000
General	1,400,000	100,000	0	0	0	0	1,500,000
Pittsburg Power	450,000	530,000	0	0	0	0	980,000
Marina	106,208	340,000	0	0	0	0	446,208
Total	30,766,557	15,870,769	3,752,439	6,325,888	3,599,805	6,134,973	58,497,931

STREET PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-1	Range Road Overcrossing	25,000,000								0
ST-2	Railroad Avenue Class I Trail	4,520,000	3,870,000 OBAG- 2 50,000 TDA, 600,000 PBTF							0
ST-3	2017/18 Traffic Calming Project (2210)	100,000	100,000 HUTA	100,000						100,000
ST-5	Streetscapes/Median Landscaping	300,000								0
ST-6	Bailey Road Interim Repairs	615,000								0
ST-7	Range Road Sidewalk Widening Project	120,000	55,000 HUTA(N) 65,000 TDA(N)		55,000					55,000
ST-9	Intersection Geometric Improvements (San Marco Boulevard/ W. Leland Road) Geometric Improvements	125,000								0
ST-10	El Pueblo Area Reconstruction/ADA Improvements Phase II	300,000								0
ST-11	2018/19 Citywide Pavement Management Project	400,000	400,000 HUTA(N)		400,000					400,000
ST-12	San Marco Blvd Widening	125,000								0

STREET PROJECTS Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-14	Seismic Retrofit Bridge No. 28C-0165, Willow Pass Rd. (1998-04)(3382)	900,000	46,000 CCIF 796,600 Fed. Grant 57,400 Prop 1B	900,000						900,000
ST-15	East Third Street Streetscape Improvements	1,000,000								0
ST-17	SB1-West Leland Road Pavement Management	974,401	974,401 RMRA(N)		974,401					974,401
ST-18	2018/19 Citywide Traffic Calming Project	100,000	100,000 MJ(N)		100,000					100,000
ST-19	2018/19 CDBG Curb Ramp Project	226,368	226,368 CDBG(N)		226,368					226,368
ST-20	San Marco Boulevard Class I Trail	265,000	132,500 TDA 132,500 MJ	265,000						265,000
ST-21	Railroad Ave./Leland Rd. Geometric Improvements	525,000								0
ST-22	Bailey Rd. Route 4 Ramp Turn Lane Modifications	105,000								0
ST-23	Left Turn Lane Bailey Rd/Willow Ave	200,000								0
ST-24	SB1-2020/21 Pavement Management Project	1,010,888	1,010,888 RMRA(F)				1,010,888			1,010,888
ST-25	Rebuild Range Road/Willow Pass Road Interchange	4,200,000								0
ST-26	2019/20 Traffic Calming Project	100,000	100,000 HUTA(F)			100,000				100,000
ST-27	Bailey Road Operational Safety Improvements	300,000								0

STREET PROJECTS Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-28	West Leland Street Lighting Project (Railroad Avenue to Burton Avenue)	735,000	458,000 HUTA 277,000 CCIF	735,000						735,000
ST-29	Westbound Hwy 4 Offramp at Railroad Avenue	12,100,000								0
ST-30	E. Leland Rd./Los Medanos College (eastern entrance)	420,000								0
ST-31	Century Boulevard Class III Bicycle Facility	60,000								0
ST-32	Century Boulevard Class II Bicycle Lanes	75,000								0
ST-33	SB1-2021/22 Pavement Management Project	1,034,805	1,034,805 RMRA(F)					1,034,805		1,034,805
ST-34	West Leland Road Safety Improvements	150,000								0
ST-35	2020/21 Traffic Calming Project	100,000	100,000 HUTA(F)				100,000			100,000
ST-36	James Donlon Boulevard Extension (Design/Construction)	73,000,000	1,460,000 LTMF 14,600,000 Developer Obligated LTMF 49,640,000 RTMF 7,300,000 TBD	1,600,000	4,600,000					6,200,000
ST-38	West Leland Road Pavement Markers/Markings and Speed Signage Improvements	376,800	376,800 HSIP	376,800						376,800
ST-39	State Route 4 ADA Pathway Improvements	400,000	OBAG-2							0

STREET PROJECTS Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-40	Vehicular Parking Improvements for BART Center Station	360,000	OBAG-2							0
ST-41	Annual Citywide Fence/ Soundwall/ Streetlight Replacement/ Installation Project	500,000	100,000 MJ(N) 400,000 MJ(F)		100,000	100,000	100,000	100,000	100,000	500,000
ST-42	West Leland High Friction Surface Treatment Project	608,800	547,920 HSIP 60,880 HUTA	608,800						608,800
ST-43	West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road	265,900	265,900 HSIP	265,900						265,900
ST-44	Citywide Sidewalk Replacement Project	85,000								0
ST-45	2021/22 Traffic Calming Project	100,000	100,000 HUTA(F)					100,000		100,000
ST-47	2020/21 Citywide Pavement management Project	400,000	\$400,000 HUTA(F)				1,200,000			1,200,000
ST-48	2021/22 Citywide Pavement management Project	400,000	\$400,000 HUTA(F)					400,000		400,000
ST-49	Marina Blvd. Improvements (Marina Master Plan Phase III)	1,300,200								0
ST-50	Railroad Avenue Northbound Right-Turn Lane at Highway 4	300,000								0
ST-51	Stoneman Avenue Pedestrian Safety Improvements	880,000	880,000 HSIP8	880,000						880,000

STREET PROJECTS Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-52	2018/19 Citywide Striping & Signage	250,000	50,000 RMRA(N) 200,000 RMRA(F)		50,000	50,000	50,000	50,000	50,000	250,000
ST-54	Avila Road Widening	11,520,000								0
ST-55	W. Leland Road Extension Phase II (San Marco to Avila)(3011)	5,857,000	50,000 LTMF	50,000						50,000
ST-56	San Marco Boulevard	14,038,000	100,000 LTMF	100,000						100,000
ST-57	Pittsburg-Antioch Highway Widening	11,070,000								0
ST-58	Pittsburg-Antioch Highway Two-Way Left Turn Lanes	300,000								0
ST-59	SB1-2022/23 Pavement Management Project	1,069,973	1,069,973 RMRA(F)						1,069,973	1,069,973
ST-60	2022/23 Pavement Management Project	400,000	400,000HUTA(F)						400,000	400,000
ST-62	California Avenue Widening Phase III (Harbor to Railroad)	10,035,000								0
ST-63	Marina Blvd. / Black Diamond St./ East Fifth St. Intersection Improvements	95,000								0
ST-64	Linscheid Drive Traffic Calming Project	100,000								0
ST-65	2020/21 Pavement Management Project	400,000	400,000 HUTA (F)				400,000			
ST-67	School Area Pedestrian Countdown Signal Project	100,000								0

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STREET PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding/Source (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
ST-69	Presidio Lane Pedestrian Safety Improvements	25,000								0
ST-72	Willow Pass Road Class III Bicycle Facility	200,000								0
ST-95	Intersection Geometric Improvements (Bailey Road & West Leland Road)	3,000,000								0
ST-97	2017/18 Citywide Pavement Management Project	300,000	\$300,000 HUTA	300,000						
ST-98	2019/20 Citywide Pavement Management Project	400,000	400,000 HUTA(F)			400,000				400,000
ST-99	SB1-2019/20 Pavement Management Project	987,439	987,439 RMRA(F)			987,439				987,439
TOTALS		195,310,574		6,181,500	6,505,769	1,637,439	2,860,888	1,684,805	1,619,973	20,490,374

ENGINEERING
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SIGNAL PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
S-2	Street Name Sign LED Conversion	200,000								0
S-4	Harbor Street/ Stoneman Avenue	300,000								0
S-6	Traffic Signal Modification Kirker Pass Rd/Pheasant Dr	50,000								0
S-7	2018/19 Traffic Signal Modification Project	135,000	135,000 RMRA(N)		135,000					135,000
S-8	2019/20 Traffic Signal Modification Project	135,000	135,000 RMRA(F)			135,000				135,000
S-9	Leland Rd. Signal Interconnect	380,000								0
S-10	Buchanan Rd. Signal Interconnect	525,000								0
S-11	2022/23 Traffic Signal Modification Project	135,000	135,000 RMRA(F)						135,000	135,000
S-12	Opticom and Transit Priority Control	200,000								0
S-13	Installation of Emergency Vehicle Preemption at 6 Intersections	50,000								0
S-14	Wireless Traffic Signal Communication	305,000								0
S-15	2020/21 Traffic Signal Modification Project	135,000	135,000 RMRA(F)				135,000			135,000

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SIGNAL PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
S-16	2021/22 Traffic Signal Modification Project	135,000	135,000 RMRA(F)					135,000		135,000
S-24	Bailey Road Signal Interconnects	210,000								0
S-25	Loveridge Road Signal Interconnects	150,000								0
S-26	Railroad Avenue/3rd Street	300,000								0
S-27	Harbor Street/Central Avenue	330,000								0
S-30	Railroad Avenue/School Street	300,000								0
TOTALS		3,975,000		0	135,000	135,000	135,000	135,000	135,000	675,000

WATER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
W-2	Hillview Reservoir coating (exterior)	350,000								0
W-5	Zone I/II Boundary Adjustments (Harbor, Leland, Railroad)	1,133,000								0
W-6	WTP Capital Repairs and Improvements (5058)	450,000	75,000 WOF 75,000 WOF(N) 300,000 WOF(F)	75,000	75,000	75,000	75,000	75,000	75,000	450,000
W-7	24" / 20" / 16" / 12" Main Buchanan Rd Phase 2 (Seg 1 & 6)(WTP to SE Hills)	1,522,000								0
W-8	2020/21 Water Main Installation/ Replacement Program	3,000,000				400,000	450,000			850,000
W-10	Highlands Ranch Reservoir Recoating	200,000								0
W-11	Automatic Water Meter Reading System (5030)	3,706,793	2,206,793 WOF 300,000(N) WOF 1,200,000(F) WOF	2,206,793	300,000	300,000	300,000	300,000	300,000	3,706,793
W-15	12" Main Stoneman Ave (Harbor to Loveridge)	800,000								0
W-17	2016/17 WTP Sludge Removal (5055)	250,000	250,000 WOF	250,000						250,000
W-21	Convert Backyard Services in Central Addition to Street	11,900,000								0

WATER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
W-24	Pittsburg-Antioch Highway Waterline Improvements (eastern loop)	1,200,000								0
W-28	Highlands Ranch Zone 2 (1.4 MG) Reservoir (T-9)	5,250,000	City 44% Dev 56%							0
W-29	WTP Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase I)	1,500,000								0
W-30	WTP Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase II)	750,000								0
W-31	WTP 0.5 MG Filter Backwash Basin	3,000,000								0
W-33	WTP Mechanical Sludge Dewatering	2,000,000								0
W-34	WTP Disinfection Modification and Conversion	2,500,000								0
W-39	2021/22 Filter Media Replacement	500,000	100,000 WOF(N) 400,000 WOF(F)		100,000	100,000	100,000	100,000	100,000	500,000
W-40	2022/23 Water Main Installation/ Replacement Program	900,000						400,000	500,000	900,000

WATER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
W-50	1.3 MG Zone I water tank (T-10)	5,300,000	Dev							0
W-61	20" Main W. Leland (WTP to SW Hills) Phase I (SEG 3W, 6W)(5071)	3,000,000	1,796,000 WFR 1,204,000 2005 Wbond	3,000,000						3,000,000
W-63	20" Main W. Leland (WTP to SW Hills) Phase 2 (SEG 1W, 2W)	2,700,000								0
W-101	WTP Capital Repairs/ Filter Rehabilitation (5050)	1,267,146	1,267,146 WOF	1,267,146						1,267,146
W-106	2016/17 Water Main Installation/ Replacement Program (5054) See SS-34	6,317,500	(70,672) WFR (503)(N) (940,000) Wbond (N)	1,017,500	(1,017,500)					0
TOTALS		54,196,439		7,816,439	(542,500)	875,000	925,000	875,000	975,000	10,923,939

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SEWER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
SS-1	Citywide Sewer Inspection Project (5119)	112,410	112,410 SOF	112,410						112,410
SS-2	2022/23 Sewer Replacement/ Rehabilitation Program	2,500,000	2,500,000 SOF(F)					1,000,000	1,500,000	2,500,000
SS-4	Sewer Master Plan Update	175,000	175,000 SOF	175,000						175,000
SS-20	P/A Highway Sewer Line Improvements	605,000								0
SS-23	Highway 4 Trunk Line Relief (Segment A) (2007-09)(5201)	3,404,000	200,000 SFR	200,000						200,000
SS-24	Bart Specific Plan Sewer Main	284,000								0
SS-29	Highway 4 Trunk Line Relief (Segment B)	1,554,000								0
SS-30	2014/15 Sewer/Water Replacement/ Rehabilitation Program (5204)	10,000,000	8,300,000 SOF 950,000 WOF 750,000 WFR	10,000,000						10,000,000

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SEWER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
SS-31	Oak Hills Center Sewer Main	650,000								0
SS-34	2016/17 Sewer Replacement/ Rehabilitation Program (5205)	11,627,500	3,500,000 SOF 1,350,000 SOF(N) 460,000 SFR(N) 5,300,000 WOF(N) 940,000 Wbond(N) 77,500 WFR 503(N)	3,500,000	8,127,500					11,627,500
SS-36	2020/21 Sewer Replacement/ Rehabilitation Program	3,500,000				500,000	2,000,000			2,500,000
TOTALS		34,411,910		13,987,410	8,127,500	500,000	2,000,000	1,000,000	1,500,000	27,114,910

STORM DRAINAGE PROJECTS

Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
SD-1	Sugartree Channel Project (Contra Costa Canal to EBMUD)	675,000								0
SD-3	Full Trash Capture Device (California Avenue and Loveridge Road)	250,000								0
SD-4	Full Trash Capture Devices (Citywide)	50,000								0
SD-5	W. 8th Street Storm Drain Pump Station	180,000								0
SD-6	Praxair Storm Water Diversion for Kirker Creek East of Loveridge Road	1,250,000								0
SD-7	W. Leland Road Storm Drainage Improvements (Crestview Dr. to Burton Ave.)	680,000								0
SD-8	Storm Drain Repairs on Buchanan Road/ West Leland Road	275,000								0
SD-9	Americana Park/North Parkside Storm Drainage Project (2009-01)(8336)	700,000	120,000 CCIF 580,000 IRRF	700,000						700,000
SD-10	Kirker Creek Improvement (Loveridge Rd to Dow Channel)	1,210,000								0
SD-11	Storm Drain Master Plan update	400,000								0
SD-12	Kirker Creek Watershed Hwy 4 to Garcia	1,125,000								0

STORM DRAINAGE PROJECTS

Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
SD-13	Kirker Creek Watershed Leland Rd to Contra Costa Canal	395,000								0
SD-14	Kirker Creek Watershed Contra Costa Canal to Buchanan Road	350,000								0
SD-15	Kirker Creek Watershed Buchanan Road to Kingswood	2,060,000								0
SD-16	Kirker Creek Watershed Ventura Area	140,000								0
SD-17	Kirker Creek Watershed Stoneman Ave/Contra Costa Canal	1,005,000								0
SD-18	Kirker Creek Watershed LMC Area	635,000								0
SD-19	Lawlor Creek Watershed Hwy 4 to Leland	430,000								0
SD-20	Lawlor Creek Watershed Contra Costa Canal to Santa Maria Drive	165,000								0
SD-21	Lawlor Creek Watershed Leland Road to Oak Hills Circle	460,000								0
SD-22	Watershed 4 Willow Pass Road and Contra Costa Canal	105,000								0
SD-23	Watershed 4 Leland Road to Sugartree Drive	195,000								0
SD-24	Watershed 4 Rock Ridge Way to End of Jacqueline Drive	670,000								0
SD-25	Watershed 5 Hwy 4 to Paige Court	55,000								0

STORM DRAINAGE PROJECTS

Project Summary

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
SD-26	Watershed 6 City Park Storm Drain	600,000								0
SD-27	Watershed 6 Hwy 4 to Andrea Way	90,000								0
SD-28	Watershed 6 Parkside Drive Storm Drain	85,000								0
SD-29	Watershed 6 Dover Way Storm Drain	980,000								0
SD-30	Watershed 6 Leland Road/Arlington Drive to Kingston Place/Crestview Drive	1,250,000								0
SD-31	Watershed 6 Contra Costa Canal/Crestview Drive to Ramona Drive/Linscheid Drive	1,285,000								0
SD-32	Watershed 6 Harbor Street/River Outfall to Harbor Street/School Street	1,225,000								0
SD-33	Watershed 6 Stone Harbour Drive/Morro Drive to Brighton Drive	440,000								0
SD-34	Watershed 6 Cumberland Drive/3rd Street to Railroad Avenue/7th Street	510,000								0
SD-35	Watershed 6 Marina Boulevard and Bayside Drive	150,000								0
SD-36	Watershed 6 8th Street/Railroad Avenue to 8th Street Outfall/ Montezuma Slough	590,000								0
TOTALS		20,665,000		700,000	0	0	0	0	0	700,000

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BUILDING PROJECTS

Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
B-2	Corporation Yard Fueling System Upgrade	350,000								0
B-3	Demolish Back of Cigar Store	40,000								0
B-4	Roof-top Solar for Pittsburg Library	120,000								0
B-5	Police Evidence & Intake Room Improvements	350,000								0
B-6	Police Evidence Storage Building	TBD								0
B-12	Purchase Corp Yard Annex 359 E 12th St	1,650,000								0
B-31	Cover Fuel Dispensers at Corp Yard	60,000								0
B-52	Civic Center Parking Structure	5,000,000								0
B-53	Downtown Surface Parking Lot	1,500,000								0
B-54	Downtown Parking Structure	5,000,000								0
TOTALS		14,070,000		0	0	0	0	0	0	0

PARK PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
PK-1	Central Harbor Park Restrooms	482,000								0
PK-2	Old Growth Tree Care	100,000								0
PK-3	Small World Park Improvements	20,000	20,000 (PDF)(N)		20,000					
PK-4	Annual Playground Replacement Project	400,000	80,000 PDF(N) 320,000 PDF(F)		80,000	80,000	80,000	80,000	80,000	400,000
PK-5	CASP Accessibility Improvements in Parks	150,000								0
PK-6	City Park Soccer Field Turf Replacement	250,000	250,000 PDF(N)		250,000					250,000
PK-7	De Anza Park Walkway Rehabilitation and Basketball Court	200,000								0
PK-8	Biennial Playfield Replacement	500,000	500,000 PDF(F)			250,000		250,000		500,000
PK-9	Annual Park Features Replacement Project	375,000	75,000 PDF(N) 300,000 PDF(F)		75,000	75,000	75,000	75,000	75,000	375,000
PK-10	Biennial Restroom Replacement/Rehabilitation	750,000	250,000 PDF(N) 500,000 PDF(F)		250,000		250,000		250,000	750,000
PK-11	Buchanan Swim Center Improvements/Solar Heating	300,000								0
PK-12	All Abilities Playground	2,000,000								0
PK-13	Park and Landscaping Improvement Project	200,000	200,000 PDF(F)			200,000				200,000
PK-14	Skate Park @ Stoneman North	480,000								0
PK-26	Buchanan Park Pavement Rehabilitation	245,000								0
PK-40	Dredge Buchanan Park Pond	200,000								0

PARK PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
PK-41	Buchanan Park School Age Playground	250,000								0
PK-51	Small World Park New Features (3054)	1,300,000	300,000 PDF	300,000						300,000
TOTALS		8,202,000		300,000	675,000	605,000	405,000	405,000	405,000	2,795,000

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GENERAL PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
G-2	City Standard Details Update	100,000	32,000 WOF(N) 11,000 SOF(N) 26,000 HUTA(N) 31,000 PDF(N)		100,000					100,000
G-7	PG&E Street Light Facilities Acquisition	1,050,000								0
G-9	ADA Transition Plan Update	50,000								0
G-12	City Limit Entrance Features	120,000								0
G-18	West Leland Road Underground Utilities (Railroad Avenue to Burton Avenue)	1,400,000	1,400,000 Rule 20/32	1,400,000						1,400,000
G-25	East 8th Street Underground Utilities (Railroad Avenue to Harbor Street)	840,000								0
TOTALS		3,560,000		1,400,000	100,000	0	0	0	0	1,500,000

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PITTSBURG POWER PROJECTS Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
PP-1	2017/2018 Cable Replacement (5814)	250,000	250,000 IE	250000						250,000
PP-2	Duct Bank/Valul Replacements	400,000	400,000 IE(N)		400,000					400,000
PP-3	Upgrade Station M (Bldg 577)	180,000								
PP-4	Re Purpose Station E (Bldg 801)	260,000								
PP-6	Re Purpose Station N (Bldg 777)	225,000								
PP-7	Station H KWH Metering Equipment	180,000	100,000 IE 80,000 IE(N)	100,000	80,000					180,000
PP-25	Gas Line Removal and Replacement	150,000	100,000 IE 50,000 IE(N)	100,000	50,000					150,000
TOTALS		1,645,000		450,000	530,000	0	0	0	0	980,000

MARINA PROJECTS

Project Summary

5 year CIP 2018-19 / 2022-2023

Item No.	Project Name	Estimated Project Cost (\$)	Funding (\$)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)	
M-3	2017-2027 Marina Maintenance Dredging (Formerly Riverview Basin Dredging Project) (5400)	10,500,000	65,000 WO 41,208 ME 70,000 WO(N) 250,000 ME(N)	106,208	320,000					426,208
M-4	Replace Covered Berths in Central Harbor (sheds 1,2, & 3)	425,000								0
M-5	Re-model Restrooms and Showers in Riverview Basin	225,000								0
M-6	Demolish and Replace Restrooms at the Launch Ramp	225,000								0
M-7	Restroom/Shower Facility for Central Harbor	250,000								0
M-8	Marina South Parking Lot Improvements	50,000								0
M-9	Launch Ramp Maintenance Dredging	65,000								0
M-10	Riverview Park Dock Repairs	75,000								
M-11	Marina Infrastructure Repair & Replacement	500,000	20,000 ME (N)		20,000					20,000
TOTALS		12,315,000		106,208	340,000	0	0	0	0	446,208

FUNDING SOURCES

The following section discusses the major funding sources available to fund CIP projects. Funding amounts included in the Current Funds Available column are those that are available for use as of the date this document was prepared. Funding amounts listed for the remaining fiscal years are estimated net funds available for use as a funding source for construction of CIP projects. New funding is requested only for projects planned for FY 2018/19. The remaining projects for FY 2019/20 through FY 2022/23 are projections based on anticipated funding availability. Enterprise funds are budgeted to maintain a reserve equal to 30% of their operating expenses.

Restricted vs. Un-Restricted Funding Sources

Funding sources for CIP projects include those considered restricted funds that can finance only specific types of projects. Examples of restricted funds are Water, Sewer, Park Dedication, HUTA, RMRA, Measure J, Infrastructure Repair and Replacement Fund, and Traffic Mitigation. These funds vary in their project restrictions.

Other funding sources included in the CIP are unrestricted funds that can be used on any type of project. An example of an unrestricted fund would be the City's General Fund and the Pittsburg Power Company Fund. Unrestricted funds are currently unavailable as a funding source for projects in the 5-year CIP.

Fund Balances and Projected Funding Availability

The major sources of funding (and their abbreviations) for projects included in the current 5-Year CIP are as follows (fund balances estimated as of April 2018):

Road Maintenance and Rehabilitation Account Gas Tax Fund (RMRA)

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 increased the per gallon fuel excise taxes; increased the diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.

Beginning November 1, 2017, the State Controller (Controller) deposited various portions of this new funding into the newly created RMRA. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties. The RMRA funding that the City is estimated to receive in FY 2018/19 is \$1,159,401. FY 2018/19 will be a partial amount due to the implementation occurring mid-year. In FY 2019/20 the City is estimated to receive \$1,172,939.

Prior to the City receiving its apportionment of RMRA funds in a fiscal year, the City must submit a list of eligible projects proposed to be funded with the RMRA funds. The proposed projects to receive RMRA funds must also be included in the adopted City budget or as part of the Capital Improvement Program. The list must include project description, location, schedule, and estimated useful life of the improvement.

Each fiscal year, the City must submit documentation that includes similar information to the above for the projects actually completed.

Below is the list for reporting proposed projects planned for potential expenditure of RMRA funds in FY 2018/19:

Title	ST-17, West Leland Road Pavement Management Program
Description	Pavement Maintenance on West Leland Road
Location	West Leland Road from Woodhill Drive to Bailey Road
Amount	\$974,401
Completion Date	June 2019
Useful Life	10 – 20 Years

Title	ST-52, 2018/19 Citywide Striping & Signage
Description	Fund new installation of signing and striping and removal and/or replacement of existing signing and striping.
Location	Locations Citywide
Amount	\$50,000
Completion Date	June 2019
Useful Life	10 Years

Title	S-7, 2018/19 Traffic Signal Modification Project
Description	Perform ongoing signal modifications and timing adjustments form improved traffic flow and modernization of signal controller equipment.
Location	Citywide Signal System
Amount	\$135,000
Completion Date	June 2019
Useful Life	10-20 Years

Current and Projected RMRA Funding Availability: Fund 228

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	-	15,013	15,013	15,513	15,513	15,513
Revenues	398,185	1,159,401	1,172,939	1,195,888	1,219,805	1,254,973
Expenses	(383,172)					
Sub-Total	15,013	1,174,414	1,187,952	1,211,401	1,235,318	1,270,486
S-7 2018/19 Traffic Signal Modifications		135,000				
S-8 2019/20 Traffic Signal Modifications			135,000			
S-15 2020/21 Traffic Signal Modifications				135,000		
S-16 2021/22 Traffic Signal Modifications					135,000	
S-11 2022/23 Traffic Signal Modifications						135,000
ST-52 Annual Citywide Striping & Signing		50,000	50,000	50,000	50,000	50,000
ST-17 SB1 West Leland Road Pavement Management		974,401				
ST-99 2019/20 SB1 Pavement Management Project			987,439			
ST-24 2020/21 SB1 Pavement Management Project				1,010,888		
ST-33 2021/22 SB1 Pavement Management Project					1,034,805	
ST-59 2022/23 SB1 Pavement Management Project						1,069,973
CIP Expenditure		(1,159,401)	(1,172,439)	(1,195,888)	(1,219,805)	(1,254,973)
Estimated Remaining Balance	15,013	15,013.00	15,513.00	15,513	15,513	15,513

Highway User Tax Account Gas Tax Fund (HUTA)

The gas tax referred to as HUTA may also be used to fund pavement rehabilitation projects. In FY 2018-19, Pittsburg is expected to receive a total of \$1,644,928 in HUTA funds. Of this amount, \$1,139,325 is allocated to pay maintenance expenses. The combination of HUTA and Measure J funds received by the City varies and yields an average of \$764,191 per year for street and pavement projects after O&M costs are deducted. If these funds were dedicated entirely to capital projects for maintaining pavement, the total would still be insufficient to maintain the current PCI.

The Gas Tax is comprised of State and Local taxes on the sale of gasoline. Revenues for this fund are dependent on the overall economy and gasoline usage.

This can vary according to economic conditions and the increasing number of fuel efficient and electric vehicles on the road. This tax is administered by the State Board of Equalization in accordance with California Local Motor Vehicle Fuel Taxation Law. These funds can be used for maintenance of existing roads, construction of new roads, street lights, traffic signals, and street medians.

Current and Projected HUTA Funding Availability: Fund 203

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	720,030	(26,329)	24,274	39,989	66,018	102,568
Revenues	2,368,021	1,644,928	1,677,827	1,711,383	1,745,611	1,780,523
Expenses	(3,114,380)	(1,139,325)	(1,162,112)	(1,185,354)	(1,209,061)	(1,233,242)
Sub-Total	(26,329)	479,274	539,989	566,018	602,568	649,849
ST-26 2019/20 Citywide Traffic Calming Project			100,000			
ST-35 2020/21 Citywide Traffic Calming Project				100,000		
ST-45 2021/22 Citywide Traffic Calming Project					100,000	
ST-## 2022/23 Citywide Traffic Calming Project						100,000
ST-11 2018/19 Citywide Pavement Management Project		400,000				
ST-98 2019/20 Citywide Pavement Management Project			400,000			
ST-7 Range Road Sidewalk Widening		55,000				
ST-65 2020/21 Citywide Pavement Management Project				400,000		
ST-48 2021/22 Citywide Pavement Management Project					400,000	
ST-60 2022/23 Citywide Pavement Management Project						400,000
CIP Expenditure		(455,000)	(500,000)	(500,000)	(500,000)	(500,000)
Estimated Remaining Balance	(26,329)	24,274	39,989	66,018	102,568	149,849

Measure J (MJ)

In 2004, Contra Costa County voters approved Measure J, which continued the ½ cent sales tax that funds transportation projects in the county through March 31, 2034. Pittsburg's Measure J funds are used for street pavement projects as funding is available. However, using this fund only for street pavement projects reduces funds available for other eligible projects, such as traffic signals. In addition, the City currently uses Measure J Funds to help fund the Public Works Department's street operations and maintenance (O&M) to off-set General Fund revenues. Redirecting Measure J funds to daily O&M reduces the amount of street resurfacing projects the City is able to implement to below the minimum level of investment in capital projects that is needed to maintain the current pavement condition. In FY 2018-19, Pittsburg

should receive a total of \$832,740 in Measure J funds all of which, \$693,757 has been allocated with the City Budget to cover street maintenance managed by Public Works and Engineering staff time spent designing and managing pavement projects.

Current and Projected Measure J Funding Availability: Fund 204

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	620,228	168,930	107,913	149,676	194,274	241,763
Revenues	3,674,987	832,740	849,395	866,383	883,710	901,385
Expenses	(4,126,285)	(693,757)	(707,632)	(721,785)	(736,220)	(750,945)
Sub-Total	168,930	307,913	249,676	294,274	341,763	392,203
ST-18 2018/19 Citywide Traffic Calming Project		100,000				
ST-41 Annual Citywide Fence/ Soundwall/ Streetlight Replacement Project		100,000	100,000	100,000	100,000	100,000
CIP Expenditure		(200,000)	(100,000)	(100,000)	(100,000)	(100,000)
Estimated Remaining Balance	168,930	107,913	149,676	194,274	241,763	292,203

Kirker Creek Drainage Fund (KCDF)

The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is \$0.68/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed

Current and Projected KCDF Funding Availability: Fund 302

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	408,774	383,727	371,867	359,456	346,481	332,923
Revenues	17,520	6,140	5,950	5,751	5,544	5,327
Expenses	(42,567)	(18,000)	(18,360)	(18,727)	(19,102)	(19,484)
Sub-Total	383,727	371,867	359,456	346,481	332,923	318,766
CIP Expenditure	-	0	0	0	0	0
Estimated Remaining Balance	383,727	371,867	359,456	346,481	332,923	318,766

Local Traffic Mitigation Fund (LTMF)

These fees are collected from developers to pay for developer's share of impacts to streets and traffic flow within the City. Current fee per housing unit is approximately

\$8,575 for the Pittsburg LTMF. These funds are restricted to projects that are included in the current traffic mitigation study.

Current and Projected LTMF Funding Availability: Fund 303

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019- 20 (\$)	FY 2020- 21 (\$)	FY 2021-2 (\$)	FY 2022- 23 (\$)
Beginning Fund Balance	2,490,965	2,111,870	2,153,173	2,102,253	2,048,811	1,992,772
Revenues	235,927	125,000	34,451	33,636	32,781	31,884
Expenses	(615,022)	(83,697)	(85,371)	(87,078)	(88,820)	(90,596)
Sub-Total	2,111,870	2,153,173	2,102,253	2,048,811	1,992,772	1,934,060
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	2,111,870	2,153,173	2,102,253	2,048,811	1,992,772	1,934,060

Park Dedication Fees (PDF)

Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units. Current average fee per residential lot is \$9,287.22. These funds are restricted to new park construction and expansion and rehabilitation of existing parks.

Current and Projected PDF Funding Availability: Fund 304

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	1,389,615	\$1,235,134	3,127,269	5,277,264	7,828,890	10,598,807
Revenues	175,188	2,627,041	2,816,099	3,018,952	3,238,490	3,472,404
Expenses	(329,669)	(59,906)	(61,104)	(62,326)	(63,573)	(64,844)
Sub-Total	1,235,134	3,802,269	5,882,264	8,233,890	11,003,807	14,006,367
PK-3 Small World Park Improvements		20,000				
PK-4 Annual Playground Replacement Project		80,000	80,000	80,000	80,000	80,000
PK-6 City Park Soccer Field Turf Replacement		250,000	250,000		250,000	
PK-9 Annual Park Features Replacement Project		75,000	75,000	75,000	75,000	75,000
PK-10 Biennial Restroom Replacement/Rehabilitation		250,000		250,000		250,000
PK-13 Park and Landscaping Improvement Project			200,000			
CIP Expenditure		(675,000)	(605,000)	(405,000)	(405,000)	(405,000)
Estimated Remaining Balance	1,235,134	3,127,269	5,277,264	7,828,890	10,598,807	13,601,367

Pittsburg Regional Traffic Mitigation Fund (PRTMF)

These fees are collected from developers to pay for developer's share of regional projects to mitigate impacts to streets and traffic flow. Current fee per housing unit is \$18,872 for the Pittsburg Regional Transportation Mitigation Fee. These funds are restricted to projects that are included in the current regional fee program.

Current and Projected PRTMF Funding Availability: Fund 307

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	1,667,704	58,259	59,191	60,138	61,100	62,078
Revenues	9,500	932	947	962	978	993
Expenses	(1,618,945)					
Sub-Total	58,259	59,191	60,138	61,100	62,078	63,071
CIP Expenditure		0	0	0	0	0
Estimated Remaining Balance	58,259	59,191	60,138	61,100	62,078	63,071

Infrastructure Repair and Replacement Fund (IRRF)

On January 22, 2013, the City Council adopted Ordinance 12-1363, also known as the Fiscal Sustainability Ordinance. This ordinance established minimum balances for financial reserves used to stabilize the City's budget, and created an Infrastructure Repair and Replacement Fund that receives a portion of funds that exceed the required reserve amount. This fund may be used for repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.

Current and Projected IRRF Funding Availability: Fund 310

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	906,392	8,597	8,735	8,874	9,016	9,161
Revenues	4,500	138	140	142	144	147
Expenses	(902,295)					
Sub-Total	8,597	8,735	8,874	9,016	9,161	9,307
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	8,597	8,735	8,874	9,016	9,161	9,307

2005 Water Bond (2005 WBond)

On December 5, 2005, City Council adopted Resolution 05-10440 authorizing a bond purchase contract for funding of several water projects.

Current and Projected 2005 Water Bond Funding Availability: Fund 500

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	2,044,733	385,610	391,780	398,048	404,417	410,888
Revenues	337,977	6,170	6,268	6,369	6,471	6,574
Expenses	(1,997,100)					
Sub-Total	385,610	391,780	398,048	404,417	410,888	417,462
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	385,610	391,780	398,048	404,417	410,888	417,462

Water Operations Fund (WOF)

The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from \$22.68/mo for a ¾" meter to \$2,603.61/mo for a 10" meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Water Operations Fund Funding Availability: Fund 501

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	13,061,052	11,087,196	47,779	57,766	44,301	108,183
Revenues	22,210,139	21,732,533	22,384,509	23,056,044	23,747,726	24,460,157
30% Reserve		(6,123,626.70)	0	0	0	0
Oper. Expenses	(18,995,112)	(20,412,089)	(21,024,452)	(21,655,185)	(22,304,841)	(22,973,986)
Sub-Total	16,276,079	6,284,013	1,407,837	1,458,625	1,487,186	1,594,355
Capital Equip & Tsfrs	0	(461,234)	(475,071)	(489,323)	(504,003)	(519,123)
Total	16,276,079	5,822,779	932,766	969,301	983,183	1,075,232
W-39 Annual Filter Media Replacement		100,000	100,000	100,000	100,000	100,000
W-11 Automatic Meter Reading System		300,000	300,000	300,000	300,000	300,000
W-6 WTP Capital Repairs and Improvements		75,000	75,000	75,000	75,000	75,000
W-8 2020/21 Water Main Installation/ Replacement Program			400,000	450,000		
W-40 2022/23 Water Main Installation/ Replacement Program					400,000	500,000
SS-34 2016/17 Sewer/Water Replacement/ Rehabilitation Program (5205)		5,300,000				
CIP Expenditures	(5,188,883)	(5,775,000)	(875,000)	(925,000)	(875,000)	(975,000)
Estimated Remaining Balance	11,087,196	47,779	57,766	44,301	108,183	100,232

Water Facility Reserve Fund (WFR) Treatment Plant and Distribution

The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development, and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-1029 and as amended by 12-11778). The average fee for per new residential unit is \$5,000. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

Current and Projected Funding Availability Various WFR Accounts:

WFR Treatment Plant: Fund 502

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	804,648	459,728	467,084	474,557	482,150	489,864
Revenues	1,210,536	7,356	7,473	7,593	7,714	7,838
Expenses	(1,555,456)					
Sub-Total	459,728	467,084	474,557	482,150	489,864	497,702
CIP Expenditure	-	0	0	0	0	0
Estimated Remaining Balance	459,728	467,084	474,557	482,150	489,864	497,702

WFR Water Distribution: Fund 503

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	394,913	(280,528)	(280,528)	(280,528)	(280,528)	(280,528)
Revenues	177,059					
Expenses	(852,500)					
Sub-Total	(280,528)	(280,528)	(280,528)	(280,528)	(280,528)	(280,528)
CIP Expenditure	-	0	0	0	0	0
Estimated Remaining Balance	(\$280,528)	(\$280,528)	(\$280,528)	(\$280,528)	(\$280,528)	(\$280,528)

WFR Zone I/II Reservoir: Fund 504

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	965,043	968,383	983,877	999,619	1,015,613	1,031,863
Revenues	3,340	15,494	15,742	15,994	16,250	16,510
Expenses	-					
Sub-Total	968,383	983,877	999,619	1,015,613	1,031,863	1,048,373
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	968,383	983,877	999,619	1,015,613	1,031,863	1,048,373

WFR 20" SE Hills Water Transmission: Fund 505

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	131,100	150,654	153,065	155,514	158,002	160,530
Revenues	19,554	2,410	2,449	2,488	2,528	2,568
Expenses	-					
Sub-Total	150,654	153,065	155,514	158,002	160,530	163,099
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	150,654	153,065	155,514	158,002	160,530	163,099

WFR SW Hills Water Facility: Fund 506

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	57,467	0	0	0	0	0
Revenues						
Expenses	(57,467)					
Sub-Total	0	0	0	0	0	0
	-	-	-	-	-	-
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	0	0	0	0	0	0

WFR SW Hills Phase III Pipe: Fund 507

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	2,292,965	537,363	545,961	554,696	563,571	572,588
Revenues	794,398	8,598	8,735	8,875	9,017	9,161
Expenses	(2,550,000)					
Sub-Total	537,363	545,961	554,696	563,571	572,588	581,750
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	537,363	545,961	554,696	563,571	572,588	581,750

WFR SW Hills Phase III Pump: Fund 508

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	-	-	-	-	-	-
Revenues						
Expenses						
Sub-Total	-	-	-	-	-	-
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	0	0	0	0	0	0

WFR Water Treatment Plant Sludge Handling: Fund 509

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	75,989	145,892	148,226	150,598	153,007	155,456
Revenues	69,903	2,334	2,372	2,410	2,448	2,487
Expenses	-					
Sub-Total	145,892	148,226	150,598	153,007	155,456	157,943
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	145,892	148,226	150,598	153,007	155,456	157,943

WFR Zone 1 Reservoir: Fund 510

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	320,266	411,329	417,911	424,597	431,391	438,293
Revenues	91,063	6,581	6,687	6,794	6,902	7,013
Expenses	-					
Sub-Total	411,329	417,911	424,597	431,391	438,293	445,306
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	\$411,329	\$417,911	\$424,597	\$431,391	\$438,293	\$445,306

WFR Zone 2 Reservoir: Fund 511

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	87,438	87,740	89,144	90,570	92,019	93,492
Revenues	302	1,404	1,426	1,449	1,472	1,496
Expenses						
Sub-Total	87,740	89,144	90,570	92,019	93,492	94,987
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	87,740	89,144	90,570	92,019	93,492	94,987

Sewer Operations Fund (SOF)

The Sewer Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by property use. For example a residential property is charged a flat rate of \$15.79/month and non-residential is charged \$1.61 per CCF, or 100 cubic feet (748 gallons), of water usage/month. These funds are used for

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	12,057,360	1,119,065	109,891	856,722	140,959	463,722
Revenues	6,952,614	4,950,000	5,098,500	5,251,455	5,408,999	5,571,269
30% Reserves		(869,690)	0	0	0	0
Oper. Expenses	(3,194,912)	(2,898,967)	(2,985,936)	(3,075,514)	(3,167,780)	(3,262,813)
Sub-Total	15,815,062	2,300,408	2,222,455	3,032,663	2,382,178	2,772,178
Capital Equip & Tsfrs Out	(1,428,749)	(840,517)	(865,733)	(891,704)	(918,456)	(946,009)
	14,386,313	1,459,891	1,356,722	2,140,959	1,463,722	1,826,169
SS-34 2016/17 Sewer/Water Replacement/ Rehabilitation Program (5205)		1,350,000				
SS-36 2019/20 Sewer Replacement/ Rehabilitation Program			500,000	2,000,000		
SS-2 2022/23 Sewer Replacement/ Rehabilitation Program					1,000,000	1,500,000
CIP Expenditure	(13,267,248)	(1,350,000)	(500,000)	(2,000,000)	(1,000,000)	(1,500,000)
Estimated Remaining Balance	1,119,065	109,891	856,722	140,959	463,722	326,169

installing, upgrading, and maintaining the City's sewer system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Sewer Operations Fund Funding Availability: Fund 521

Sewer Facility Reserve Fund (SFR) Collection System Capacity Buy In

The Sewer Facility Reserve is funded by a one time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development, and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is \$3,216. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Sewer Facility Reserve Funding Availability: Fund 522

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	607,213	462,512	9,912	10,070	10,231	10,395
Revenues	88,412	7,400	159	161	164	166
Expenses	(133,113)					
Sub-Total	562,512	469,912	10,070	10,231	10,395	10,562
SS-34 2016/17 Sewer/Water Replacement/ Rehabilitation Program (5205)		460,000				
CIP Expenditure	(100,000)	(460,000)	0	0	0	0
Estimated Remaining Balance	462,512	9,912	10,070	10,231	10,395	10,562

Sewer Facility Reserve Fund (SFR) Highway 4 Trunk Line

This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Funding Availability: Fund 523

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	20,166	20,236	20,560	20,889	21,223	21,563
Revenues	70	324	329	334	340	345
Expenses						
Sub-Total	20,236	20,560	20,889	21,223	21,563	21,908
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	20,236	20,560	20,889	21,223	21,563	21,908

Waterfront Operations (WO)

On January 1, 2012, California's SB 551 took effect, granting certain tidelands and submerged land to the City of Pittsburg. These lands were previously managed by the State Lands Commission, which leased certain portions for waterfront commercial and industrial development. The leases will convert to agreements with the City, generating revenue on an annual basis to be used to facilitate development of the waterfront for commercial, industrial and recreational use. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Waterfront Operations Funding Availability: Fund 540

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	763,135	714,918	294,804	385,857	479,642	576,240
Revenues	1,953,227	1,560,598	1,607,416	1,655,638	1,705,308	1,756,467
30% Reserves		(438,515)				
Operating Expenses	(1,424,551)	(1,461,716)	(1,505,567)	(1,550,735)	(1,597,257)	(1,645,174)
Sub-Total	1,291,811	375,285	396,653	490,761	587,693	687,533
Capital/Tsfrs-Out	(576,893.00)	(10,481.00)	(10,795.43)	(11,119.29)	(11,452.87)	(11,796.46)
Subtotal	714,918	364,804	385,857	479,642	576,240	675,736
M-3 2017-2027 Marina Maintenance Dredging		70,000				
CIP Expenditure	0	(70,000)	0	0	0	0
Estimated Remaining Balance	714,918	294,804	385,857	479,642	576,240	675,736

Marina Enterprise Fund (ME)

The Marina Enterprise Fund is composed of funds collected at the marinas in Pittsburg from boat slip rentals and gasoline sales. These funds are used to maintain and improve the various marina facilities. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Marina Enterprise Fund Funding Availability: Fund 550

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	1,087,694	1,042,943	197,738	208,842	220,278	232,058
Revenues	2,047,713	2,035,971	2,097,050	2,159,962	2,224,760	2,291,503
30% Reserves		(585,985)	0	0	0	0
Operating Expenses	(1,993,970)	(1,953,282)	(2,011,880)	(2,072,237)	(2,134,404)	(2,198,436)
Sub-Total	1,141,437	539,647	282,908	296,567	310,635	325,125
Capital/Trsfers-Out	(98,494)	(71,909)	(74,066)	(76,288)	(78,577)	(80,934)
Subtotal	1,042,943	467,738	208,842	220,278	232,058	244,191
M-3 2017-2027 Maintenance Dredging		250,000				
M-11 Marina Infrastructure Repair and Replacement		20,000				
CIP Expenditure	0	(270,000)	0	0	0	0
Estimated Remaining Balance	1,042,943	197,738	208,842	220,278	232,058	244,191

Island Energy (IE)

The US Navy awarded Pittsburg Power a franchise service agreement to provide electric and natural gas retail services on Mare Island in Vallejo. In a special arrangement, Pittsburg Power Company established and does business as "Island Energy" on Mare Island. Island Energy has been providing Mare Island customers reliable electric and gas services at competitive pricing since 1997. Island Energy is a potential revenue source for Capital Improvement Projects.

Current and Projected Island Energy Funding Availability: Fund 580

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	3,713,725	2,898,872	1,574,877	2,319,218	3,085,890	3,875,563
Revenues	5,709,596	6,037,114	6,218,227	6,404,774	6,596,917	6,794,825
30% Reserves		(1,516,658)				
Operating Expenses	(4,496,454)	(5,055,525)	(5,207,191)	(5,363,406)	(5,524,309)	(5,690,038)
Sub-Total	4,926,867	2,363,804	2,585,913	3,360,586	4,158,499	4,980,350
Capital Equip & Tsfrs	(26,023)	(258,927)	(266,695)	(274,696)	(282,937)	(291,425)
Total	4,900,844	2,104,877	2,319,218	3,085,890	3,875,563	4,688,925
PP-25 Gas Line Removal and Replacement		50,000				
PP-2 Duct Bank and Vault Replacement		400,000				
PP-7 Station H KWH Metering Equipment		80,000				
CIP Expenditure	(2,001,972)	(530,000)	0	0	0	0
Estimated Remaining Balance	2,898,872	1,574,877	2,319,218	3,085,890	3,875,563	4,688,925

Pittsburg Power (PP)

Current and Projected Pittsburg Power Funding Availability: Fund 590

Description	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Beginning Fund Balance	2,641,449	2,285,141	2,245,349	2,641,259	3,049,047	3,469,068
Revenues	2,630,230	2,608,174	2,686,419	2,767,012	2,850,022	2,935,523
30% Reserves		(424,171)	0	0	0	0
Operating Expenses	(1,589,326)	(1,413,904)	(1,456,321)	(1,500,011)	(1,545,011)	(1,591,361)
Sub-Total	3,682,353	3,055,240	3,475,447	3,908,260	4,354,058	4,813,230
Capital Exp/tsfrs-out	(1,397,212)	(809,891)	(834,188)	(859,213)	(884,990)	(911,539)
CIP Expenditure	0	0	0	0	0	0
Estimated Remaining Balance	2,285,141	2,245,349	2,641,259	3,049,047	3,469,068	3,901,690

Other Potential Funding Sources

Developer Funding (direct developer contributions)

Various Grants

National Pollution Discharge Elimination System (NPDES)

PG&E Rule 20A & 20B (credits)

SOURCE FUND BALANCE SUMMARY

The following table summarizes the current and projected major source annual remaining fund balances for the 5-year CIP. Amounts shown are remaining balances by fund after project funds are encumbered for scheduled CIP projects for each fiscal year.

Summary of Projected Major Funding Source Remaining Funds:

Fund	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
Gas Tax HUTA	(26,329)	24,274	39,989	66,018	102,568	149,849
Measure J	168,930	107,913	149,676	194,274	241,763	292,203
Kirker Creek	383,727	371,867	359,456	346,481	332,923	318,766
Local Traffic Mitigation	2,111,870	2,153,173	2,102,253	2,048,811	1,992,772	1,934,060
Park Dedication	1,235,134	3,127,269	5,277,264	7,828,890	10,598,807	13,601,367
PRTMF	58,259	59,191	60,138	61,100	62,078	63,071
Infrastructure Fund	8,597	8,735	8,874	9,016	9,161	9,307
Water Bond Proceeds	385,610	391,780	398,048	404,417	410,888	417,462
Water Operation Fund	11,087,196	47,779	57,766	44,301	108,183	100,232
WTP Expansion	459,728	467,084	474,557	482,150	489,864	497,702
Water Distribution	(280,528)	(280,528)	(280,528)	(280,528)	(280,528)	(280,528)
Zone I/II Reservoir	968,383	983,877	999,619	1,015,613	1,031,863	1,048,373
20" Transmission SE Hills	150,654	153,065	155,514	158,002	160,530	163,099
SW Hills Water	0	0	0	0	0	0

Fund	Current Funds Available (\$)	FY 2018-19 (\$)	FY 2019-20 (\$)	FY 2020-21 (\$)	FY 2021-22 (\$)	FY 2022-23 (\$)
SW Hills Phase III Pipe	537,363	545,961	554,696	563,571	572,588	581,750
SW Hills Phase III Pump	0	0	0	0	0	0
WTP Sludge Handling	145,892	148,226	150,598	153,007	155,456	157,943
Zone 1 Reservoir	411,329	417,911	424,597	431,391	438,293	445,306
Zone 2 Reservoir	87,740	89,144	90,570	92,019	93,492	94,987
Sewer Operation Fund	1,119,065	109,891	856,722	140,959	463,722	326,169
SFR Capacity Buy In	462,512	9,912	10,070	10,231	10,395	10,562
Sewer Facility Reserve Hwy 4 Trunk	20,236	20,560	20,889	21,223	21,563	21,908
Waterfront Operations	714,918	294,804	385,857	479,642	576,240	675,736
Marina	1,042,943	197,738	208,842	220,278	232,058	244,191
Island Energy	2,898,872	1,574,877	2,319,218	3,085,890	3,875,563	4,688,925
Pittsburg Power	2,285,141	2,245,349	2,641,259	3,049,047	3,469,068	3,901,690
Grants (STP etc..)	0	0	0	0	0	0
Total	25,910,915	12,765,797	16,916,825	20,019,033	24,492,056	28,703,311

STREET PROJECTS



ST-1: RANGE ROAD OVERCROSSING

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$25,000,000

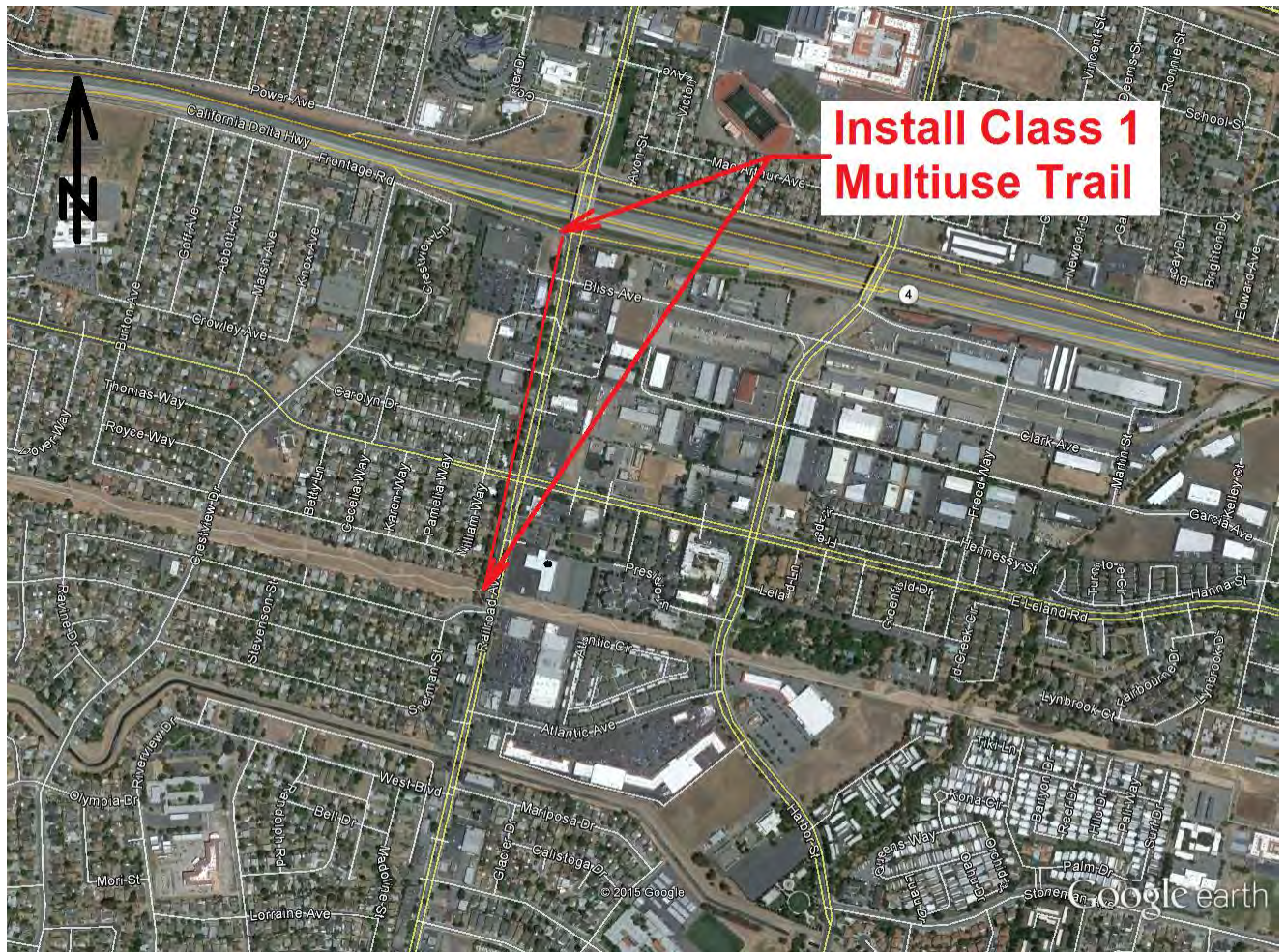
Project Limits:
State Route 4 at Range Road

Funding Sources

Eligible Funding Source: TMF
Identified Funding Source: None

Project Description:

This project includes planning, design and construction of an over-crossing on State Route 4 at Range Road. This project will significantly improve the level of service of the over-crossings at Railroad Avenue and Bailey Road. Project will accommodate bicycle facilities where appropriate.



ST-2: RAILROAD AVENUE CLASS 1 TRAIL

Project No.
TBD

Status:
Preliminary Design and Cost Estimate completed

Estimated Project Cost:
\$4,520,000

Project Limits:
Railroad Avenue from State Route 4 to Delta DeAnza Trail at Alvarado Avenue

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: OBAG2 Grant

Project Description:

Construct a concrete Class 1 trail along the west side of Railroad Avenue within existing City right-of-way, from the existing Delta De Anza Trail at Alvarado Avenue to State Route 4 freeway (approximately 2400 lf). 10-foot concrete trail will have minimum 1-foot graded shoulders. Project includes trail lighting, crosswalk treatments, modified driveways, a bus shelter, wayfinding and service information signage, as well as landscaping and irrigation improvements.



ST- 3: 2017/18 CITYWIDE TRAFFIC CALMING PROJECT

Project No.

TBD

Status:

In design.

Estimated Project Cost:

\$100,000

Project Limits:

Citywide

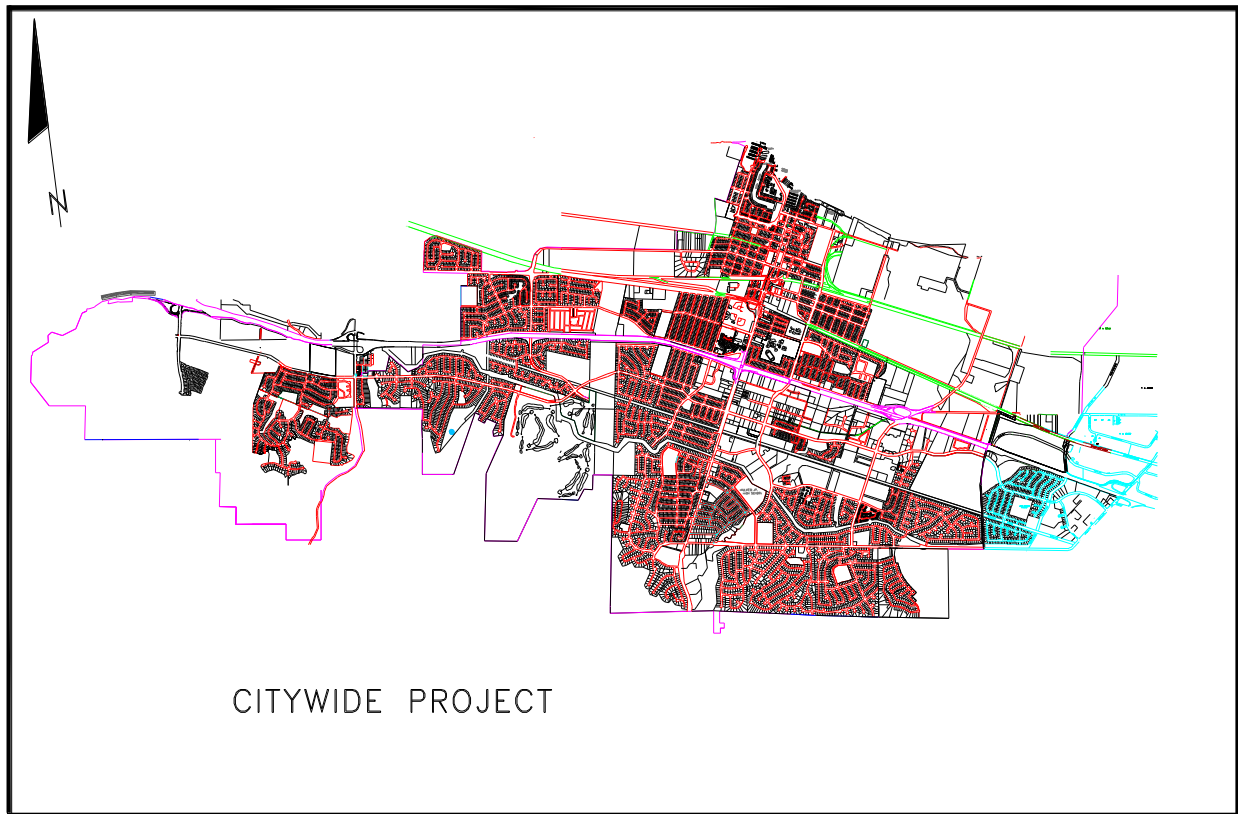
Funding Sources:

Eligible Funding Source: Gas Tax, Measure J, Grant Funding, Gas Tax RMRA

Identified Funding: \$100,000 Gas Tax

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-5: STREET MEDIAN/LANDSCAPING IMPROVEMENTS

Project No.

TBD

Status:

Evaluating needs.

Estimated Project Cost:

\$300,000

Project Limits:

Project locations TBD

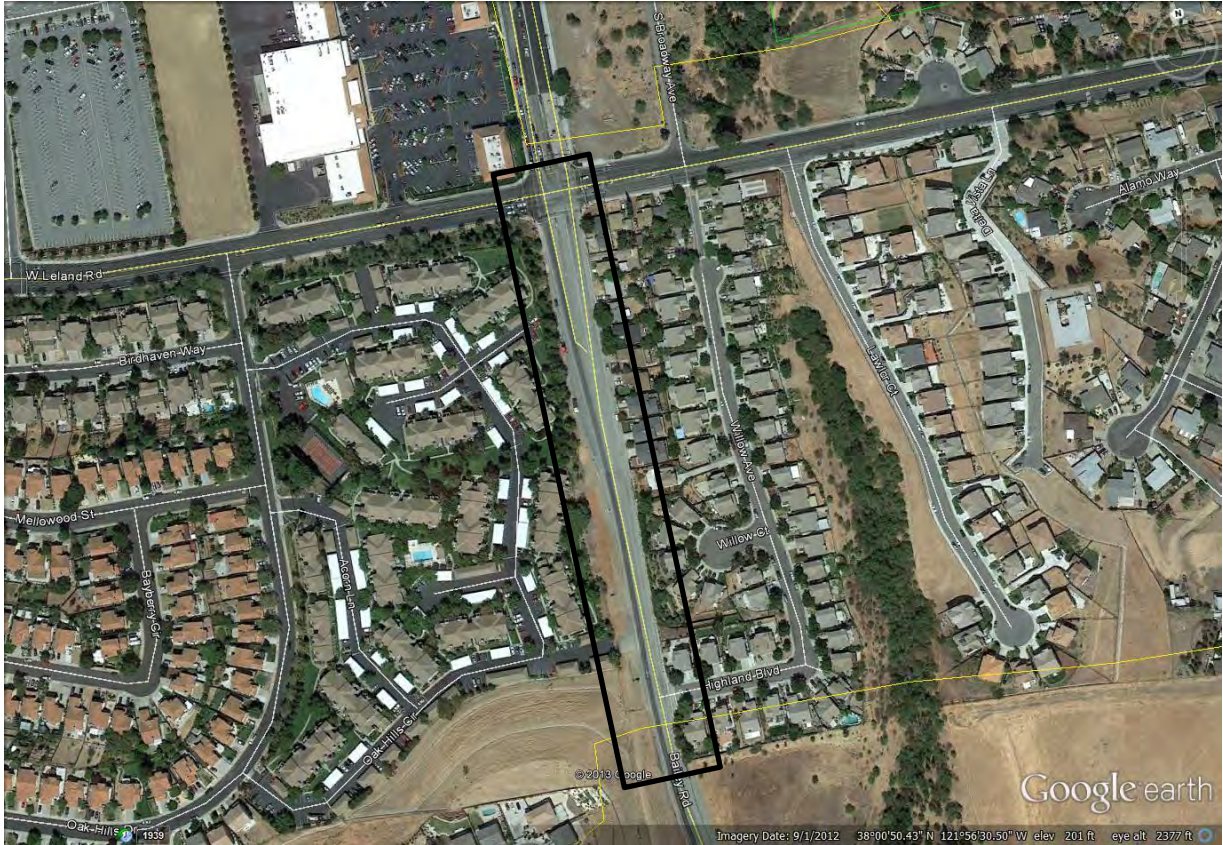
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

This project includes the construction of new street medians/landscaping in various locations throughout the City.



ST-6: BAILEY ROAD INTERIM REPAIRS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$615,000

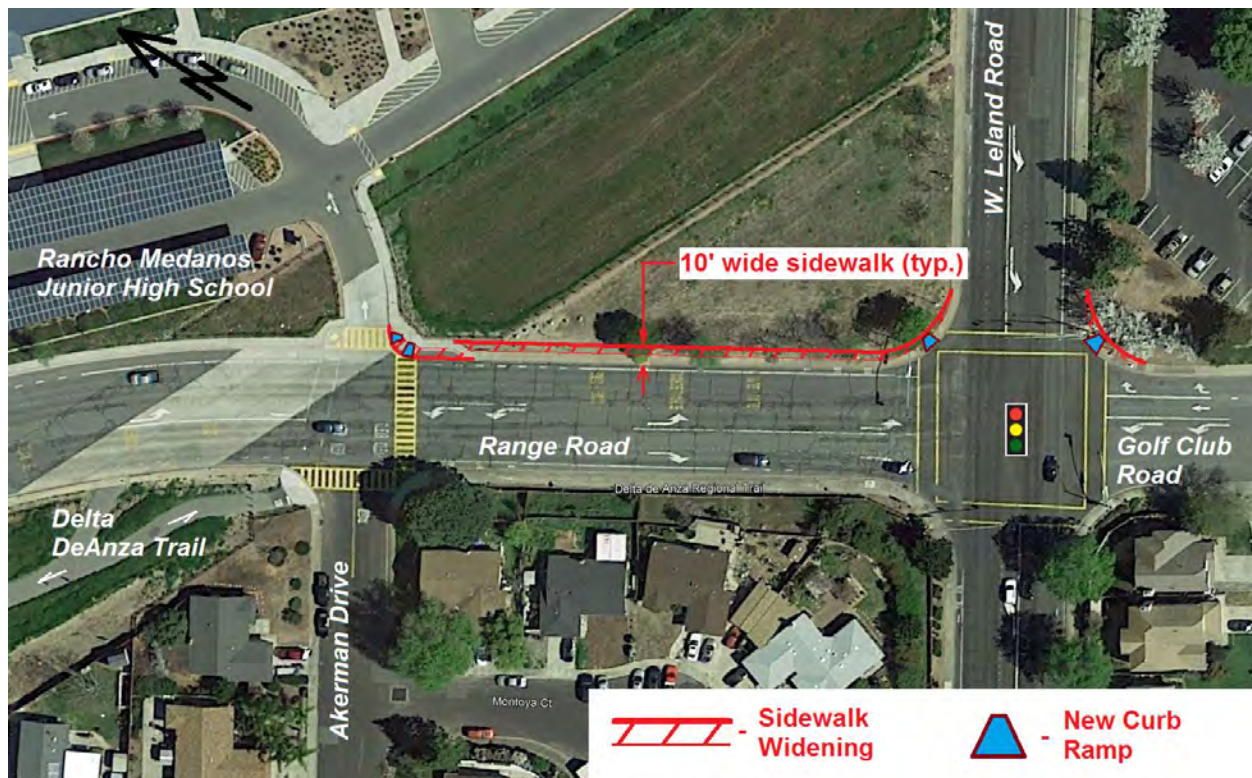
Project Limits:
West Leland Road to City Limit (1,600 feet south)

Funding Sources

Eligible Funding Source: Measure J, Keller Canyon Mitigation Funds
Identified Funding Source: \$615,000 Keller

Project Description:

This project will construct interim pavement rehabilitation on Bailey Road from West Leland Road to the City Limit Line approximately 1,600 feet south of West Leland Road. This project will be followed up by a full roadway rehabilitation several years later.



ST-7: RANGE ROAD SIDEWALK IMPROVEMENTS

Project No.
TBD

Status:

Estimated Project Cost:
\$120,000

Project Limits:
Ackerman Drive to south side of West Leland Road

Funding Sources:
Eligible Funding Sources: Gas Tax, Measure J

Identified Funding: \$55,000 Gas Tax, \$65,000 TDA Grant

Project Description:

Widen existing sidewalk approximately five feet along north side of Range Road, from Rancho Medanos Junior High School's entrance to south side of West Leland Road (approximately 400 linear feet). This will allow the large groups of students travelling to and from school to safely stay on sidewalk and avoid walking in bicycle and vehicle traffic lanes.



ST-9: INTERSECTION GEOMETRIC IMPROVEMENTS (SAN MARCO BOULEVARD & WEST LELAND ROAD)

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$125,000

Project Limits:
Along northbound San Marco Boulevard, between West Leland Road and SR 4 Westbound On-ramp.

Funding Sources
Eligible Funding Source: LTMF, Developer
Identified Funding: None

Project Description:

The project provides for geometric improvements along San Marco Boulevard northbound lanes, between West Leland Road and State Route 4 Eastbound On-ramp. The scope of work contemplated includes adding an auxiliary lane that would connect the free right-turn lane from westbound West Leland Road to the eastbound freeway on-ramp at State Route 4. It is intended that the geometry will accommodate Class 2 bike lanes. The improvements will add capacity along northbound San Marco Boulevard near the freeway interchange, provide for more efficient signal timing, improve intersection level of service, and reduce vehicle queuing on the westbound approach to San Marco Blvd./West Leland Rd. intersection, as well as along northbound San Marco Boulevard approaching State Route 4. The geometric improvements will require right-of-way acquisition from an undeveloped parcel along the east side of San Marco Blvd.



ST-10: EL PUEBLO AREA RECONSTRUCTION/ ADA IMPROVEMENTS

Project No.
2012-05B

Status:
Awaiting Funding

Estimated Project Cost:
\$300,000

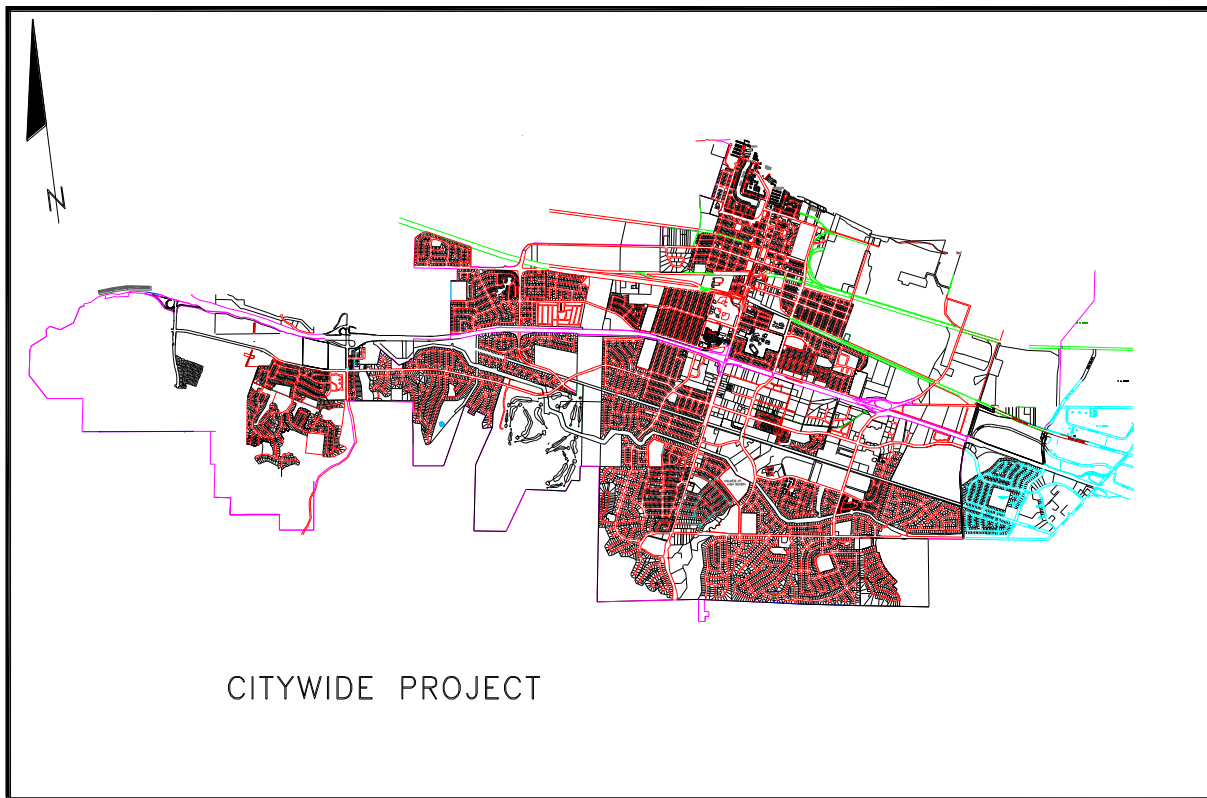
Project Limits:
Treatro Street, Del Tren Avenue, and
Hermosa

Funding Sources:

Eligible Funding Source: County, Measure J,
Gas Tax
Identified Funding: County

Project Description:

Reconstruction of the remaining streets in the El Pueblo Area including Treatro Street, Del Tren Avenue, and Hermosa. Project includes ADA and other pedestrian safety improvements.



ST-11: 2018/19 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.

TBD

Status:

2018/19 Allocation - \$400,000

Estimated Project Cost:

\$400,000

Project Limits:

Citywide

Funding Sources:

Eligible Funding Source: Gas Tax

Identified Funding Source: Gas Tax \$400,000

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

Impact on Operating Budget:

No significant impact on the operating budget since this involves routine pavement management/repair of citywide streets.



ST-12: SAN MARCO BOULEVARD WIDENING

Project No.

Status:

Awaiting funding

Estimated Project Cost:

\$125,000

Project Limits:

West Leland Road to State Route 4 eastbound on-ramp

Funding Sources:

TBD

Project Description:

Widen San Marco Boulevard 12 feet to the east, from West Leland Road to the State Route 4 eastbound on-ramp. This widening will accommodate an auxiliary/merging lane on northbound San Marco Boulevard that will be used as a receiving lane for vehicles turning right from westbound West Leland Road, as well as for vehicles turning right onto the SR4 eastbound on-ramp from southbound San Marco Blvd.



ST-14: SEISMIC RETROFIT BRIDGE NO. 28C-0165 (Willow Pass Road)

Project No.
1998-04

Status:
Under construction

Estimated Project Cost:
\$900,000

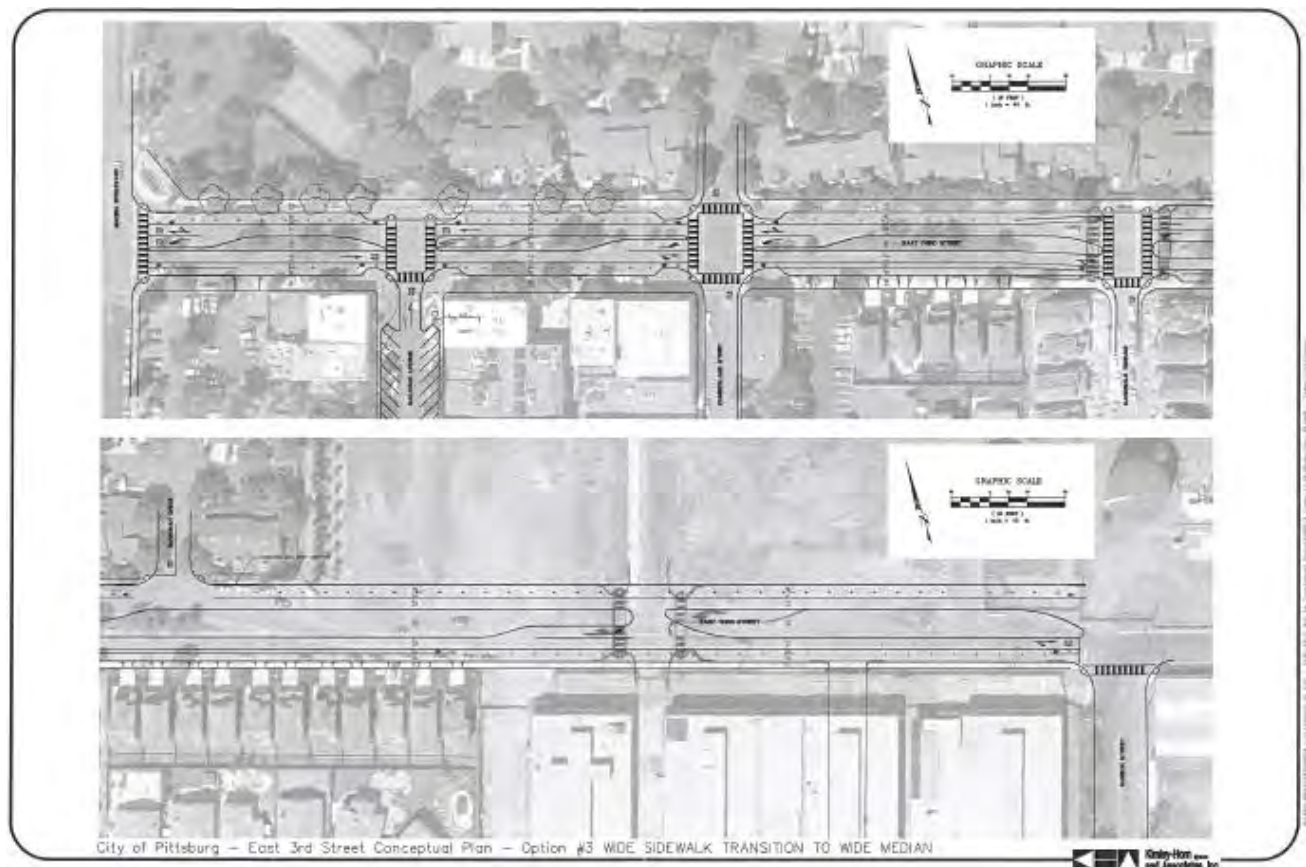
Project Limits:
Willow Pass Road over Range Road
connecting North Parkside Drive

Funding Sources

Eligible Funding Source: Local Bridge
Seismic Retrofit Funds
Identified Funding Source: \$796,600 federal
grant, \$57,400 Prop 1B grant, \$46,000 CCIF

Project Description:

This project will retrofit the existing bridge that extends over Range Road/Willow Pass Road to withstand a greater seismic event.



ST-15: EAST THIRD STREET STREETScape IMPROVEMENTS

Project No.

TBD

Status:

Awaiting funding

Estimated Project Cost:

\$1,000,000

Project Limits:

East Third Street, from Marina Boulevard to Harbor Street

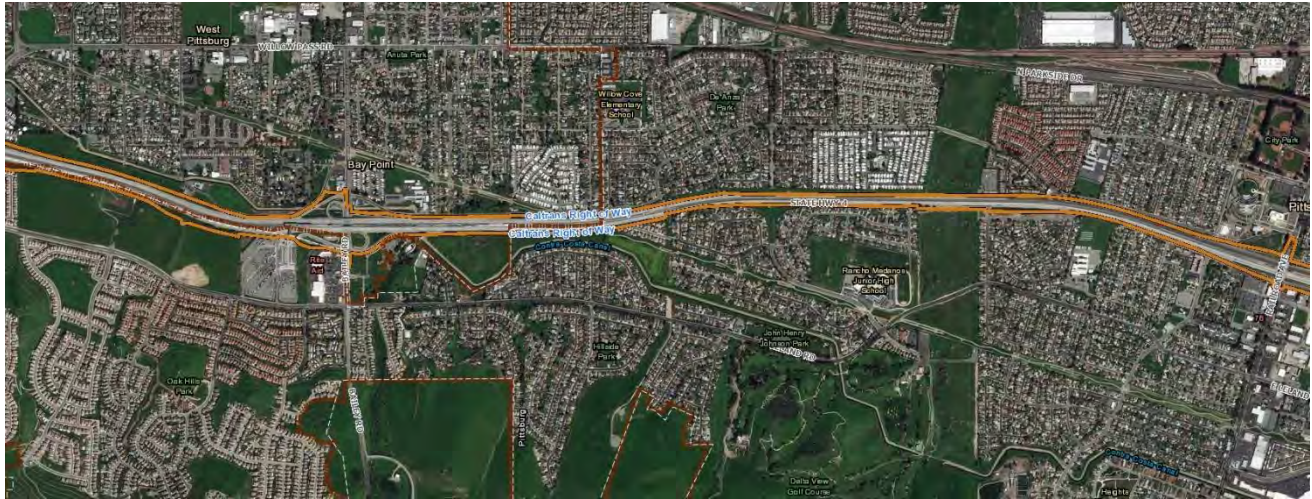
Funding Sources

Eligible Funding Source: OBAG, Measure J

Identified Funding: none

Project Description:

This project will design and construct streetscape improvements along East Third Street. Portions of the roadway will need to be widened, while a “road diet” will be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk will be widened and installed. Bus pull-outs and curb “bulb-outs” will also be included to enhance the area’s walkability and promote alternative modes of transportation.



ST-17: SB1 WEST LELAND ROAD PAVEMENT MANAGEMENT

Project No.
TBD

Status:
Design

Estimated Project Cost:
\$974,401

Project Limits:
West Leland Road from Railroad Avenue to Oak Hills Drive

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, RMRA

Identified Funding: \$974,401 RMRA

Project Description:

This project will provide pavement maintenance on West Leland Road from Railroad Avenue to Woodhill Drive. The project may use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing as determined during design. This project will also address the dips in the pavement on Kirker Pass at Valle Vista and in front of Fire Station 87.



ST- 18: 2018/19 CITYWIDE TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$100,000

Project Limits:
Citywide

Funding Sources:

Eligible Funding Source: Gas Tax, Measure J, Grant Funding, Gas Tax RMRA

Identified Funding: \$100,000 Measure J

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-19: 2018/19 CDBG CURB RAMP PROJECT

Project No.

TBD

Status:

In design

Estimated Project Cost:

\$226,368

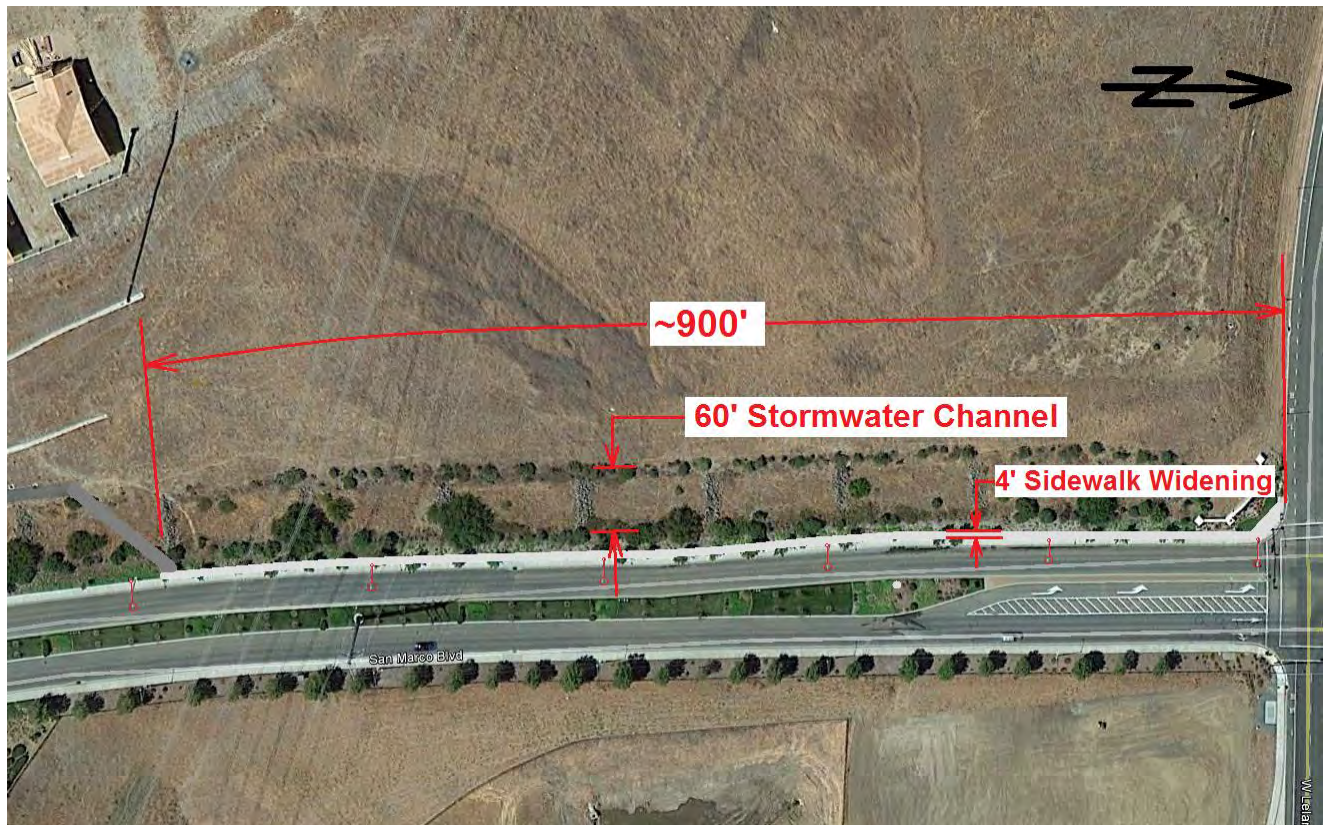
Project Limits:

Funding Sources

\$226,368 CDBG

Project Description: This project includes the design and construction of ADA compliant curb ramps at the following intersections:

1. Gloria Ave/Jenson Ave
2. Gloria Ave/San Miguel Circle
3. Jenson Ave/Rochelle Ave
4. Jenson Ave/Palos Verde Drive
5. Palo Verde Drive/Sandlewood Court
6. Palo Verde Drive/Alpine Drive
7. Rochelle Ave/Jewett Ave
8. Jewett Ave/McFaul Drive
9. McFaul Drive/Metten Ave
10. McDermott Drive/Metten Ave
11. McDermott Drive/Jewett Ave
12. Metten Drive/Coad Court



ST-20: San Marco Boulevard Class 1 Trail

Project No.
TBD

Status:
Preliminary Design and Cost Estimate completed

Estimated Project Cost:
\$265,000

Project Limits:
San Marco Boulevard, between El Cajon Court to West Leland Road

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: TDA \$120,000, \$132,500 Measure J

Project Description:

Construct a Class 1 trail along the west side of San Marco Boulevard within existing City right-of-way, from the existing Class 1 trail ending at El Cajon Court to West Leland Road (approximately 900 lf). Project includes a prefabricated bridge over small drainage watercourse. Staff is evaluating alternative alignments and features due to limited funding.



ST-21: RAILROAD AVENUE/LELAND ROAD GEOMETRIC IMPROVEMENTS

Project No.

Status:
TBD

Estimated Project Cost:
\$525,000

Project Limits:

Funding Sources

Eligible Funding Sources: grants, LTMF
Identified Funding Sources: None

Project Description:

The project would construct the following improvements to the Railroad Avenue / West Leland Road / East Leland Road intersection: 1.) an additional southbound left-turn lane on Railroad Avenue, and 2.) an eastbound right-turn lane on East Leland Road. These improvements will increase the intersection's capacity and improve its level of service.



ST-22: BAILEY ROAD/ROUTE 4 RAMP TURN LANE MODIFICATIONS

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$105,000

Project Limits:
Bailey Road State Route 4 Westbound Intersection

Funding Sources

Eligible Funding Source: TMF, Measure C, Developer
Identified Funding Source: None

Project Description:

Project will construct Geometric Improvements including median modifications to improve storage for left turns from northbound Bailey Road onto Route 4 westbound ramp. 85% TMF eligible.



ST-23: LEFT TURN LANE BAILEY ROAD/WILLOW AVENUE

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$200,000

Project Limits:
Bailey Road at the intersection of Willow Avenue

Funding Sources:

Eligible Funding Source: Measure J/
Developer
Identified Funding Source: None

Project Description:

This project will construct a left turn pocket on southbound Bailey Road at the intersection of Willow Avenue.



ST-24: SB1 2020/21 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$1,010,888

Project Limits:
Loveridge Road from Buchanan Road to SR4

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, RMRA

Identified Funding: \$1,010,888 RMRA

Project Description:

This project will reconstruct/improve the pavement on Loveridge Road from Buchanan Road to State Route 4. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-25: REBUILD RANGE ROAD/WILLOW PASS ROAD INTERCHANGE

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$4,200,000

Project Limits:
Intersection of Range Road/Willow Pass Road

Funding Sources
Eligible Funding Source: TMF
Identified Funding Source: None

Project Description:

This project will construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate. 81% TMF eligible.



ST- 26: 2019/20 TRAFFIC CALMING PROJECT

Project No.

TBD

Status:

Projected Funding for FY 19/20

Estimated Project Cost:

\$100,000

Project Limits:

Citywide

Operation and Maintenance

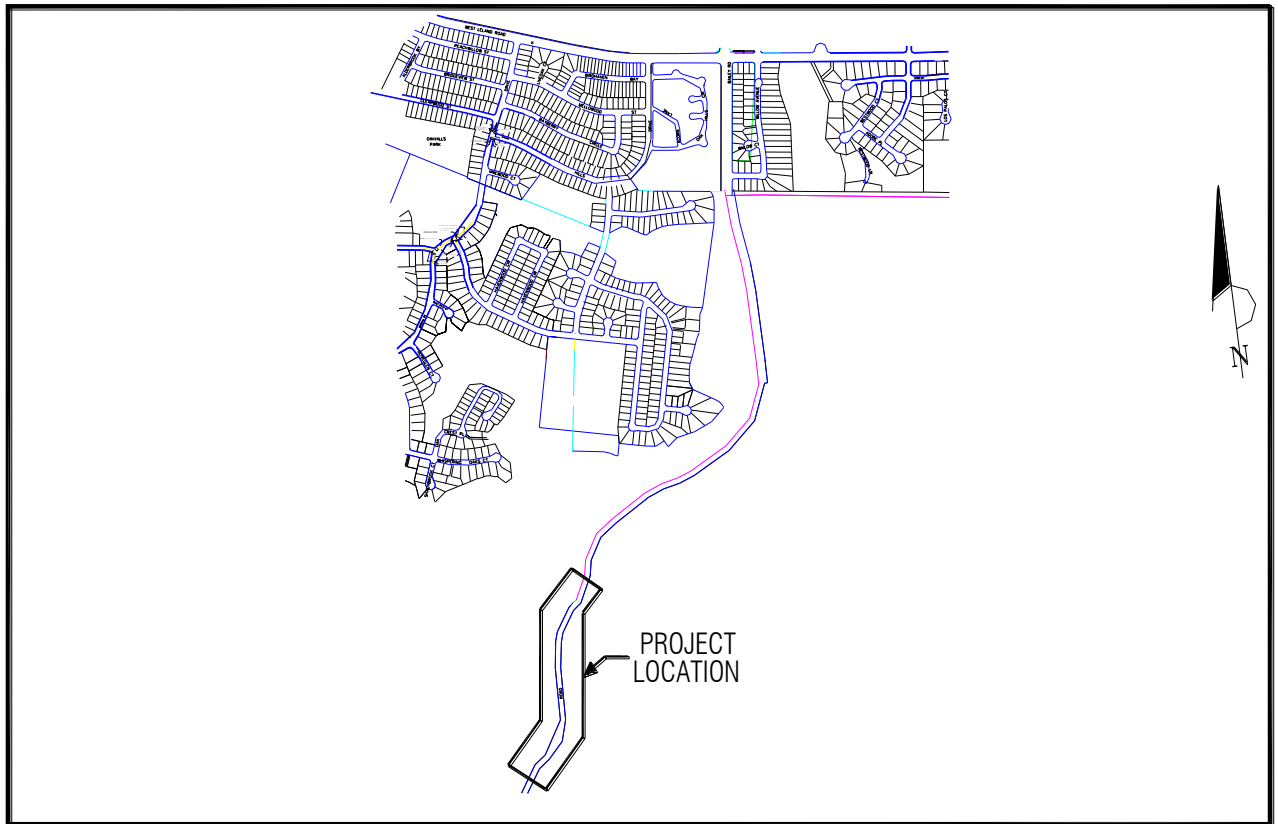
Funding Sources

Eligible Funding Source: HUTA, Measure J, SR2S, RMRA

Identified Funding: \$100,000 HUTA

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-27: BAILEY ROAD OPERATIONAL SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$300,000

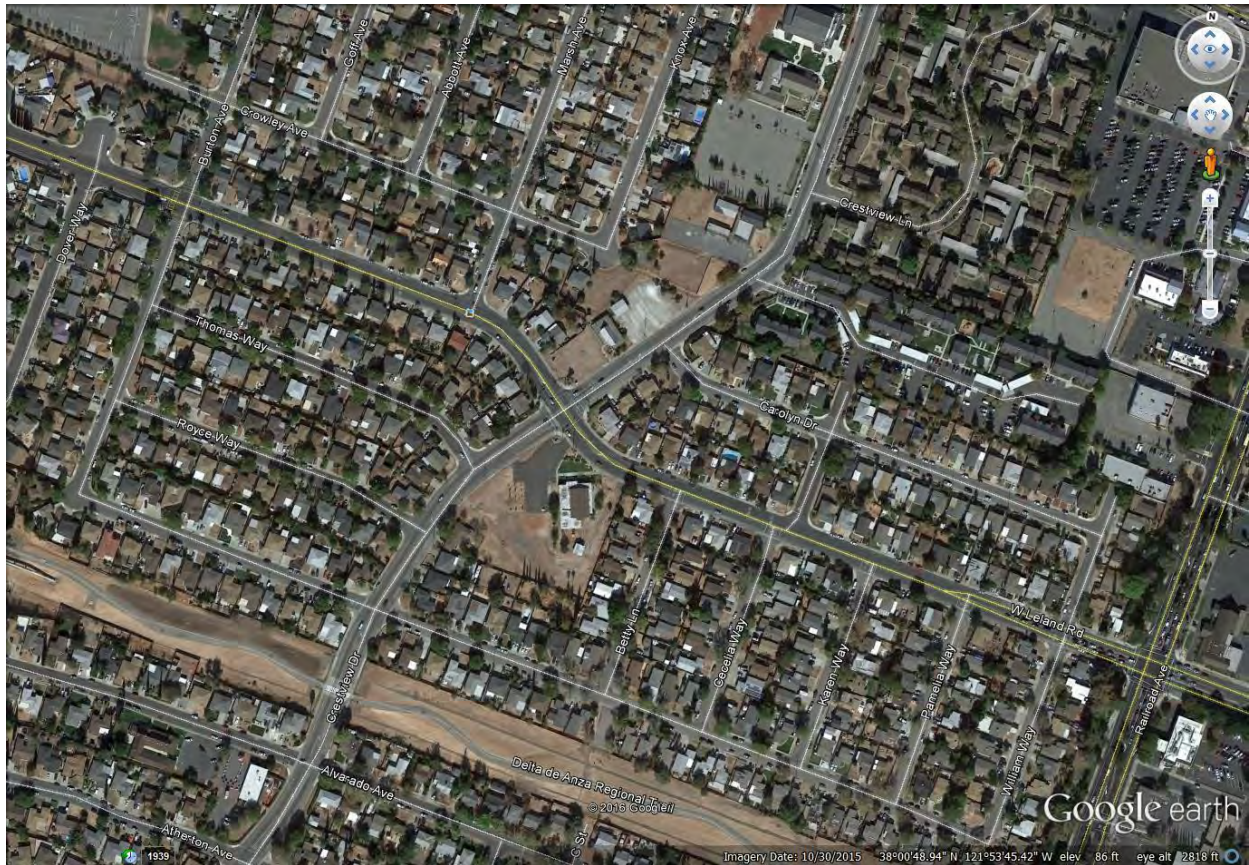
Project Limits:
City owned section of Bailey Road south of Willow Ave

Funding Sources

Eligible Funding Source: Measure J
Identified Funding Source: None

Project Description:

This project will provide safety improvement, including pavement rehabilitation, restriping and shoulder improvements, to the City owned southern portion of Bailey Road between Concord and Keller Canyon Landfill.



ST-28: WEST LELAND STREET LIGHTING PROJECT (RAILROAD AVENUE TO BURTON AVENUE)

Project No.
2016-03

Status:
In Design

Estimated Project Cost:
\$735,000

Project Limits: W. Leland Road from Railroad Avenue to Burton Avenue

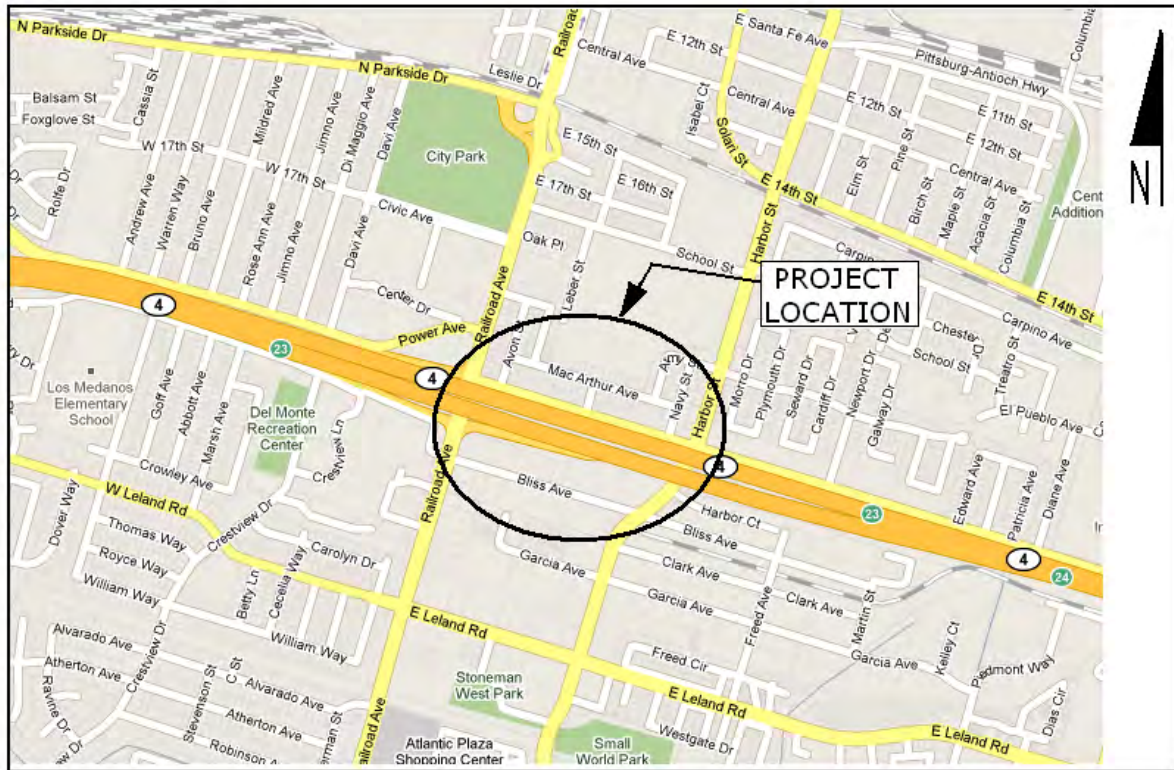
Funding Sources

Eligible Funding Sources: Measure J, Gas Tax, CCIR

Identified Funding Sources: \$458,000 Gas Tax, \$277,000 CCIR

Project Description:

The project will install conduits and street lighting along West Leland Road from Railroad Avenue to Burton Avenue. This project is necessary to replace street lights that will be removed during the underground utility project currently underway by PG&E. The new street lighting will provide lighting levels that are up to current standards.



ST-29: WESTBOUND HWY. 4 OFFRAMP AT RAILROAD AVENUE

Project No.
TBD

Status:
Unfunded

Estimated Project Cost:
\$12,100,000

Project Limits:
Railroad Avenue at Hwy 4, California Avenue
between Harbor Street and Railroad Avenue

Funding Sources:

Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:

This project includes planning, design and construction of a westbound off-ramp on State Route 4 at Railroad Avenue. A traffic analysis is needed to address impacts on traffic patterns along California Avenue, Harbor Street and Railroad Avenue.



ST-30: EAST LELAND/LOS MEDANOS COLLEGE (EASTERN ENTRANCE)

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$420,000

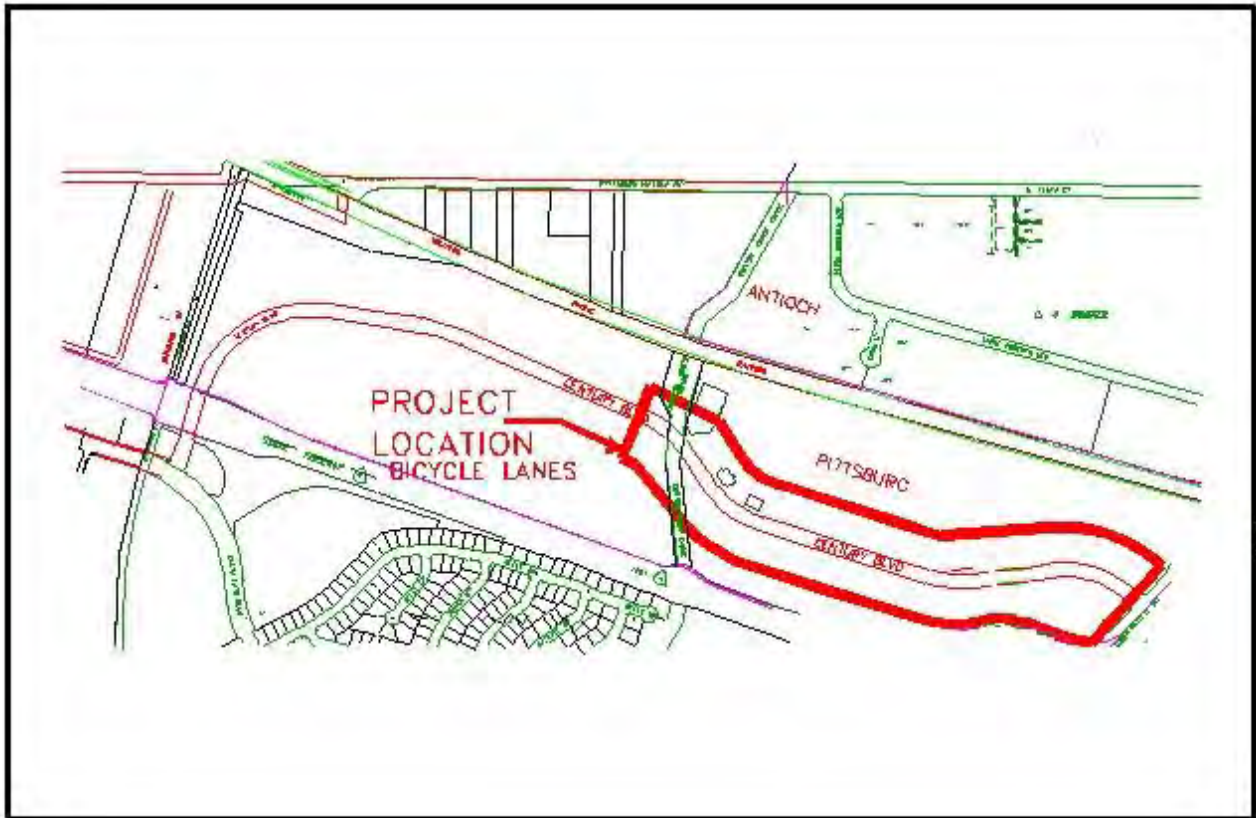
Project Limits:
East Leland Road at LMC Eastern
Exit/Century Blvd.

Funding Sources:

Eligible Funding Source: Measure J
/Developer /LTMF
Identified Funding Source:

Project Description:

This project will increase the length of the left turn pocket on eastbound East Leland Road at Century Blvd. This project is expected to decrease the length of the queue backing-up in the number one lane and provide eastbound vehicles added safety entering/exiting the Los Medanos driveway. Partial funding has been identified as mitigation to development on Century Blvd. 72% TMF eligible.



ST-31: CENTURY BOULEVARD CLASS III BICYCLE FACILITY

Project No.

TBD

Status:

Awaiting funds

Estimated Project Cost:

\$ 60,000

Project Limits:

Century Blvd from Somersville Road to Contra Costa Canal

Funding Sources

Eligible Funding: Measure J, Prop. 42, Grants

Identified Funding: none

Project Description:

This project will re-stripe Century Boulevard from the city limits at Auto Center Drive to the Los Medanos Wasteway, to provide a Class III bicycle facility. The project will restripe this section of Century Blvd to provide two 11' through lanes and a 4' shoulder.



ST-32 : Century Boulevard Class 2 Bicycle Lanes

Project No.
TBD

Status:
None

Estimated Project Cost:
\$75,000

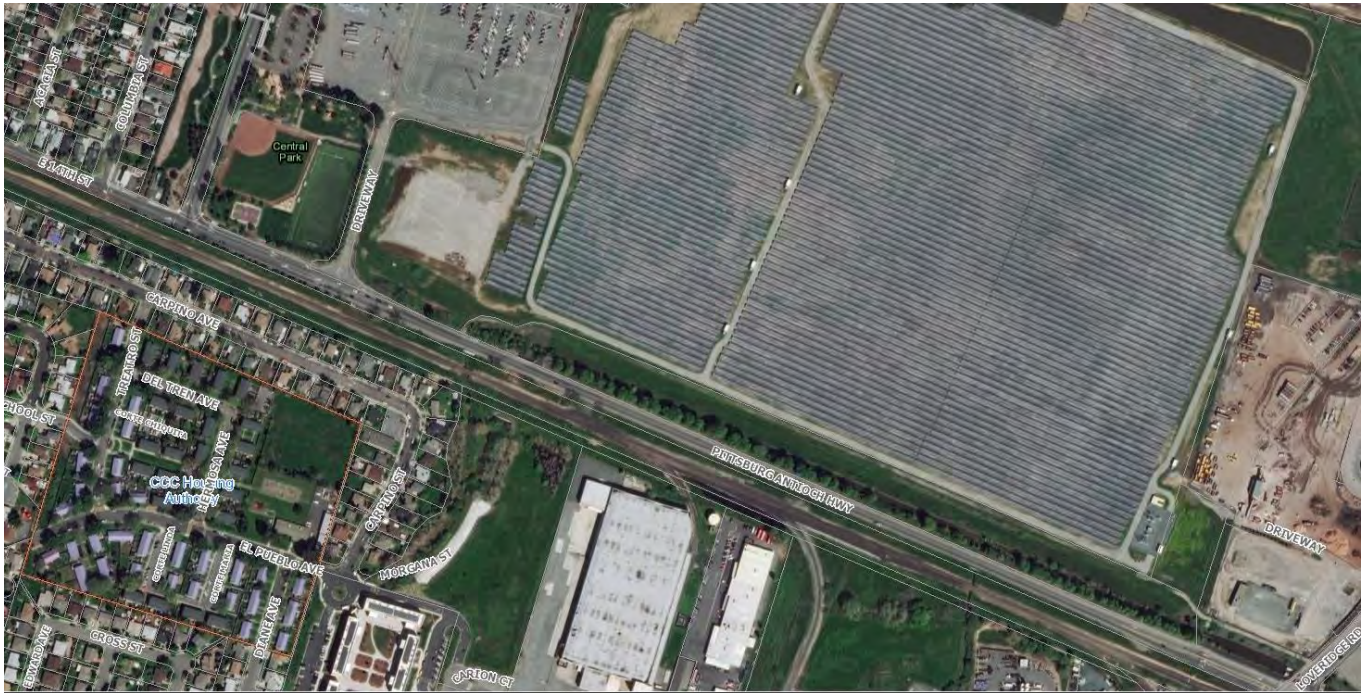
Project Limits:
On both sides of Century Boulevard, from the State Route 4 freeway undercrossing to NorthPark Boulevard.

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:

This project will widen Century Boulevard to accommodate Class 2 bike lanes in both directions, from State Route 4 freeway undercrossing to NorthPark Boulevard (approximately 480 lf).



ST-33: SB1 2021/22 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY 2021/22

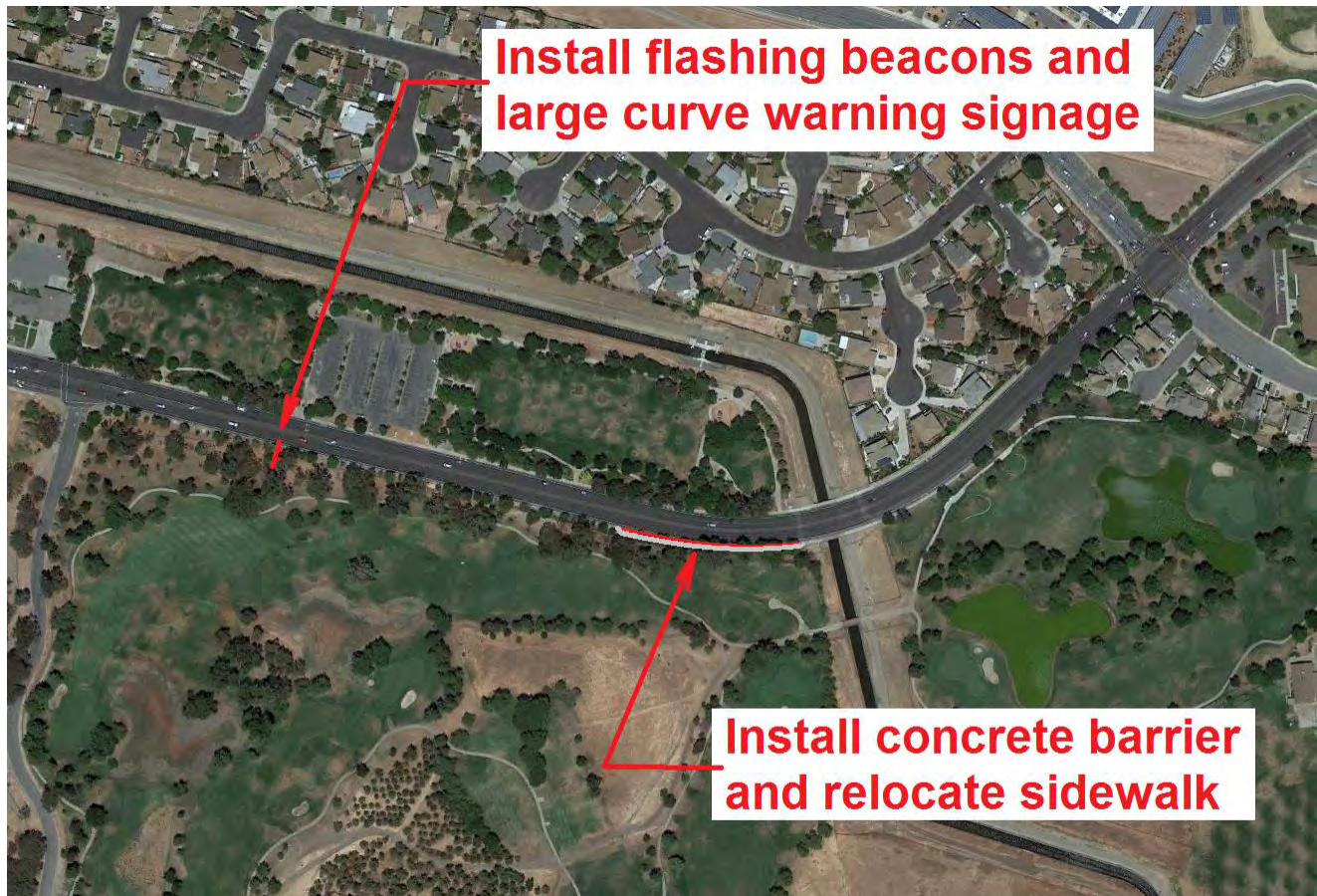
Estimated Project Cost:
\$1,034,805

Project Limits:
Pittsburg Antioch Highway from Columbia Street
to Loveridge Road

Funding Sources
Eligible Funding Source: Gas Tax, Measure J,
RMRA
Identified Funding: \$1,034,805 RMRA

Project Description:

This project will reconstruct/improve the pavement on Pittsburg Antioch Highway from Columbia Street to Loveridge Road. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-34: WEST LELAND ROAD SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
\$150,000

Project Limits:
West Leland Road from John Henry Johnson
Parkway to Range Road

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J,
IRRF, IE, PP, Grants
Identified Funding: none

Project Description:

To prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left (approximately 300 lf.), relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings with Detail 23 (markers) on top of Detail 21 (thermoplastic). This project was part of a recommendation by the City's Traffic Committee.



ST- 35: 2020/21 TRAFFIC CALMING PROJECT

Project No.

TBD

Status:

Estimated Project Cost:

\$100,000

Project Limits:

Citywide

Operation and Maintenance

Funding Sources

Eligible Funding Source: HUTA, Measure J, SR2S, RMRA

Identified Funding: \$100,000 HUTA

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-36: JAMES DONLON EXTENSION (2 Lanes) DESIGN AND CONSTRUCTION

Project No.
3015

Status:
35% Design in Progress

Estimated Project Cost:
\$73,000,000

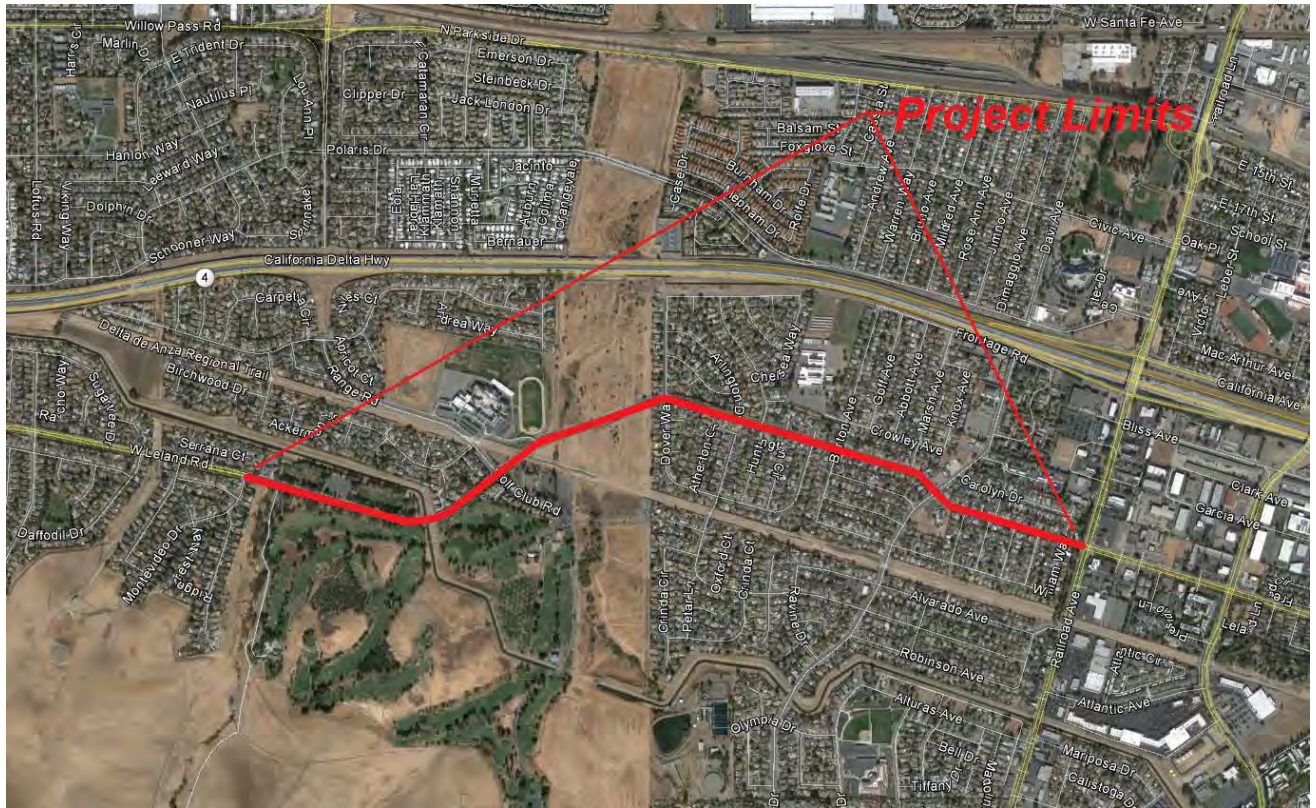
Project Limits:
Eastern city limits to Kirker Pass Road

Funding Sources:

Eligible Funding Source: TMF, Regional TMF/
PRTDIM/Developer/Measure J
Identified Funding Source: \$1,460,000 LTMF,
\$14,600,000 Developer Obligated LTMF,
\$49,640,000 RTMF,
\$7,300,000 TBD (Only \$1,600,000 has been
allocated to this project)

Project Description:

The project will design and construct an additional east-west connection between East and Central County by adding a new link between James Donlon Boulevard Extension and Kirker Pass Road. The new roadway, formerly known as the Buchanan Road Bypass, will relieve congestion and other future travel demand on Buchanan Road. This project will be funded with 68% RTMF, 22% LTMF, 7% other funds.



ST-38: WEST LELAND ROAD PAVEMENT MARKERS/MARKINGS AND SPEED SIGNAGE IMPROVEMENTS

Project No.
TBD

Status:
Design Proposals Received

Estimated Project Cost:
\$376,800

Project Limits:
West Leland Road, from Railroad Avenue to
Montevideo Drive

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J,
IRRF, IE, and Grants
Identified Funding: HSIP \$376,800 (100%)

Project Description:

This project will install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Two Way Left Turn Lanes (TWLTL), east of Montevideo, may be omitted from project.

Install six (6) driver speed feedback signage at locations prior to horizontal curves.



ST-39: STATE ROUTE 4 ADA PATHWAY IMPROVEMENTS

Project No.
TBD

Status:
Being studied

Estimated Project Cost:
\$400,000

Project Limits:
South side of SR 4 from Railroad Ave. (at the eastbound on-ramp) to Bliss Avenue Park-n-Ride Parking Lot

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: OBAG-2 Grant

Project Description:
Construct a minimum 6-foot-wide, approximately 970-foot long, paved pathway that is accessible for the disabled (complies with the American Disability Act). This pathway will complement pedestrian travel between the BART Park-n-Ride Lot, located on the north side of Bliss Avenue, and the proposed BART Center station located on State Route 4 median at Railroad Avenue.



ST-40: VEHICULAR PARKING IMPROVEMENTS FOR BART CENTER STATION

Project No.
TBD

Status:
Being studied

Estimated Project Cost:
\$360,000

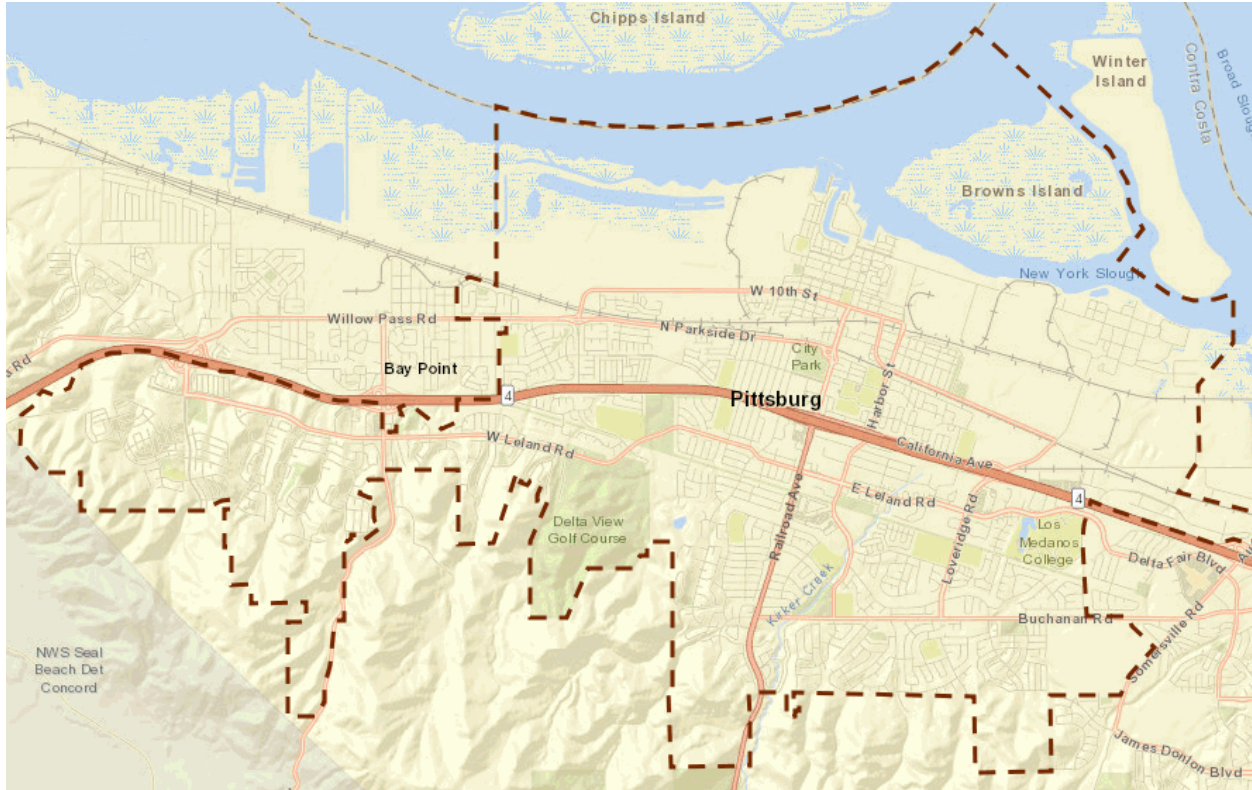
Project Limits:
North side of SR 4 from Avon Street to Navy Street

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: OBAG-2 Grant

Project Description:

Construct parallel, paved and marked parking stalls along the south side of California Avenue, from Avon Street to Navy Street (approximately 180 lf), with a sufficient parallel aisle width to allow for vehicles to fully pull out of the travelled way on California Avenue and maneuver their vehicles into marked parking stalls. These parking stalls will complement the available parking in the area for the proposed BART Center Station, located on the State Route 4 median at Railroad Avenue.



ST-41: ANNUAL CITYWIDE FENCE, SOUNDWALL AND STREETLIGHT REPLACEMENT/INSTALLATION PROJECT

Project No.

TBD

Status:

Analyzing Priorities

Estimated Project Cost:

\$100,000 Annually
\$500,000

Project Limits:

Citywide

Funding Sources:

Eligible Funding Source: Measure J, Gas Tax, RMRA Gas Tax

Identified Funding Source: \$100,000 Measure J, \$400,000 Future Measure J

Project Description:

This project is for the replacement of damaged or deteriorated fencing, sound walls, or streetlights that the City is responsible for maintaining. This project also includes new installations determined to be required for public safety and protection.



ST-42: WEST LELAND ROAD HIGH FRICTION SURFACE TREATMENT

Project No.
TBD

Status:
In Design

Estimated Project Cost:
\$608,800

Project Limits:
West Leland Road, from Railroad Avenue to
Montevideo Drive

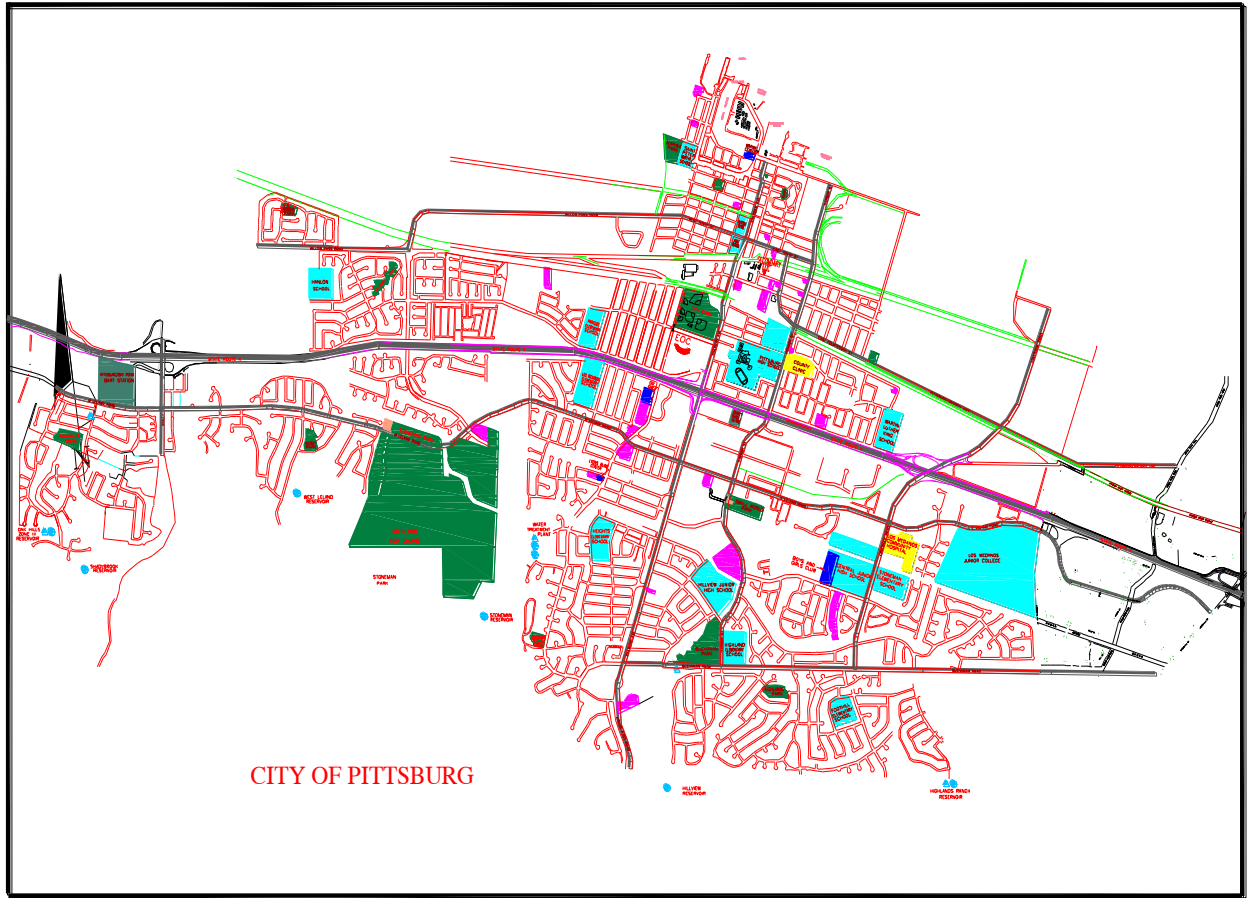
Funding Sources

Eligible Funding Sources: Gas Tax, Measure J,
IRRF, IE, and Grants
Identified Funding: HSIP \$547,920 (grant),
\$60,880 Gas Tax

Project Description:

Install High Friction Surface Treatment (FST) at five (5) locations:

- 1.) Intersection approaches to West Leland Road/Bailey Road
- 2.) Intersection approaches to West Leland Road/Railroad Avenue
- 3.) Horizontal curve between Marsh Avenue and Crestview Avenue
- 4.) Horizontal curve ~900' west of West Leland Road/Range Road intersection
- 5.) Horizontal curve west of West Leland Road/Dover Way.



ST-44: CITYWIDE SIDEWALK REPLACEMENT PROJECT

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$85,000

Project Limits:
Various locations citywide

Funding Sources

Eligible Funding Source: Measure J
Identified Funding Source:

Project Description:

Lifted and Damaged sidewalk is a continual issue throughout the City each year. This annual project will replace damaged sidewalk and reduce trip hazards throughout the City.



ST- 45: 2021/22 CITYWIDE TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$100,000

Project Limits:
Citywide

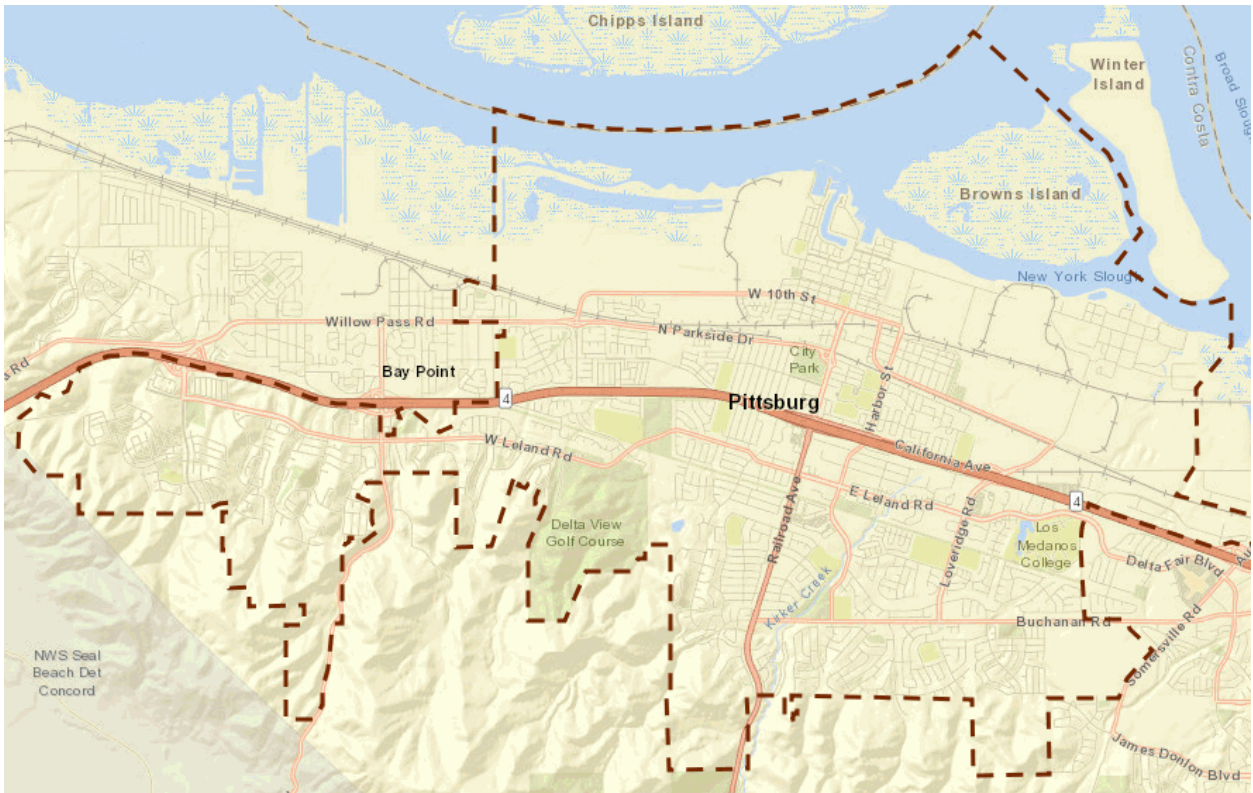
Funding Sources:

Eligible Funding Source: Gas Tax, Measure J,
Grant Funding, Gas Tax RMRA

Identified Funding: \$100,000 Measure J

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-47: 2020/21 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY 20/21

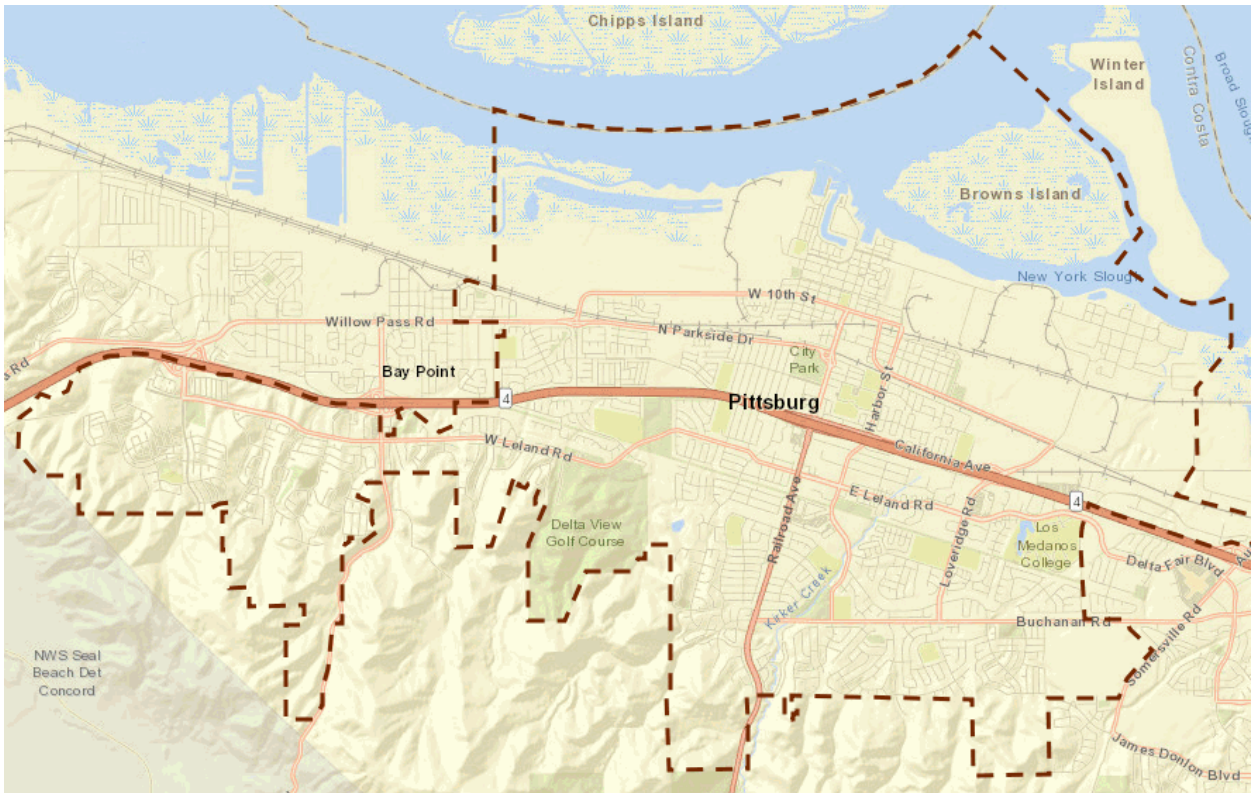
Estimated Project Cost:
\$400,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: \$400,000 HUTA

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-48: 2021/22 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY21/22

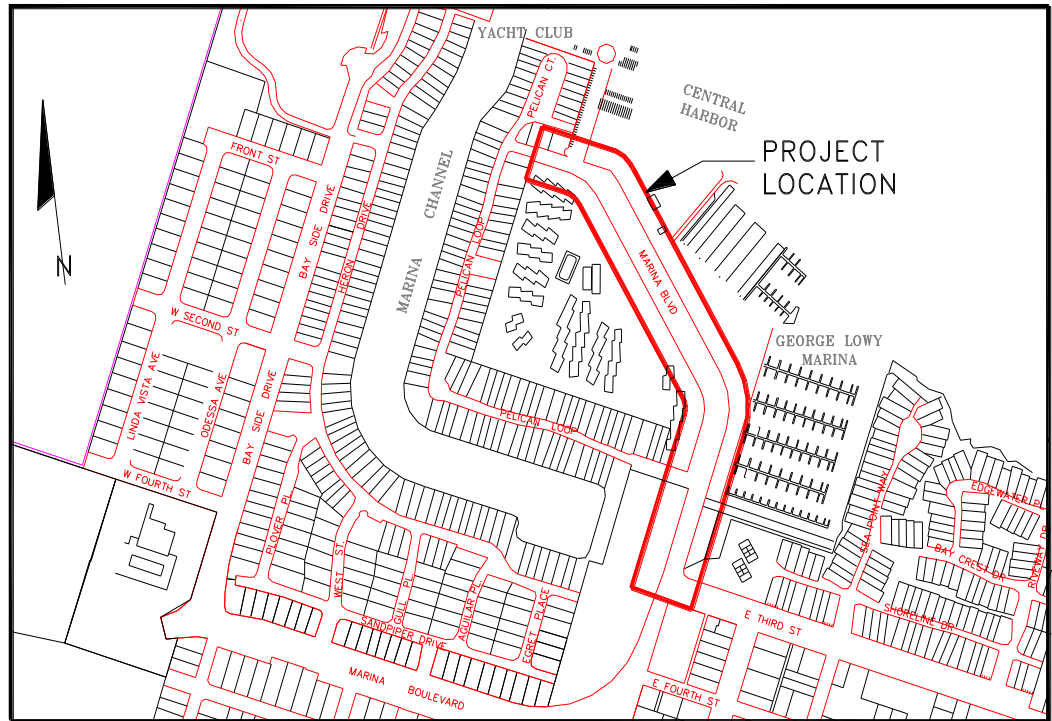
Estimated Project Cost:
\$400,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: \$400,000 HUTA

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-49: MARINA BOULEVARD IMPROVEMENTS (Marina Master Plan Phase III)

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$1,300,200

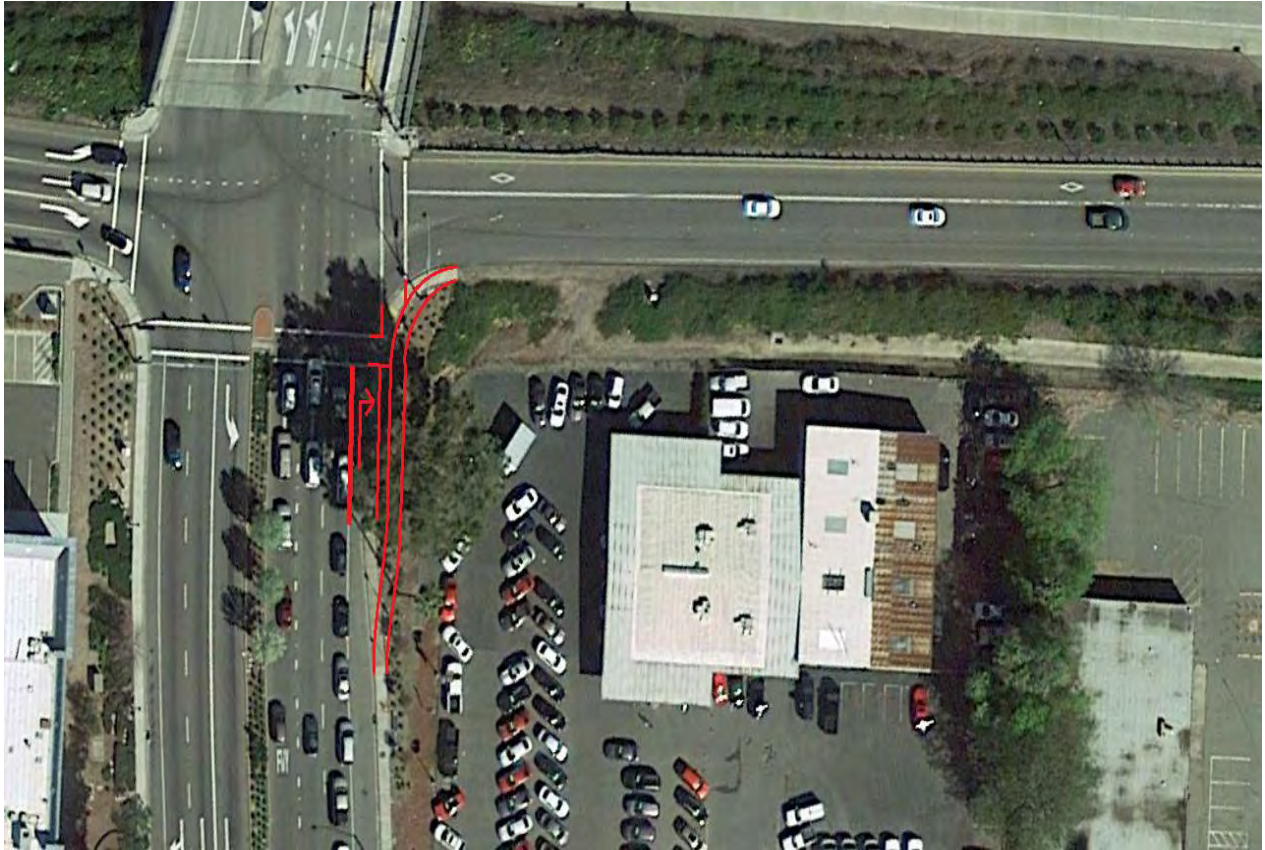
Project Limits: Marina Boulevard from
3rd Street north

Funding Sources:

Eligible Funding Source: None
Identified Funding: None

Project Description:

Reconfiguration of Marina Boulevard to reduce the number of travel lanes from 4 to 2, and add diagonal parking and landscaping.



ST-50: RAILROAD AVENUE NORTHBOUND RIGHT-TURN LANE AT HIGHWAY 4

Project No.
TBD

Status:
Awaiting funding

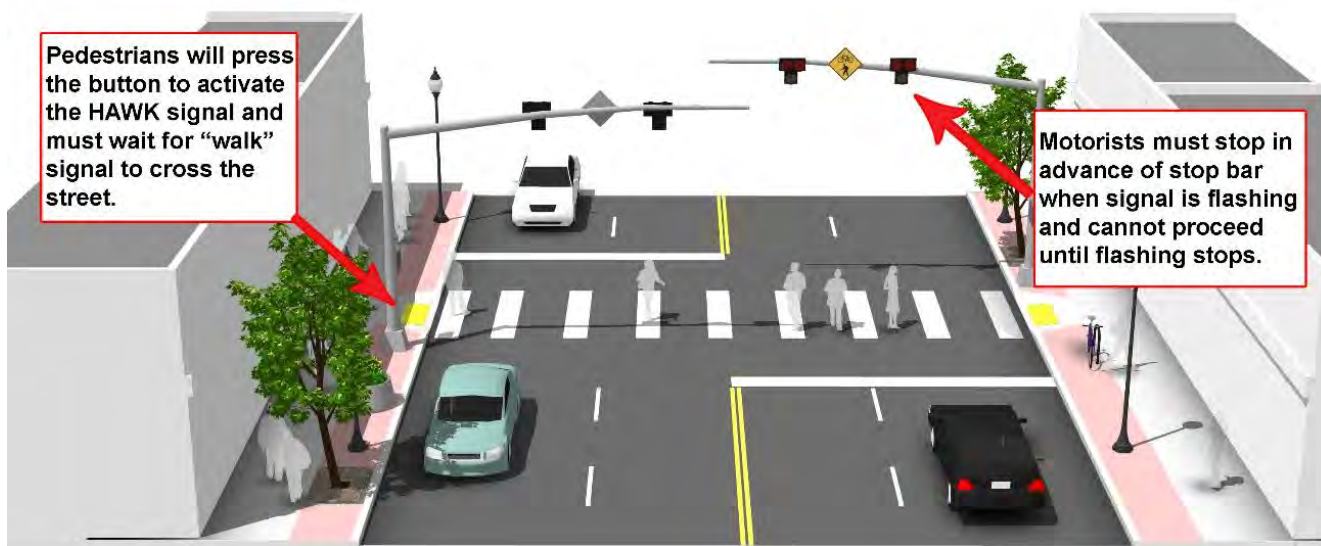
Estimated Project Cost:
\$300,000

Project Limits:
Railroad Avenue (northbound only), from Bliss Avenue to State Route 4 eastbound on-ramp

Funding Sources:
TBD

Project Description:

Widen northbound Railroad Avenue approach to State Route 4 eastbound on-ramp to allow for an exclusive 100 LF right-turn lane. This widening may necessitate removal of a eucalyptus tree and relocation of two 1-B traffic signal poles.



ST- 51: STONEMAN AVENUE PEDESTRIAN IMPROVEMENTS

Project No.
2017-02

Status:
Design

Estimated Project Cost:
\$880,000

Project Limits:
Three intersections on Stoneman Avenue
(Briarcliff Drive, Meadowbrook Circle,
Meadowbrook Avenue)

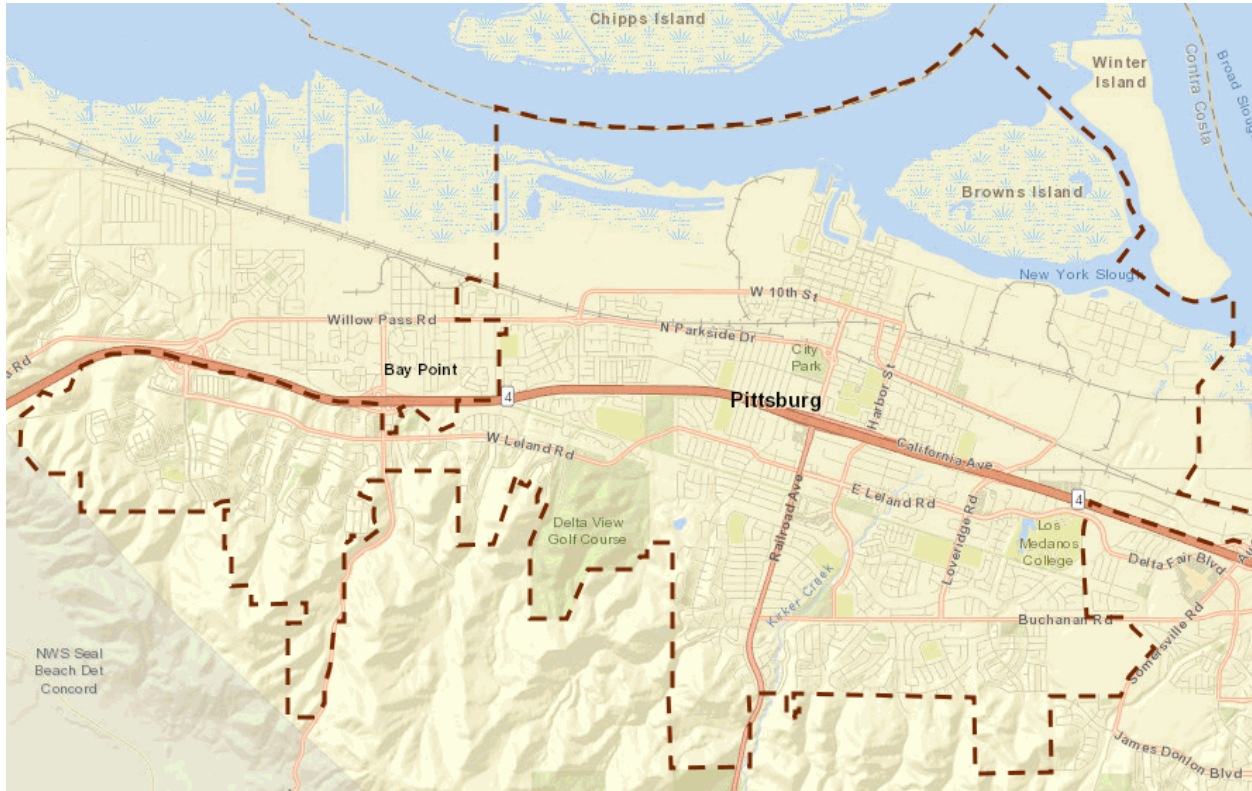
Funding Sources

Eligible Funding Source: Gas tax, Measure J,
SR2S

Identified Funding: \$880,000 HSIP-8

Project Description:

Upgrade intersection pavement markings/signage and install pedestrian HAWK signals for existing crosswalks at three intersections on Stoneman Avenue (Meadowbrook Avenue, Meadowbrook Circle, and Briarcliff Drive). Install dynamic/variable speed warning signs along Stoneman Avenue.



ST- 52: ANNUAL CITYWIDE STRIPING & SIGNAGE PROJECT

Project No.
TBD

Status:
Determining priorities.

Estimated Project Cost:
\$50,000 Annual
\$250,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Gas tax, Measure J,
RMRA Gas Tax

Identified Funding: \$50,000 RMRA, \$200,000
Future RMRA

Project Description:

This project will provide funding to complete new installation of signing and striping improvements or removal and replacement of existing signing and striping at locations Citywide. Priority for locations will be determined by Public Works and Engineering Departments.



ST-54: AVILA ROAD WIDENING (Willow Pass to West Leland)

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$11,520,000

Project Limits:
Southwest area of Pittsburg

Funding Sources:

Eligible Funding Source: TMF/Developer
Identified Funding: TBD

Project Description:

This project will widen Avila Road to 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate. 66% TMF Eligible.



ST-55: W. LELAND ROAD EXTENSION (PHASE II)

Project No.
3011

Status:
Staff Plan Checking Design

Estimated Project Cost:
\$5,857,000

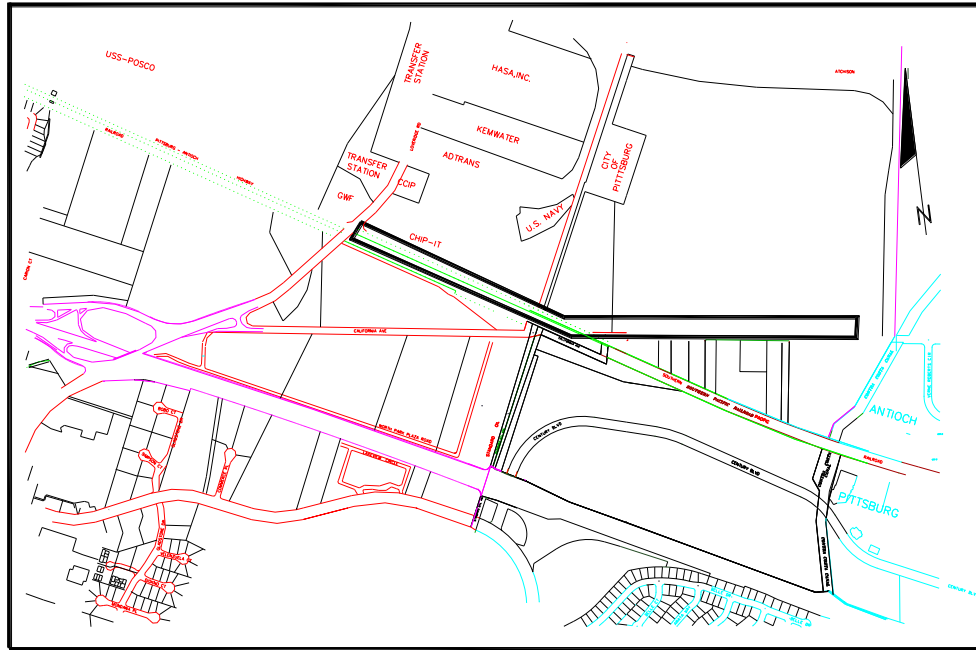
Project Limits:
San Marco Boulevard to Avila Road

Funding Sources:

Eligible Funding Source: TMF/Developer
Identified Funding: \$50,000 LTMF (plan check)

Project Description:

This project will extend W. Leland Road from San Marco Boulevard to Avila Road. The new road will be 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate. 68% TMF Eligible.



ST-57: PITTSBURG-ANTIOCH HIGHWAY WIDENING

Project No.

To be determined

Status:

Awaiting funding (local and regional fees) and/or frontage development to occur

Estimated Project Cost:

\$11,070,000

Project Limits:

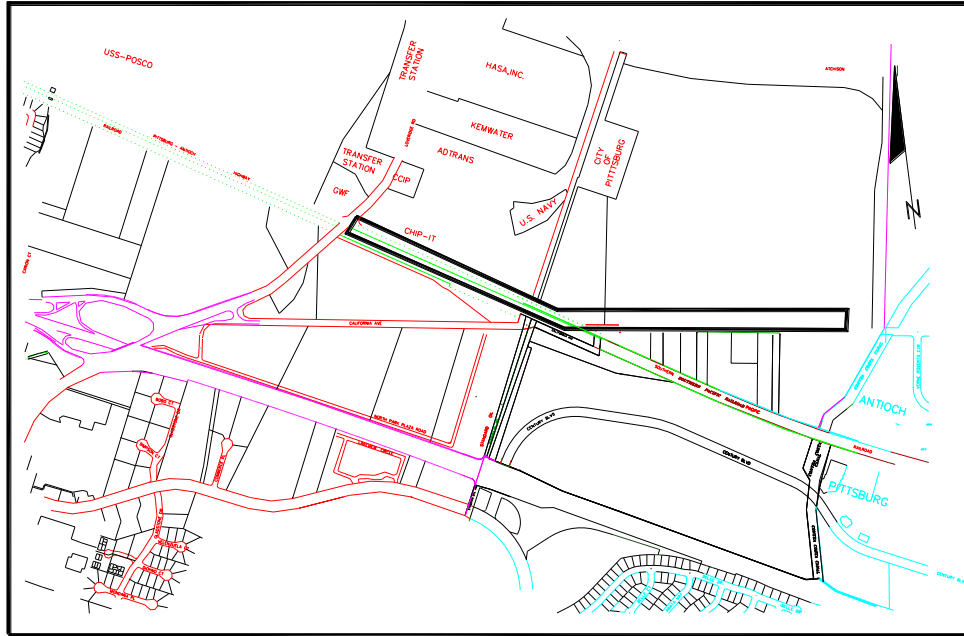
Pittsburg-Antioch Highway, from Loveridge Road to eastern City limits at Arcy Lane.

Funding Sources

Eligible Funding Source: LTMF (80%), PRTDIM, Measure J, Gas Tax Revenues, Grants, Developer
Identified Funding Source: None

Project Description:

This project will widen Pittsburg-Antioch Highway from 2-lanes to 4-lanes. The project will accommodate bicycle facilities where appropriate. Roadway widening to accommodate a center storage lane for left-turns in front of businesses (2WLTL) is provided under CIP Item ST-58. The regional project limits for widening Pittsburg-Antioch Highway to 4-lanes extend to Somersville Road in the City of Antioch. 81% TMF eligible.



ST-58: PITTSBURGH-ANTIOCH HIGHWAY TWO-WAY LEFT TURN LANES

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$300,000

Project Limits:
Section of Pittsburgh-Antioch Highway
between Loveridge Road and Arcy Lane

Funding Sources:

Eligible Funding Source: Developer, TMF
Identified Funding: TBD

Project Description:

This project will construct a two-way left turn lane for businesses located along Pittsburgh-Antioch Highway between Loveridge Road and Arcy Lane. The project will accommodate bicycle facilities where appropriate. This project may be constructed as development occurs prior to a larger widening project. 81% TMF eligible.



ST-59: SB1-2022/23 PAVEMENT MANAGEMENT PROJECT

Project No.

TBD

Status:

Projected Funding for FY22/23

Estimated Project Cost:

\$1,069,973

Project Limits:

West Leland Road from Railroad Avenue to Jacqueline Drive

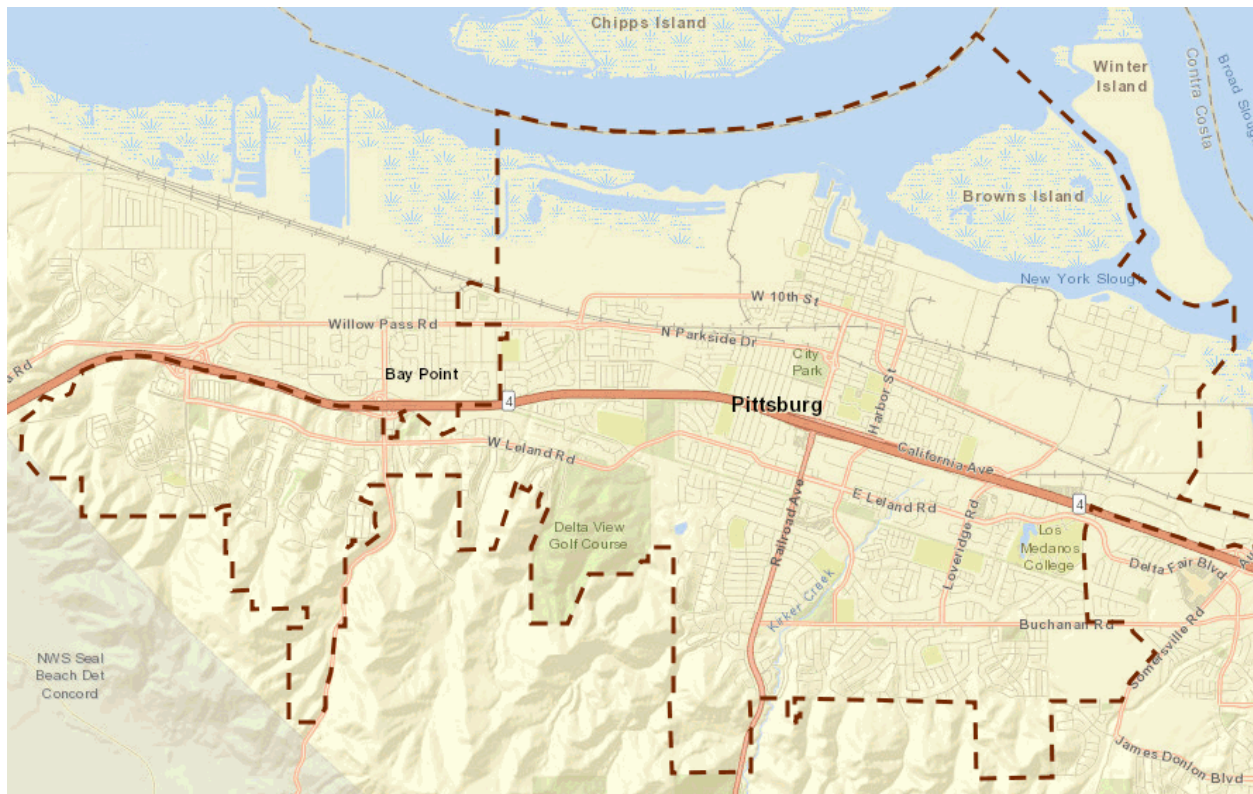
Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, RMRA

Identified Funding: \$1,069,973 RMRA

Project Description:

This project will reconstruct/improve the pavement on West Leland Road from Railroad Avenue to Jacqueline Drive. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-60: 2022/23 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY 22/23

Estimated Project Cost:
\$400,000

Project Limits:
TBD

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, RMRA

Identified Funding: \$400,000 Gas Tax

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-62: CALIFORNIA AVENUE WIDENING PHASE III (Harbor Street to Railroad Avenue)

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$10,035,000

Project Limits:
Harbor Street to Railroad Avenue

Funding Sources

Eligible Funding Source: TMF
Identified Funding Source: TBD

Project Description:

This project includes obtaining right-of-way, constructing drainage improvements and widening California Avenue. This project will provide two lanes in each direction from Railroad Avenue to Harbor Street. Re-alignment of California Avenue will be required when the proposed west bound Highway 4 offramp is constructed. 96% TMF eligible.



ST-63: MARINA BOULEVARD/BLACK DIAMOND STREET/EAST FIFTH STREET IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funding and/or development

Estimated Project Cost:
\$95,000

Project Limits:
Intersection of Marina Blvd./Black Diamond St./E. Fifth St., and its approaches

Funding Sources

Eligible Funding Source: Measure J, Gas Tax Revenues, Grants (TLC), Development
Identified Funding Source: None

Project Description:

This project will realign the intersection and its approaches to more closely resemble a conventional grid pattern street layout, similar to the surrounding downtown streets and blocks. This will allow additional area for a parking structure to be constructed at the Marina Parking lot site (located on the northwest corner of the intersection).



ST-64: LINSCHIED DRIVE TRAFFIC CALMING

Project No.

To be determined

Status:

To be designed, awaiting funding

Estimated Project Cost:

\$100,000

Project Limits:

Intersection of Linscheid Dr., Ramona St., and Madoline St., and its approaches

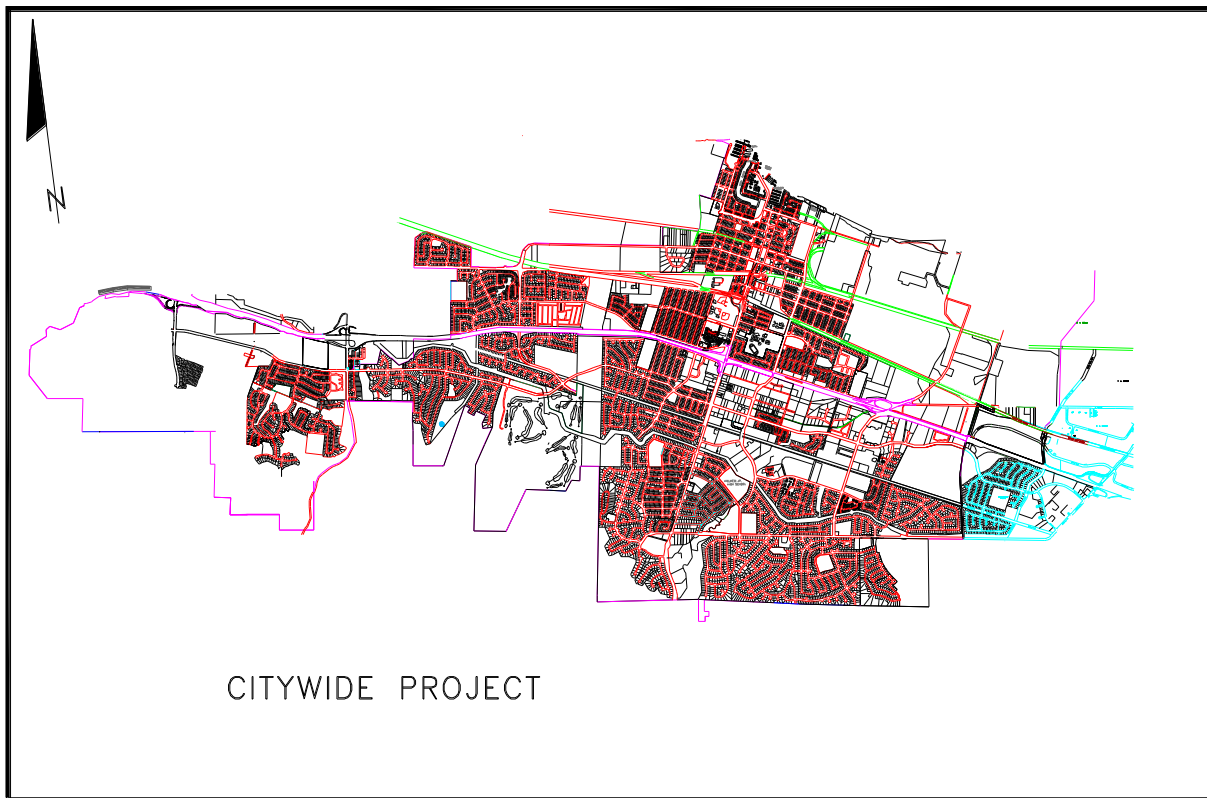
Funding Sources

Eligible Funding Source: Measure J, Gas Tax Revenues, Grants (TETAP for design)

Identified Funding Source: None

Project Description:

This project will realign the intersection and its approaches to meet current standards as a neighborhood traffic calming measure that will follow the City's adopted Traffic Calming Policy. The existing intersection is too wide to properly channel traffic and invites motorists to drive on the wrong side of the road when cutting corners to make a turn. Among the options under consideration is installation of traffic circles at this offset intersection. Additional investigation is necessary to determine what measure should be implemented.



ST-65: 2020/21 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:

Estimated Project Cost:
\$400,000

Project Limits:
Citywide

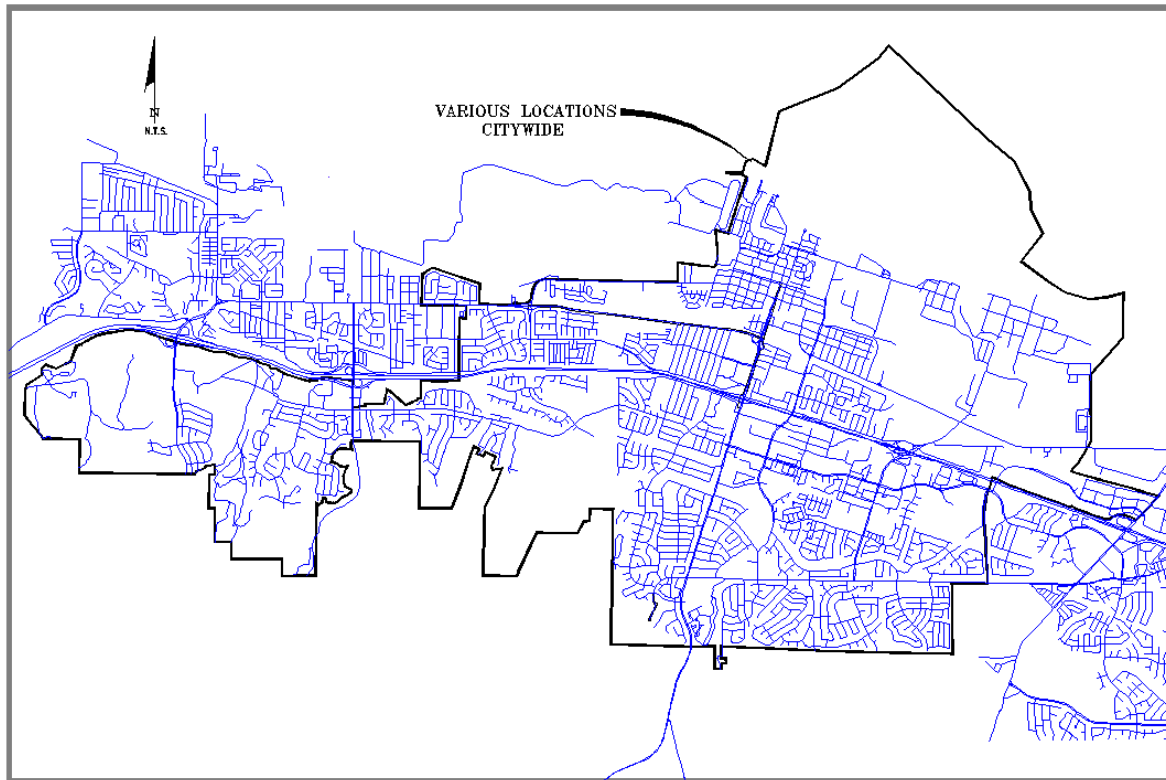
Funding Sources:

Eligible Funding Source: Gas Tax

Identified Funding Source: Gas Tax \$400,000

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-67: SCHOOL AREA PEDESTRIAN COUNTDOWN SIGNALS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
\$100,000

Project Limits:
Various intersections located near target schools
(citywide)

Funding Sources
Eligible Funding: TBD
Identified Funding: None

Project Description:

This project will install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools.

Intersections Include: W. Leland@Crestview, W. Leland@Railroad, Railroad@West, W. Leland@Dover, W. Leland@Burton, Harbor@Buchanan, Harbor@Yosemite, Loveridge@E. Leland, Loveridge@Delta DeAnza Trail, Loveridge@Stoneman, Loveridge@Ventura, Loveridge@Buchanan, Willow Pass@Loftus, Harbor@School, Railroad@Civic, Railroad@Power, San Marco@W. Leland



ST-69: PRESIDIO LANE PEDESTRIAN SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funds

Estimated Project Cost:
\$ 25,000

Project Limits:
Presidio Lane crosswalk between Senior Center
and Stoneman Village senior housing

Funding Sources
Eligible Funding: TBD
Identified Funding: None

Project Description:
This project will enhance pedestrian safety at the crosswalk across Presidio Lane between the Senior Center and Stoneman Village senior housing.



ST-72: WILLOW PASS ROAD CLASS III BICYCLE FACILITY

Project No.

TBD

Status:

Awaiting Funds

Estimated Project Cost:

\$ 200,000

Project Limits:

Willow Pass Road from West Tenth Street to
Union Pacific Railroad Crossing

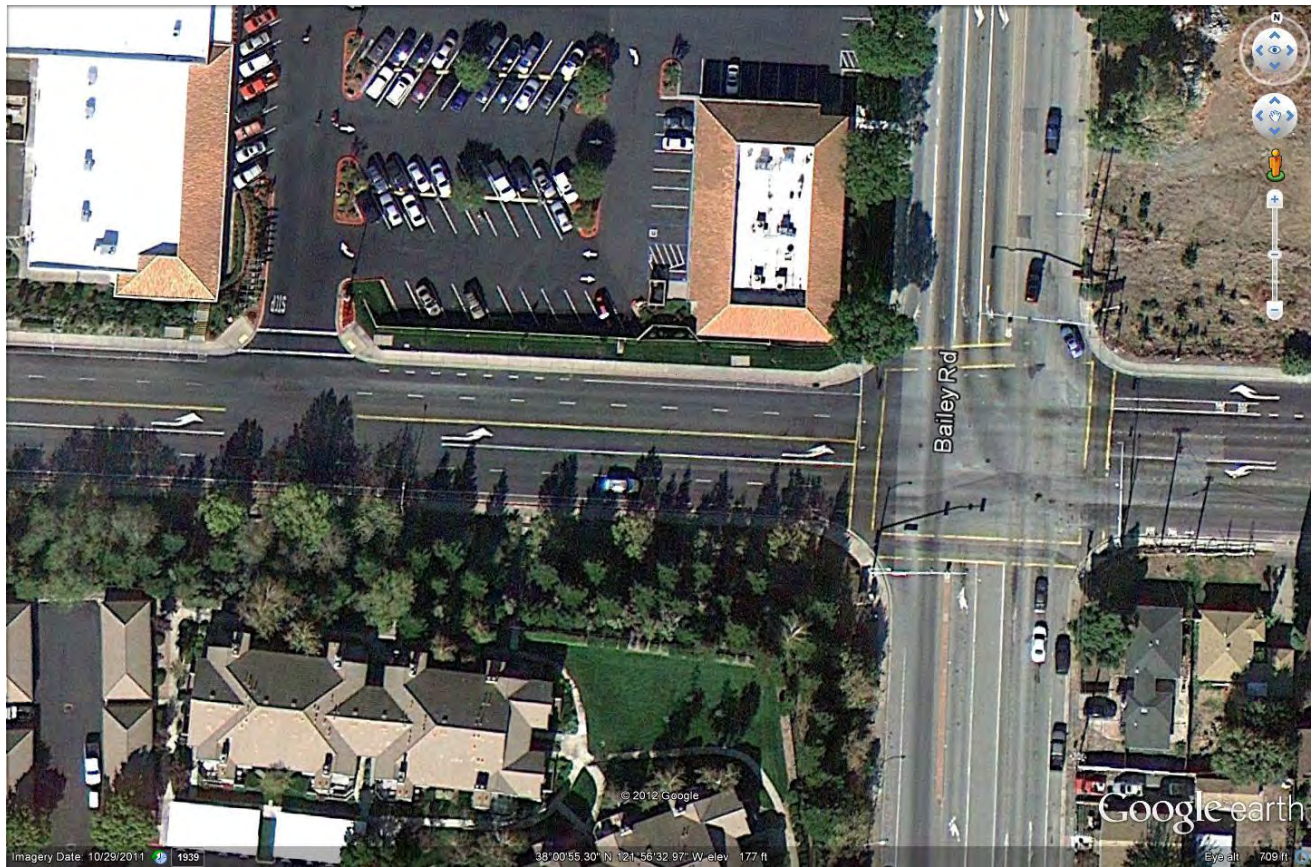
Funding Sources

Eligible Funding: TBD

Identified Funding: None

Project Description:

This project includes widening, signing and striping Willow Pass Road to provide a Class III bicycle facility from West 10th Street to the Union Pacific Railroad crossing. The project will include construction of 8' shoulders east and west bound along the entire length of Willow Pass Road.



ST-95: INTERSECTION GEOMETRIC IMPROVEMENTS (BAILEY ROAD & WEST LELAND ROAD)

Project No.
TBD

Status:
Awaiting funding

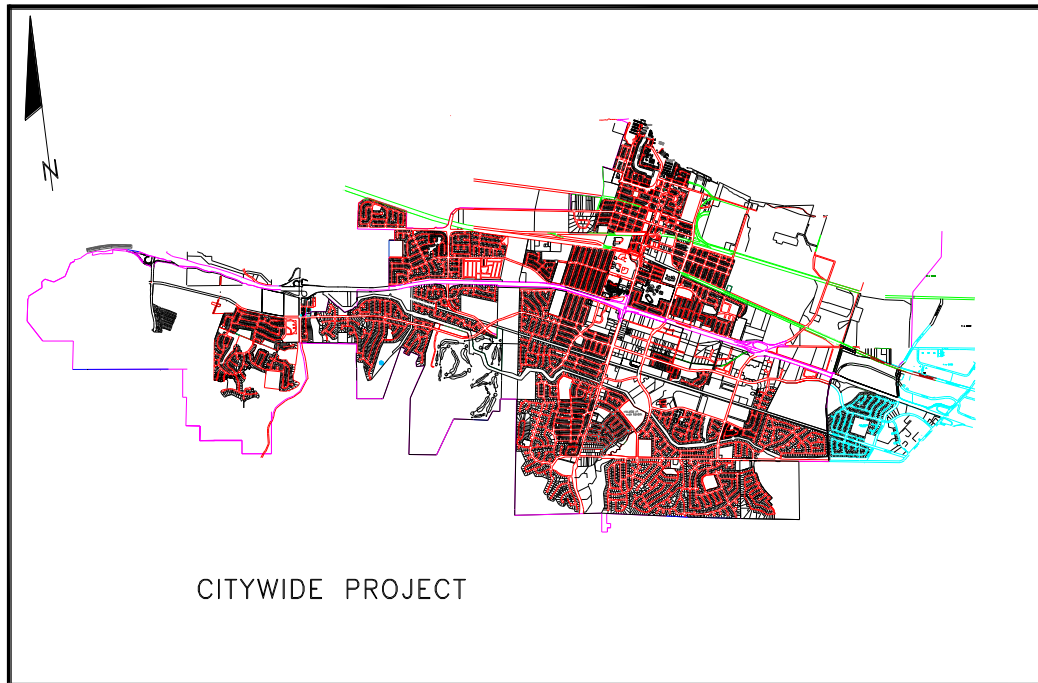
Estimated Project Cost:
\$3,000,000

Project Limits:
West Leland Road between Bailey Road and Oak Hills Drive

Funding Sources
Eligible Funding Sources: LTMF, Developer Fair Share
Identified Funding: None

Project Description:

The project provides for geometric improvements on the eastbound approach to the intersection Bailey Road & West Leland Road. The scope of work contemplated includes widening of the eastbound approach to add a second left-turn lane and an exclusive right-turn lane on the eastbound approach. It is intended that the geometry will accommodate a Class 2 bike lanes. The improvements will add capacity on the eastbound approach, provide for more efficient signal timing, improve intersection level of service, and reduce queuing on the eastbound leg of the intersection. The geometric improvements will require right-of-way acquisition and construction of retaining walls along the north and south sides of West Leland Road between Bailey Road and Oak Hills Drive.



ST-97: 2017/18 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Funded

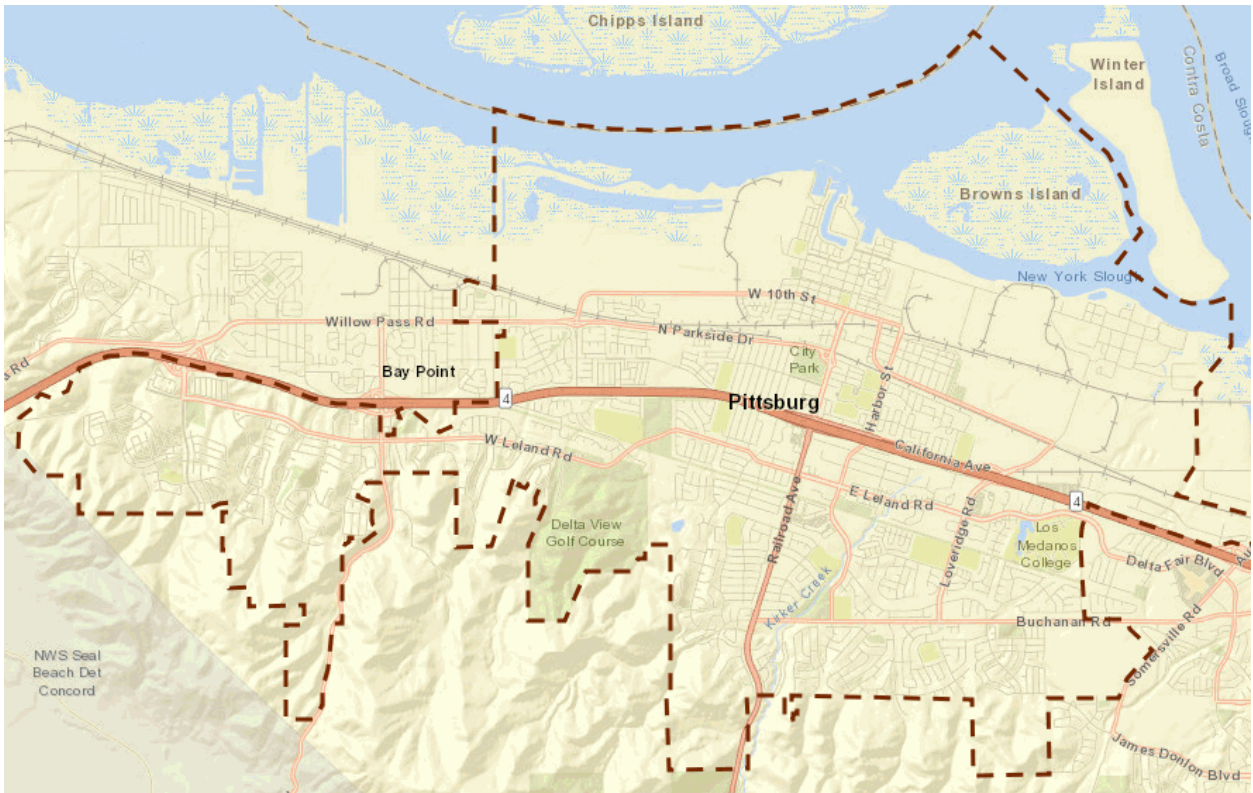
Estimated Project Cost:
\$300,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: Gas Tax
\$300,000

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-98: 2019/20 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY19/20

Estimated Project Cost:
\$400,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: \$400,000 HUTA

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-99: SB1 2019/20 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY19/20

Estimated Project Cost:
\$987,439

Project Limits:
West Leland Road from Bailey Road to Jacqueline Drive

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, RMRA
Identified Funding: \$987,439 RMRA

Project Description:

This project will reconstruct/improve the pavement on West Leland Road from Railroad Avenue to Jacqueline Drive. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

SIGNAL PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

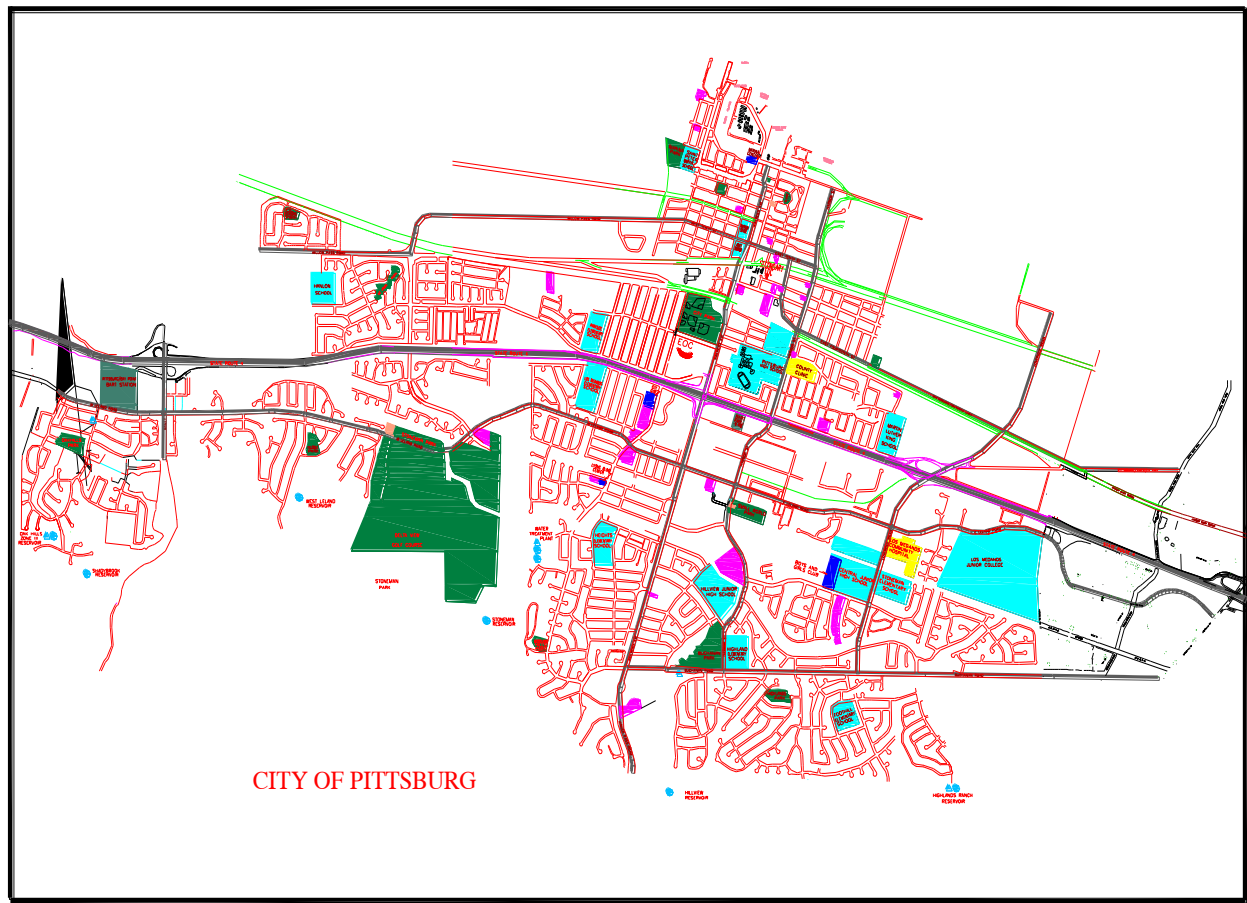
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



S-2: STREET NAME SIGN LED CONVERSION

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$200,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding: TBD

Identified Funding: None

Project Description:

This project will remove and replace 128 fluorescent street name signs with LED signs



S-4: SIGNAL AT HARBOR STREET/STONEMAN AVENUE

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$300,000

Project Limits:
Harbor Street intersection at Stoneman Avenue

Funding Sources
Eligible Funding Source: Measure J
Identified Funding: None

Project Description:
This project will design and construct a fully actuated traffic signal at the intersection of Harbor Street and Stoneman Avenue. The project will replace existing all-way stop controls at this intersection.



S-6: TRAFFIC SIGNAL MODIFICATION @ KIRKER PASS ROAD & PHEASANT DRIVE

Project No.

Status:

Awaiting funding

Estimated Project Cost:

\$50,000 TBD

Project Limits:

Kirker Pass Road at Pheasant Drive

Operation and Maintenance

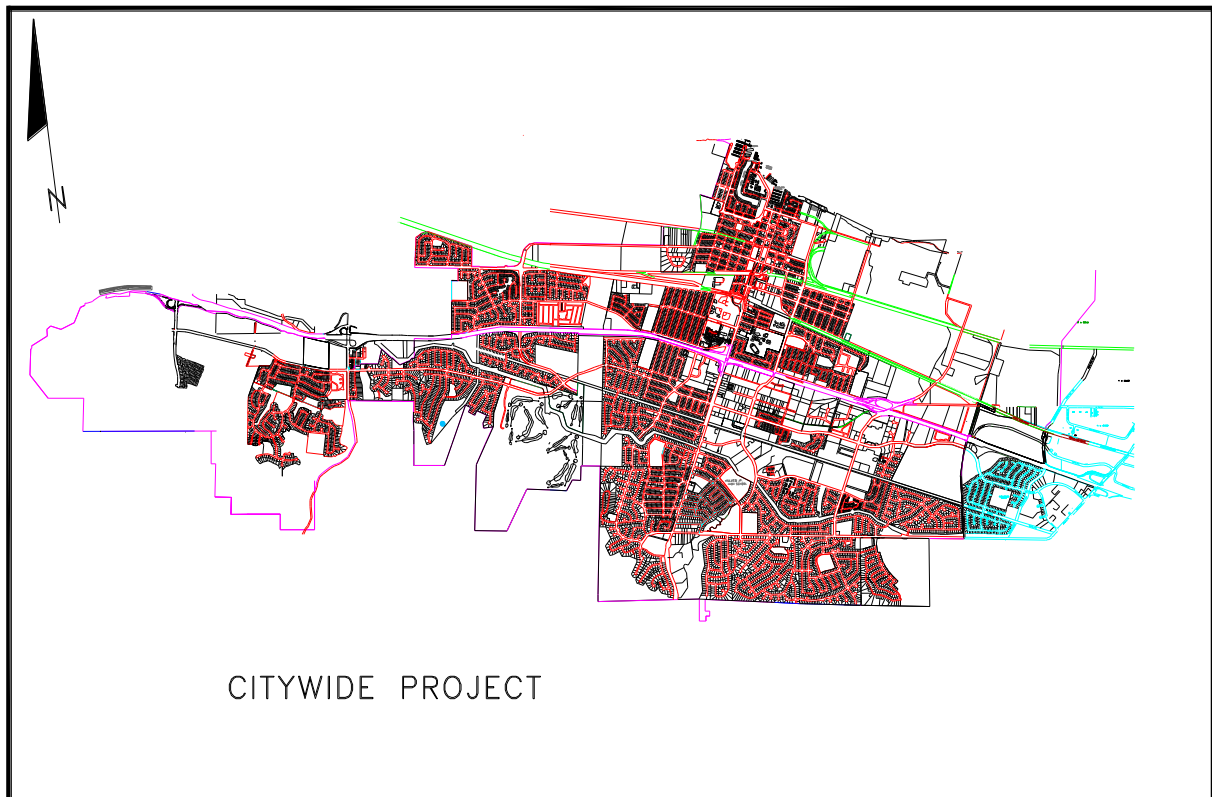
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Funding Sources:

TBD

Project Description:

Relocate existing north-south marked crosswalk further east. Relocate 1-B traffic signal pole (with phases 4 and 6 signal heads and phase 6 pedestrian head and pushbutton) from raised "porkchop" island in northeast corner to behind sidewalk. Remove two raised "porkchop" islands on the eastern corners. Modify raised median on Pheasant Drive to allow ADA pedestrian crossing.



S-7: 2018/19 TRAFFIC SIGNAL MODIFICATION PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$135,000

Project Limits:
Citywide signal system

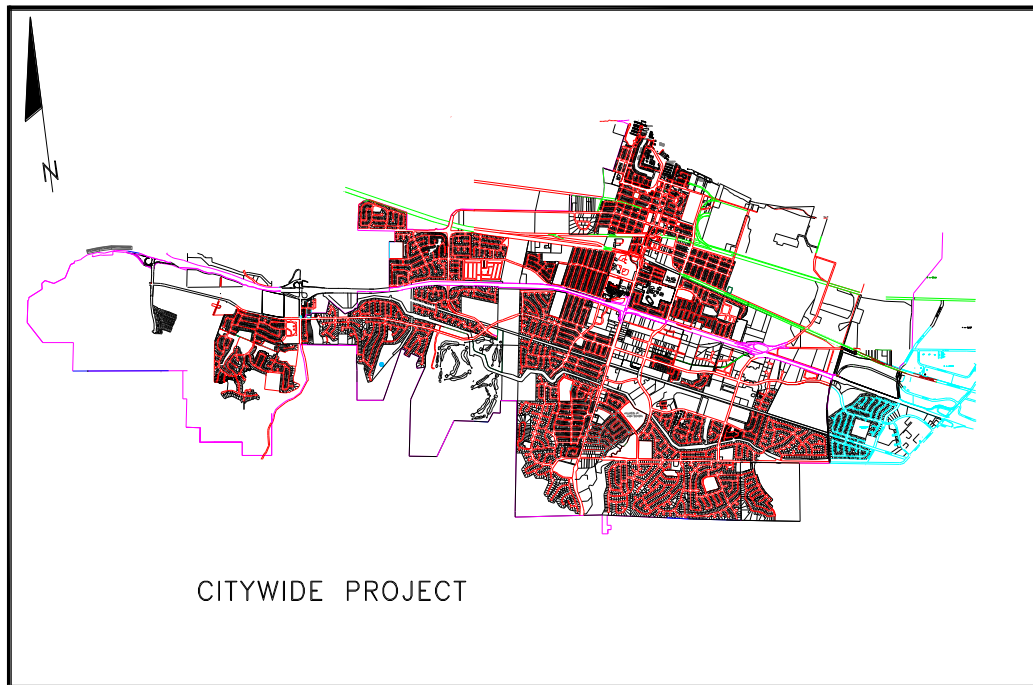
Funding Sources:

Eligible Funding: Gas Tax, Gas Tax RMRA

Identified Funding: RMRA \$135,000

Project Description:

This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-8: 2019/20 TRAFFIC SIGNAL MODIFICATION

Project No.

TBD

Status:

Projected Funding for FY19/20

Estimated Project Cost:

\$135,000

Project Limits:

Locations Citywide

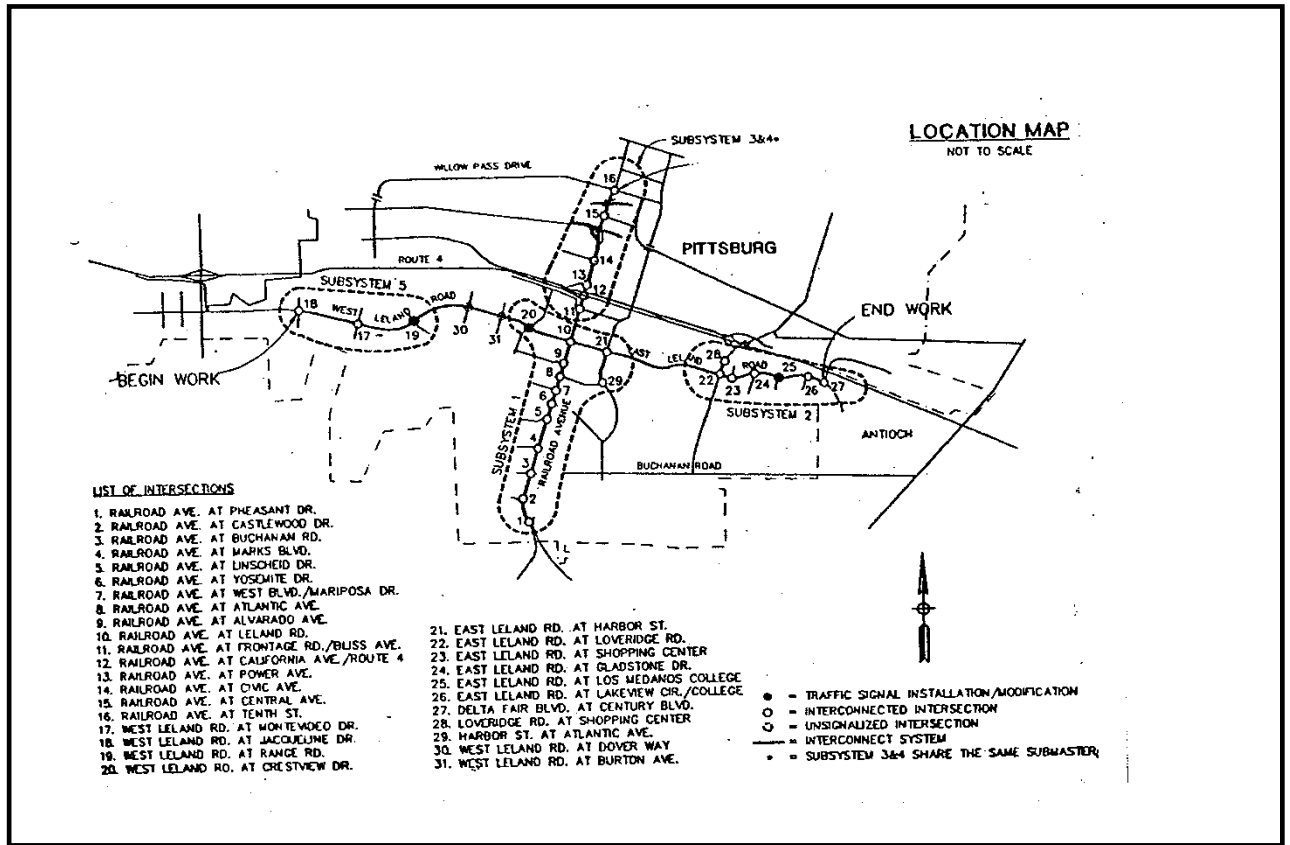
Funding Sources

Eligible Funding: Gas Tax RMRA

Identified Funding: Gas Tax RMRA \$135,000

Project Description:

This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-9: LELAND ROAD SIGNAL INTERCONNECT

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$380,000

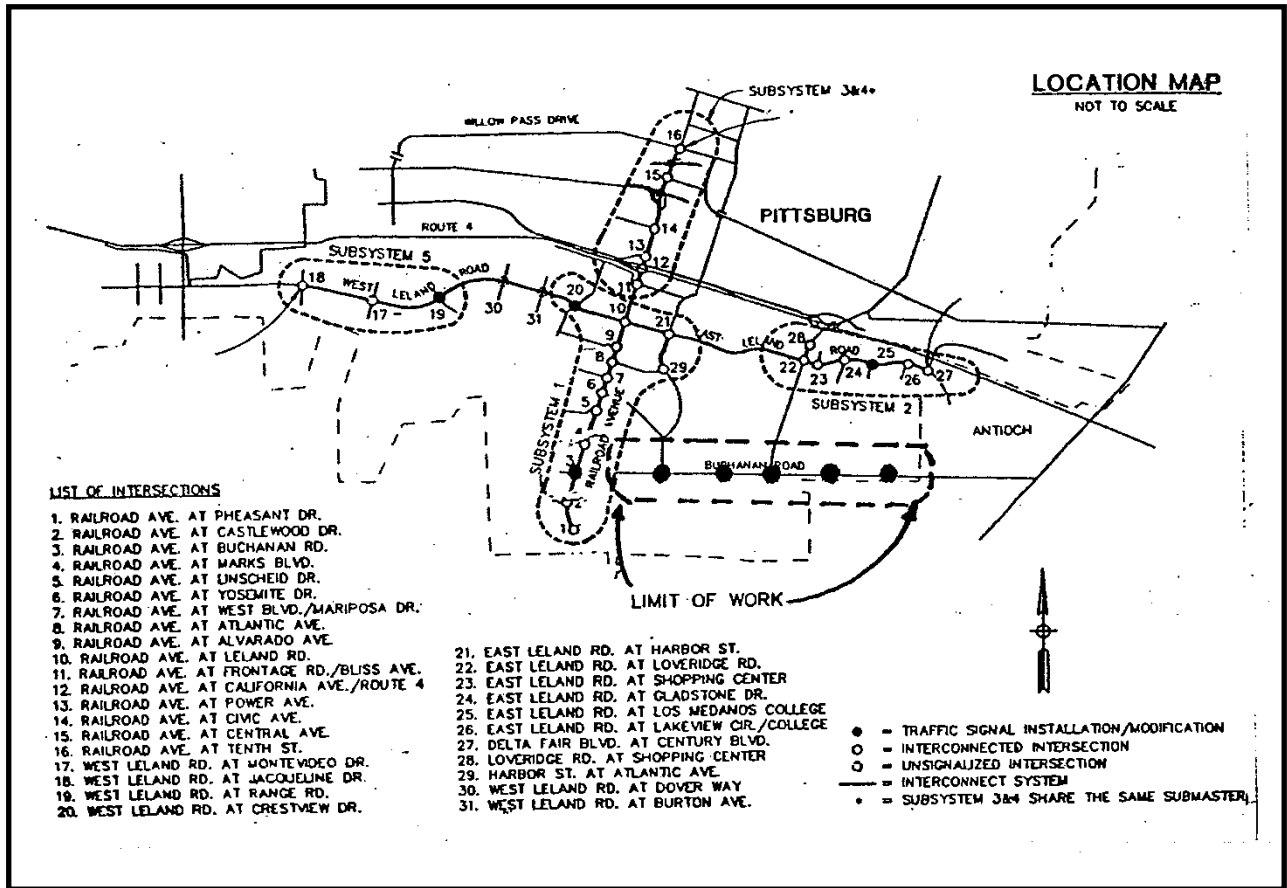
Project Limits:
West Leland Road and Bailey Road

Funding Sources

Eligible Funding Source: Measure J/TMF
Identified Funding: none

Project Description:

This Project will provide for interconnection and retiming of signalized intersections along the Bailey Road & West Leland Road corridors. 75% TMF eligible.



S-10: BUCHANAN ROAD SIGNAL INTERCONNECT

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$525,000

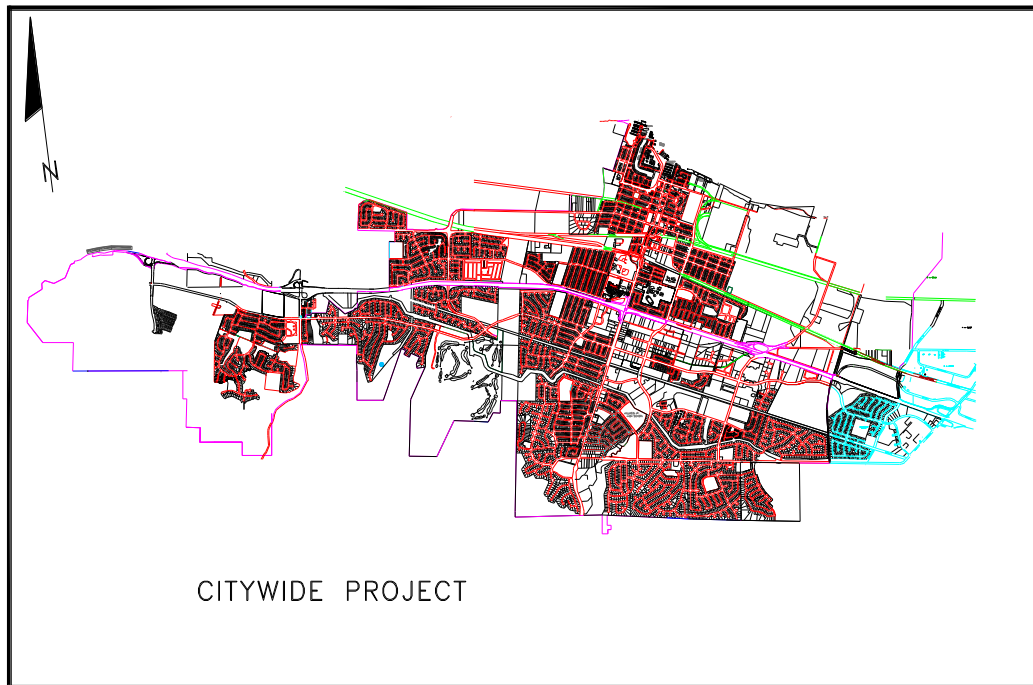
Project Limits:
The Project will interconnect signals on Buchanan Road from Meadows Drive to Harbor Street

Funding Sources

Eligible Funding Source: Measure J/TMF
Identified Funding: None

Project Description:

This Project will provide for interconnection and retiming of five existing signalized intersections along Buchanan Road. 93% TMF eligible.



S-11: 2022/23 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$135,000

Project Limits: Citywide

Funding Sources

Eligible Funding: Gas Tax RMRA

Identified Funding: Gas Tax RMRA
\$135,000

Project Description:

This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-12: OPTICOM AND TRANSIT PRIORITY CONTROL

Project No.

TBD

Status:

Awaiting funding.

Estimated Project Cost:

\$200,000

Project Limits:

Citywide

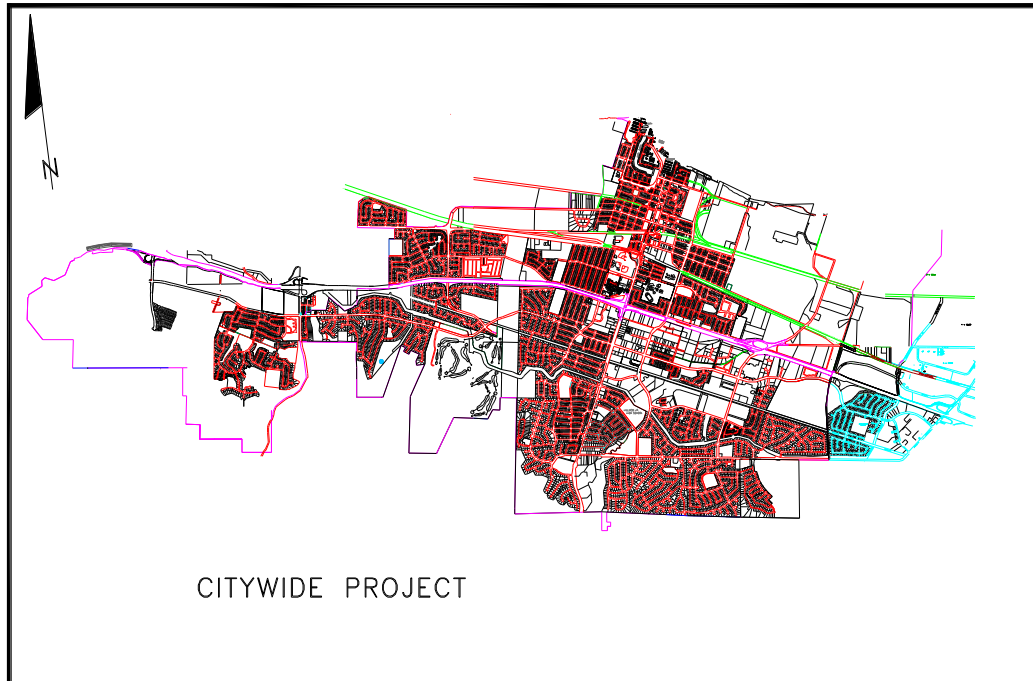
Funding Sources

Eligible Funding Source: Measure J

Identified Funding: None

Project Description:

Project will study the deployment of transit priority control system and provide for installation of opticom control system at 12 signalized intersections.



S-13: EMERGENCY VEHICLE PREEMPTION AT 6 INTERSECTIONS

Project No.

TBD

Status:

None

Estimated Project Cost:

\$50,000

Project Limits:

1. Buchanan & Loveridge
2. Buchanan & Suzanne
3. Buchanan & Harbor
4. Railroad & Pheasant
5. Railroad & Central
6. Jacqueline & W. Leland

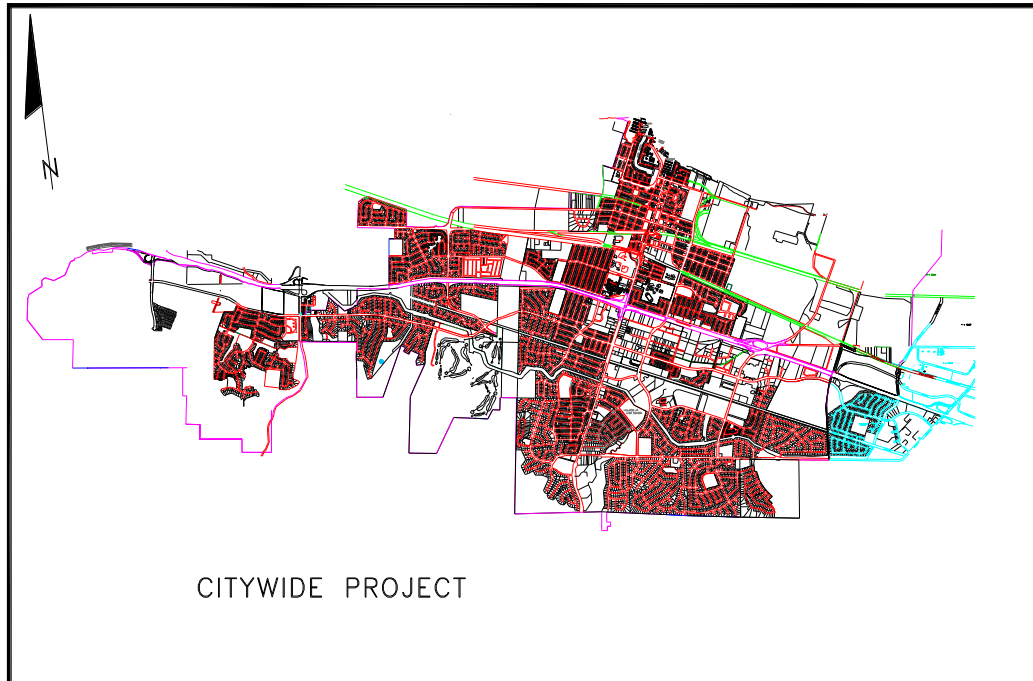
Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants

Identified Funding: none

Project Description:

Install Emergency Vehicle Preemption (EVP) at six (6) signalized intersections to allow emergency vehicles to preempt the traffic signal control phase sequence. This allows the emergency vehicle to travel through major intersections on a green light. The City currently uses Opticom™ emergency vehicle preemption at all other major intersections not included in this project.



S-14: WIRELESS TRAFFIC SIGNAL COMMUNICATIONS

Project No.

TBD

Status:

Being studied

Estimated Project Cost:

\$305,000

Project Limits:

Citywide (up to 61 Signalized Intersections)

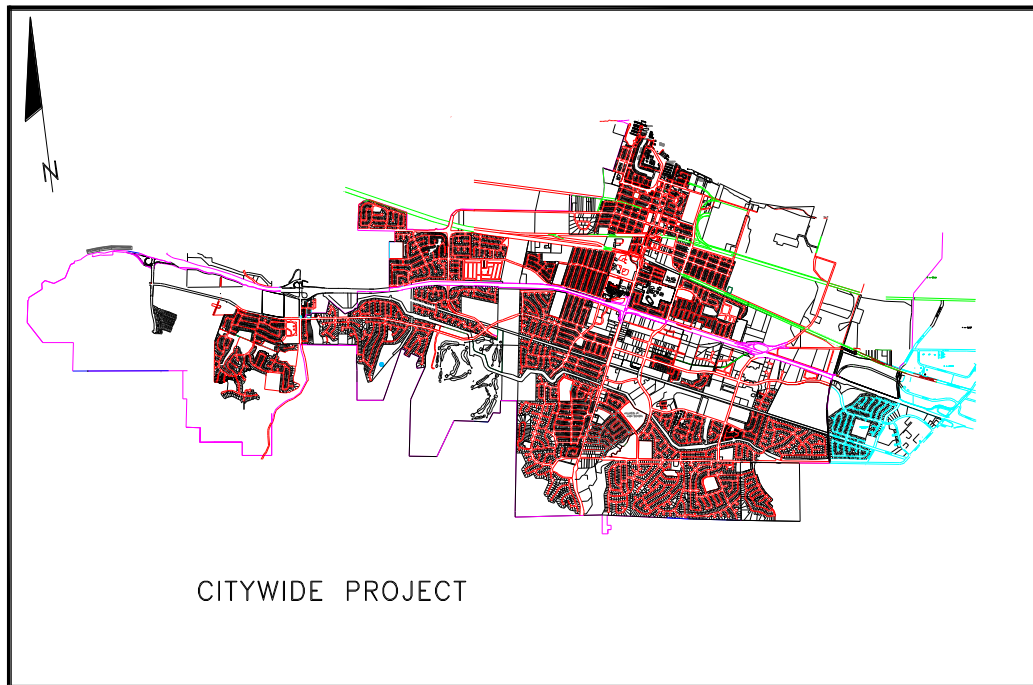
Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants

Identified Funding: none

Project Description:

Install wireless traffic signal communication with City's traffic signal controllers. This will allow viewing traffic signal controller set timings and possible video feed of traffic signal detection zones and performing traffic signal timing changes. Also, may replace current Traffic Signal Interconnect Cable (SIC) on Railroad Avenue and Leland Road with wireless communications.



S-15: 2020/21 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$135,000

Project Limits: Citywide

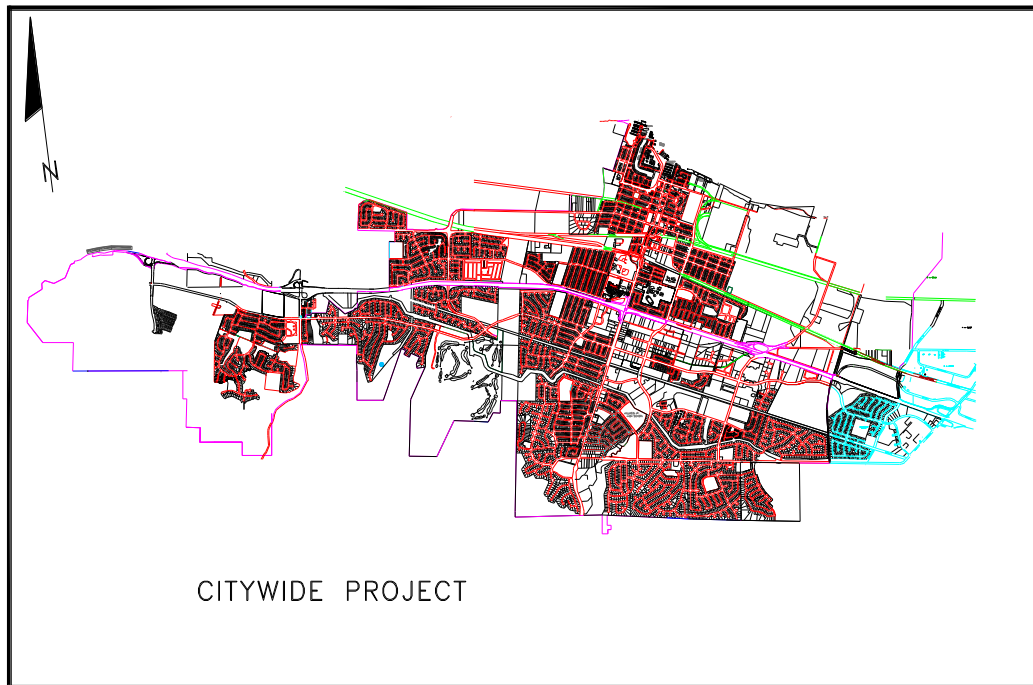
Funding Sources

Eligible Funding: Gas Tax RMRA

Identified Funding: Gas Tax RMRA \$135,000

Project Description:

This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-16: 2021/22 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

Status:
Funded

Estimated Project Cost:
\$135,000

Project Limits: Citywide

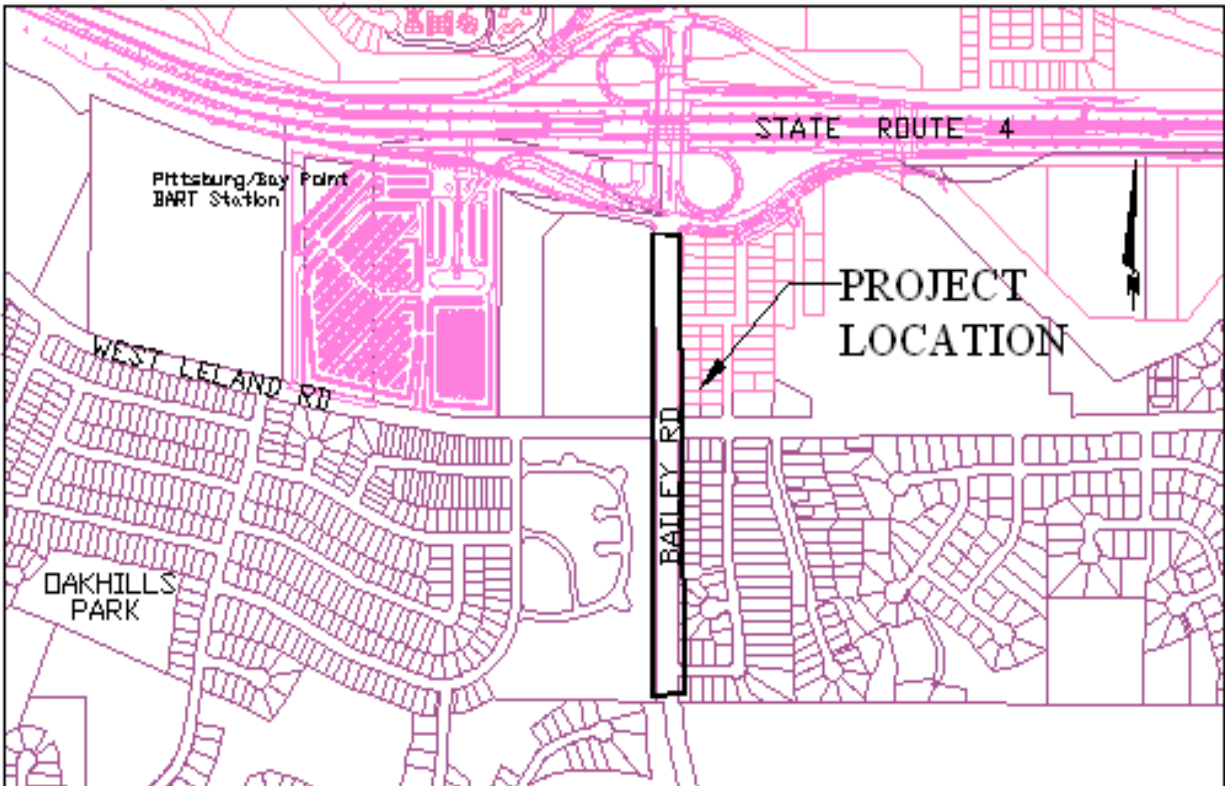
Funding Sources

Eligible Funding: Gas Tax RMRA

Identified Funding: Gas Tax RMRA \$135,000

Project Description:

This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-24: BAILEY ROAD SIGNAL INTERCONNECTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$210,000

Project Limits:
Bailey Road

Funding Sources

Eligible Funding Source: Measure J
Identified Funding: none

Project Description:

Interconnection and retiming of traffic signals on Bailey Road that are within the City limits. 84% TMF eligible.



S-25: LOVERIDGE ROAD SIGNAL INTERCONNECTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$150,000

Project Limits:
Loveridge Road

Funding Sources

Eligible Funding Source: Measure J
Identified Funding:

Project Description:

Interconnection and retiming of traffic signals on Loveridge Road between Buchanan Road and E. Leland Road. The four intersections will be added to an existing network of seven interconnected intersections along the E. Leland and Loveridge corridors. 81% TMF eligible.



S-26: SIGNAL AT RAILROAD AVENUE/3RD STREET

Project No.

TBD

Status:

Awaiting funding

Estimated Project Cost:

\$300,000

Project Limits:

Railroad Avenue intersection at 3rd Street

Funding Sources

Eligible Funding Source: Measure J/LTMF

Identified Funding: None

Project Description:

This project will design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and East Third Street. The project will replace existing all-way stop sign controls at this intersection. 100% LTMF eligible.



S-27: SIGNAL AT HARBOR STREET/CENTRAL AVENUE

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$330,000

Project Limits:
Harbor St. north/south approaches to
intersection with Central Ave. east/west
approaches

Funding Sources

Eligible Funding Source: LTMF, Measure J,
Gas Tax, Grants
Identified Funding Source: none

Project Description:

This project will replace an existing 4-way Stop sign controlled intersection with a traffic signal system (including an alternate power supply, countdown pedestrian signals, and TS2 controller).



S-30: SIGNAL AT RAILROAD AVENUE/SCHOOL STREET

Project No.

TBD

Status:

Awaiting funding

Estimated Project Cost:

\$300,000

Project Limits:

Railroad Avenue intersection at School Street

Funding Sources

Eligible Funding Source: Measure J

Identified Funding: None

Project Description:

This project will design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. A traffic signal is warranted for this location to replace the minor street stop sign controls at this intersection.

WATER PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



W-2: HILLVIEW RESERVOIR COATING (EXTERIOR)

Project No.

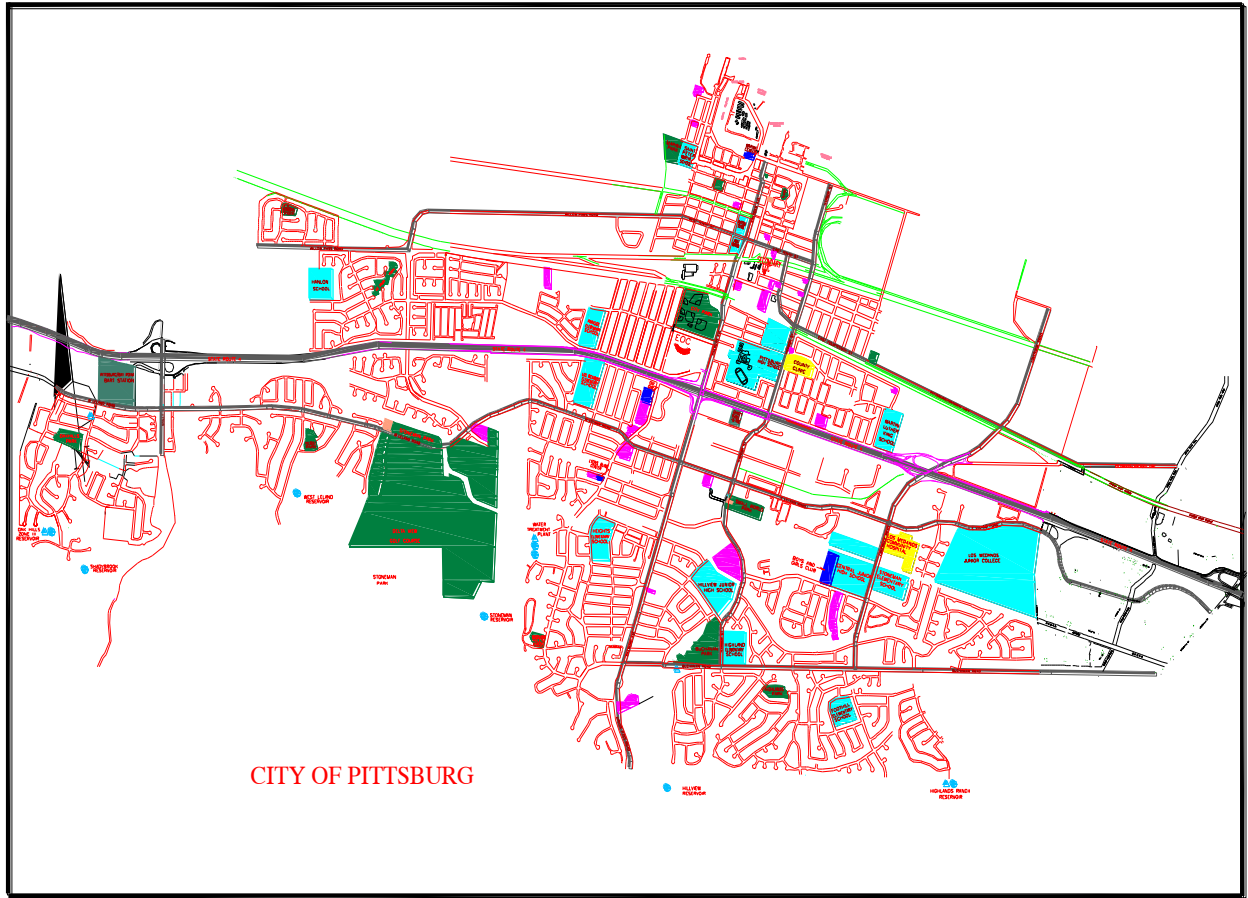
Status:
Awaiting Funding

Estimated Project Cost:
\$350,000

Project Limits:
Hillview Reservoir

Funding Sources
Eligible Funding: Water Operations Fund

Project Description:
Recoating the outside of Hillview Reservoir. Failure to address coating maintenance requirements in a timely manner will lead to accelerated corrosion and more costly repairs.



W-5: PRESSURE ZONE 1/ ZONE 2 BOUNDARY ADJUSTMENTS (Harbor, Leland, Railroad)

Project No.

To be determined

Status:

Awaiting funding.

Estimated Project Cost:

\$1,133,000

Project Limits:

An area adjoining the Leland Road corridor and bounded by Crestview Drive to the west, EBMUD right-of-way to the south, Freed Way to the east and Garcia Avenue to the north.

Funding Sources:

Eligible Funding Source: Water Operations Fund

Identified Funding: None

Project Description:

This project will construct improvements to the water distribution system to facilitate modifications of pressure zone boundaries in the problem areas of pressure Zone 2.



W-6: WTP CAPITAL REPAIRS AND IMPROVEMENTS

Project No.
5058

Status:
Filter Valve Replacement Project In Design

Estimated Project Cost:
\$450,000

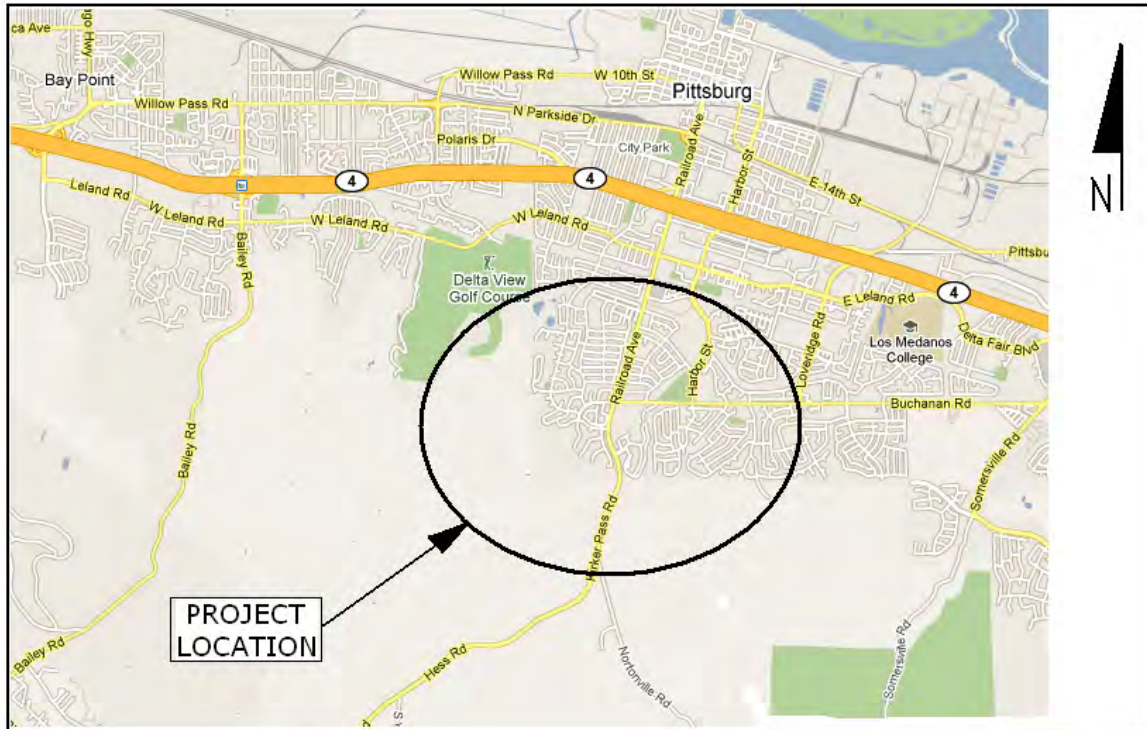
Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: Water Operations (WOF)
Identified Funding: \$75,000 WOF FY18/19,
375,000 Future WOF

Project Description:

This project will provide upgrades/repairs to facilities at the Water Treatment Plant as identified by WTP staff.



W-7 : WATER MAIN BUCHANAN ROAD (Phase 2)

Project No.
TBD

Status:
Waiting for development demand

Estimated Project Cost:
\$1,522,000

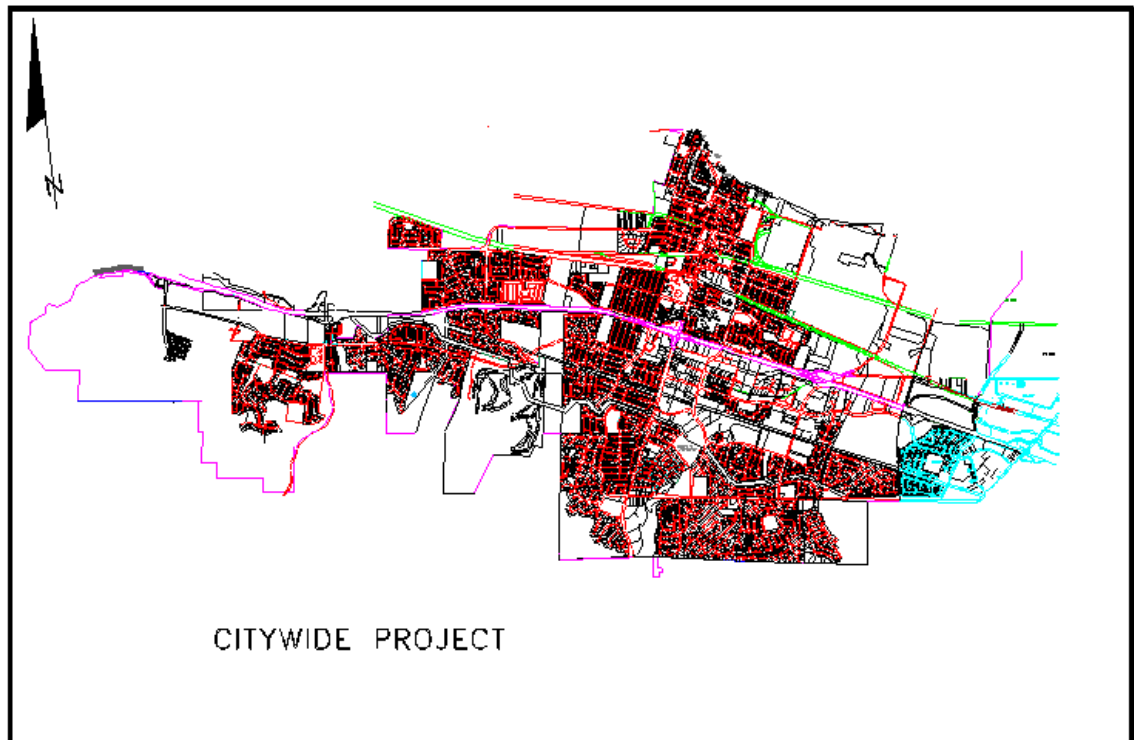
Project Limits:
Water Treatment Plant to Railroad, Loveridge to Ventura

Funding Sources:

Eligible Funding Sources: WRF/FRC Developer

Project Description:

This project will provide a new water transmission line to meet domestic and fire flow requirements for existing development and new development in the southeast hills and infill development in Zone 2. (2015 Water Master Plan - segment 1)



W-8: 2020/21 WATER MAIN REPLACEMENT/ INSTALLATION PROGRAM

Project No.
TBD

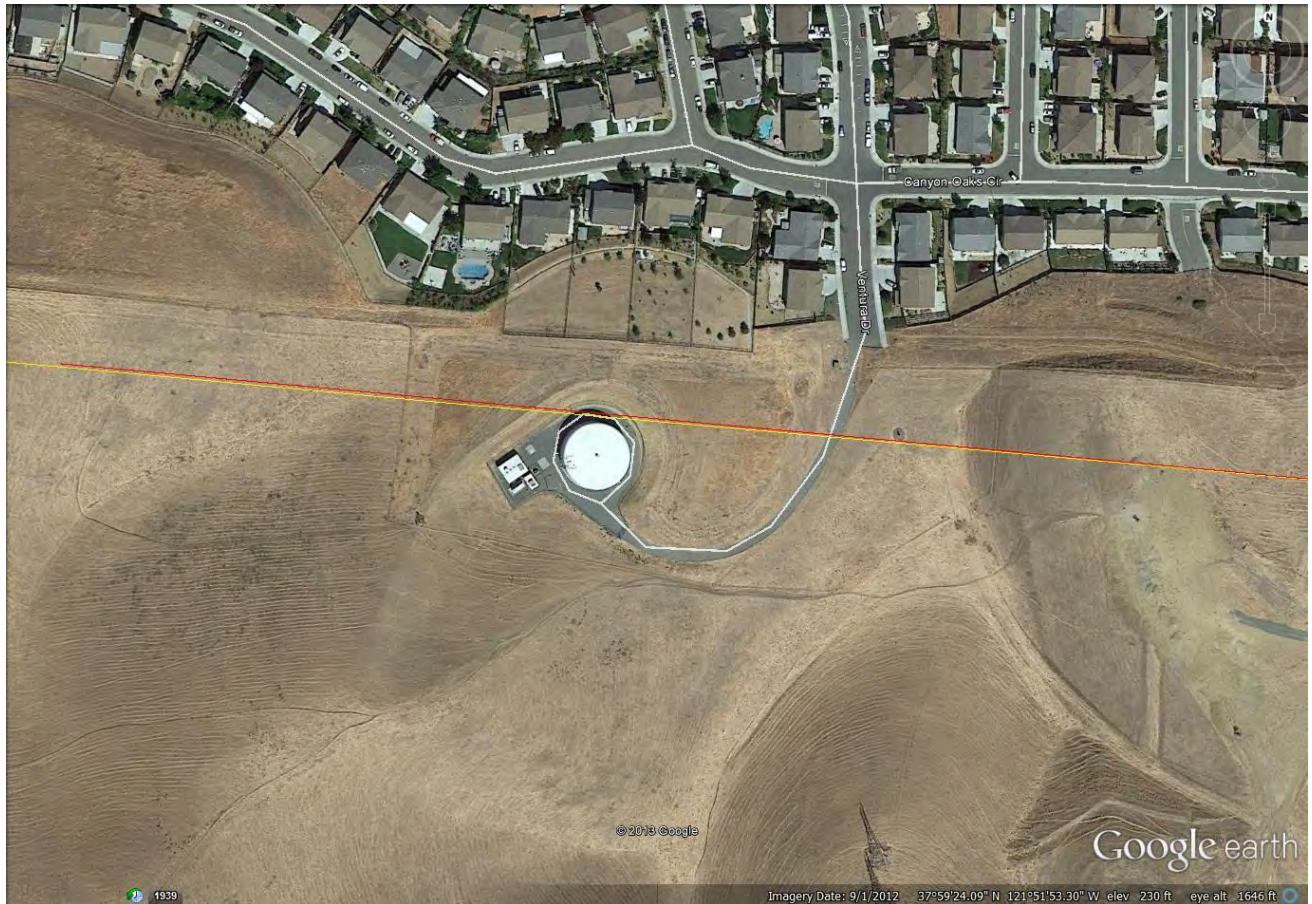
Status:
Projected Funding for FY19/20 & 20/21

Estimated Project Cost:
\$3,000,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: WOF
Identified Funding: \$850,000 WOF

Project Description: Project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas.



W-10: HIGHLANDS RANCH RESERVOIR RECOATING

Project No.

To be determined

Status:

Awaiting funding

Estimated Project Cost:

\$200,000

Project Limits:

Highland Ranch Reservoir

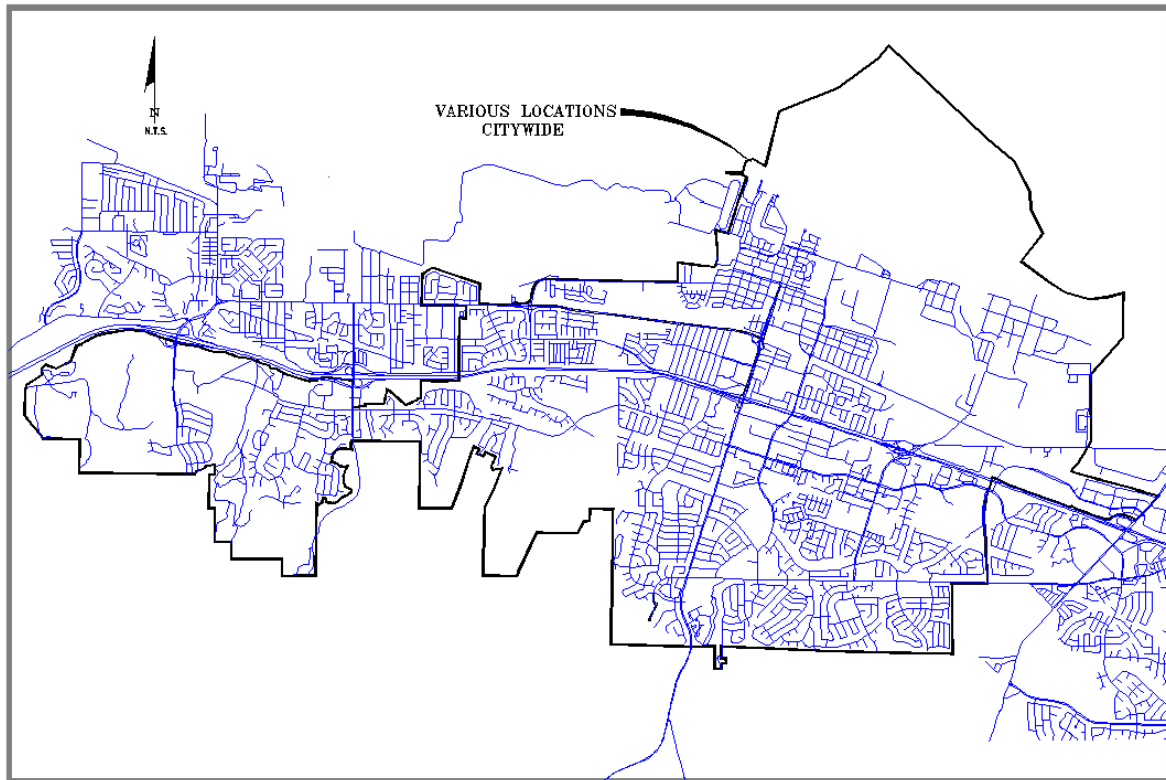
Funding Sources

Eligible Funding: Water Operations Fund

Identified Funding; None

Project Description:

Recoating of the inside and painting the outside of Highlands Ranch Reservoir. The 1.0 million gallon steel reservoir is showing signs of coating failure after 17 years. Coatings usually last 25 years. Failure to address coating failure in a timely manner will lead to accelerated corrosion and more costly repairs.



W-11: AUTOMATIC METER READING SYSTEM

Project No.
TBD

Status:
Funded over next 5 years.

Estimated Project Cost:
\$3,706,793

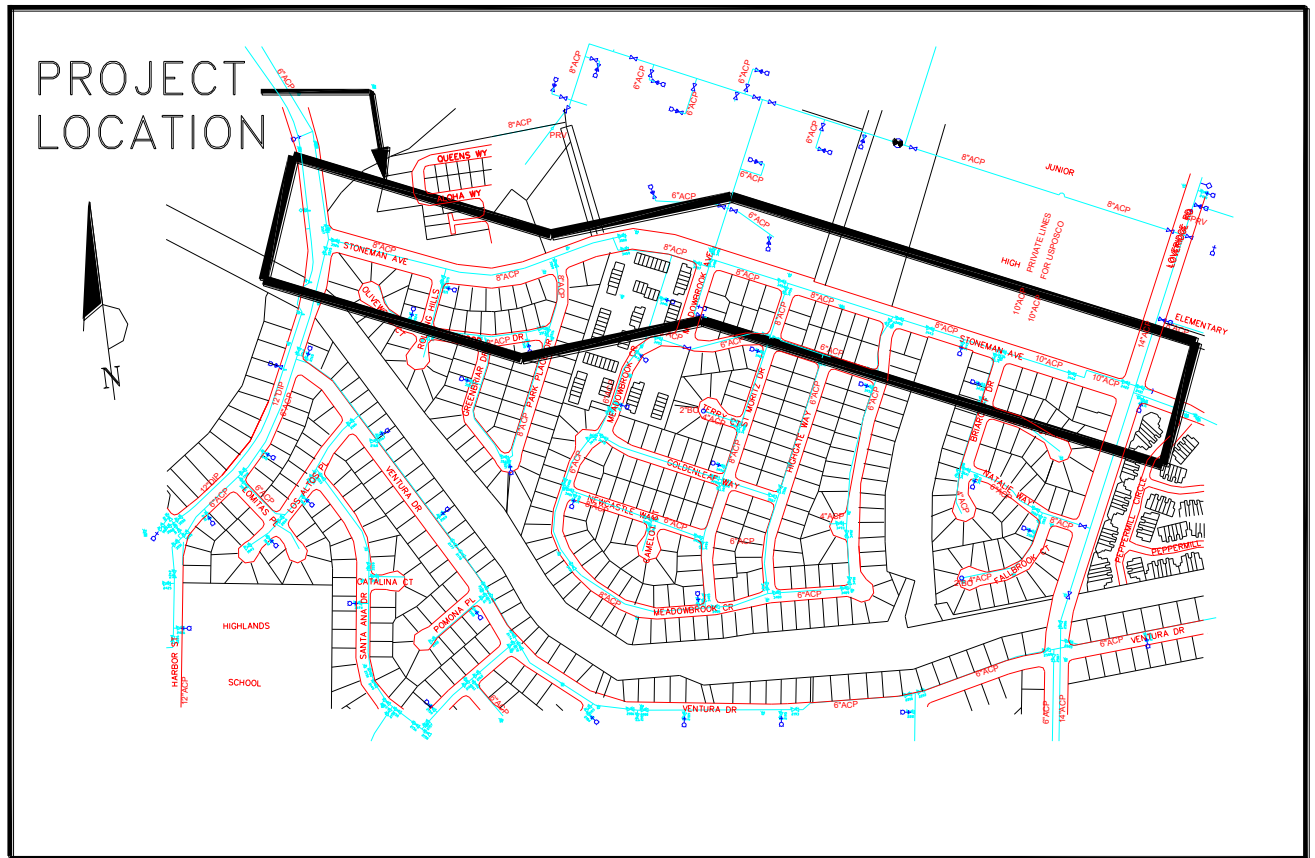
Project Limits:
Various Locations Citywide

Funding Sources
Eligible Funding: Water Operations Fund

Identified Funding: \$2,206,793 previous WOF,
\$1,500,000 new WOF (over next 5 years)

Project Description:

Conversion of hard-to-read meters to radio read. Include Automatic Meter Reading system and replacement meters to convert an additional 1,500 meters. Meters include those that are hard to read because they are inaccessible, such as those in backyards or industrial/commercial sites, those that can be hazardous to read in landscaped medians or other high traffic areas, or older meters that are due for replacement.



W-15: 12-INCH WATER MAIN STONEMAN AVE (HARBOR ST. TO LOVERIDGE ROAD)

Project No.

To be determined

Status:

Awaiting funding.

Estimated Project Cost:

\$800,000

Project Limits:

Stoneman Avenue from Harbor St. to Loveridge Rd.

Funding Sources:

Eligible Funding Source: WOF

Identified Funding:

Project Description:

This project provides for the installation of approximately 3,300 feet of 12-inch transmission main along Stoneman Avenue, from Harbor Street to Loveridge Rd. This project will provide additional system looping to enhance pressures and fire protection capabilities in Zone 2.



W-17: 2016/17 WATER TREATMENT PLANT SLUDGE REMOVAL

Project No.
5055

Status:
Funded

Estimated Project Cost:
\$250,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WOF
Identified Funding: WOF \$250,000

Project Description:

This project will remove sludge from the Water Treatment Plant drying basin.



W-21: CONVERT BACKYARD WATER SERVICES TO STREET SERVICE (Central Addition Neighborhood)

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$11,900,000

Project Limits:
Central Addition Neighborhood

Funding Sources:
Eligible Funding Source: Water Operations Funds
Identified Funding:

Project Description:

This project will provide for the conversion of existing backyard water services in the Central Addition Neighborhood to street side service. This project will provide for all work necessary to convert from private property to street service. This project will improve system reliability and reduce maintenance costs.



W-24: PITTSBURG-ANTIOCH HIGHWAY WATER LINE IMPROVEMENTS (Eastern Loop)

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$1,200,000

Project Limits:
Pittsburg-Antioch Highway from Loveridge to Century Blvd

Funding Sources

Eligible Funding Source: Developer
Identified Funding: None

Project Description:

This project will provide 4,000 feet of 18-inch water line to initiate water service to business along Pittsburg-Antioch Highway, east of Loveridge. It will run from the east end of California going east on P-A Hwy to approximately 500 ft west of the City's eastern limits and tie into Century Blvd to provide a looped system.



W-28: HIGHLANDS RANCH ZONE 2 RESERVOIR

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$5,250,000

Project Limits:
Highlands Ranch Subdivision

Funding Sources:

Eligible Funding Source: WOF 44%,
Developer 56%
Identified Funding:

Project Description:

The 2015 Water System Master Plan has identified the need for a 1.4 million gallon reservoir in the southeast portion of the City serving Zone 2. This would be located at an elevation of about 360' above mean sea level.



W-29: WATER TREATMENT PLANT FILTER BACKWASH MANAGEMENT – 1.5 MGD PACKAGE TREATMENT UNIT (PHASE I)

Project No.

Status:
Funding Required

Estimated Project Cost:
\$1,500,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:

This project will construct a 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. A second treatment unit will be required in the future as the WTP gets closer to design capacity of 32 MGD.



W-30: WATER TREATMENT PLANT FILTER BACKWASH MANAGEMENT – 1.5 MGD PACKAGE TREATMENT UNIT (PHASE 2)

Project No.
TBD

Status:
Funding Required

Estimated Project Cost:
\$750,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:

This project will construct a second 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. This second package system will allow the WTP to treat the maximum allowed recycled backwash water of 10% of the design capacity of 32 MGD.



W-31: WATER TREATMENT PLANT 0.5 MG FILTER BACKWASH BASIN

Project No.
TBD

Status:
Funding Required

Estimated Project Cost:
\$3,000,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:

This project will construct a 0.5 million gallon (MG) backwash recycle basin with mixers to prevent settling prior to pumping the water to the backwash water package treatment units to be constructed with earlier projects.



W-33: WATER TREATMENT PLANT MECHANICAL SLUDGE DEWATERING

Project No.
TBD

Status:
Funding Required at Threshold

Estimated Project Cost:
\$2,000,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:

This project will construct a mechanical sludge dewatering system for use once WTP operations reach 15 MGD. The current system of dewatering by natural evaporation is adequate for flows up to the 15 MGD threshold.



W-34: WATER TREATMENT PLANT WATER DISINFECTION MODIFICATION AND CONVERSION

Project No.
TBD

Status:
Future Funding Required

Estimated Project Cost:
\$2,500,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:

This project will construct modifications to the existing disinfection system at the WTP to convert from chlorine gas disinfection to sodium hypochlorite. Converting to sodium hypochlorite will reduce the regulatory and reporting burden on WTP staff and will improve safety for employees at the plant. This conversion is anticipated to be a regulatory requirement at some point in the future.



W-39: ANNUAL WATER TREATMENT PLANT FILTER MEDIA REPLACEMENT

Project No.
TBD

Status:
Funded over next five years.

Estimated Project Cost:
\$100,000 Annually
\$500,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF

Identified Funding: \$500,000 WOF (Over next 5 years)

Project Description:

This project will perform periodic replacement of the filter media in two of the eight water filters at the water treatment plant. Media replacement includes removal and disposal of spent filter media and replacement with new granulated activated carbon (GAC), sand, and gravel. Filter media needs to be replaced approximately every four years.



W-40: WATER MAIN INSTALLATION REPLACEMENT PROGRAM

Project No.
TBD

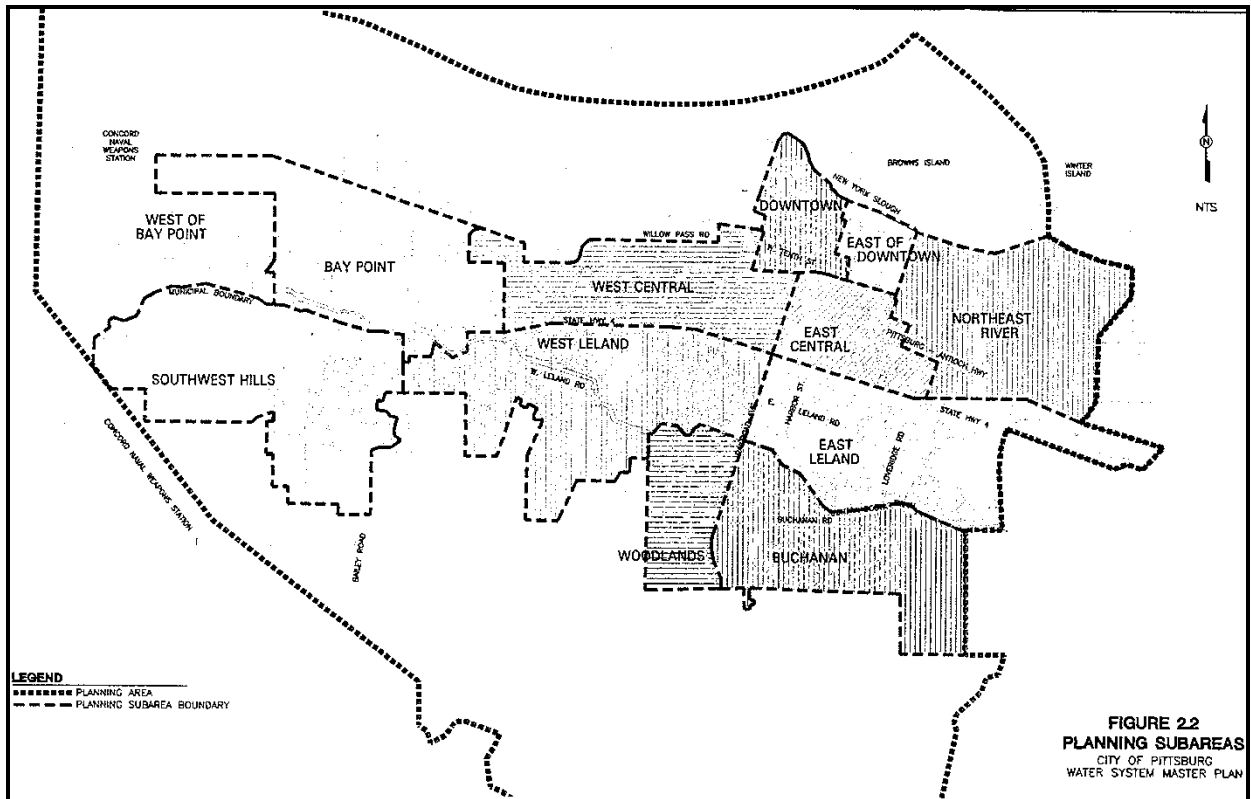
Status:
Projected Funding for FY 21/22 & 22/23

Estimated Project Cost:
\$900,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: WOF
Identified Funding Source: \$900,000 WOF

Project Description: Project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas.



W-50: 1.3 MG ZONE 1 WATER TANK

Project No.
TBD

Status:
Awaiting development demand.

Estimated Project Cost:
\$5,300,000

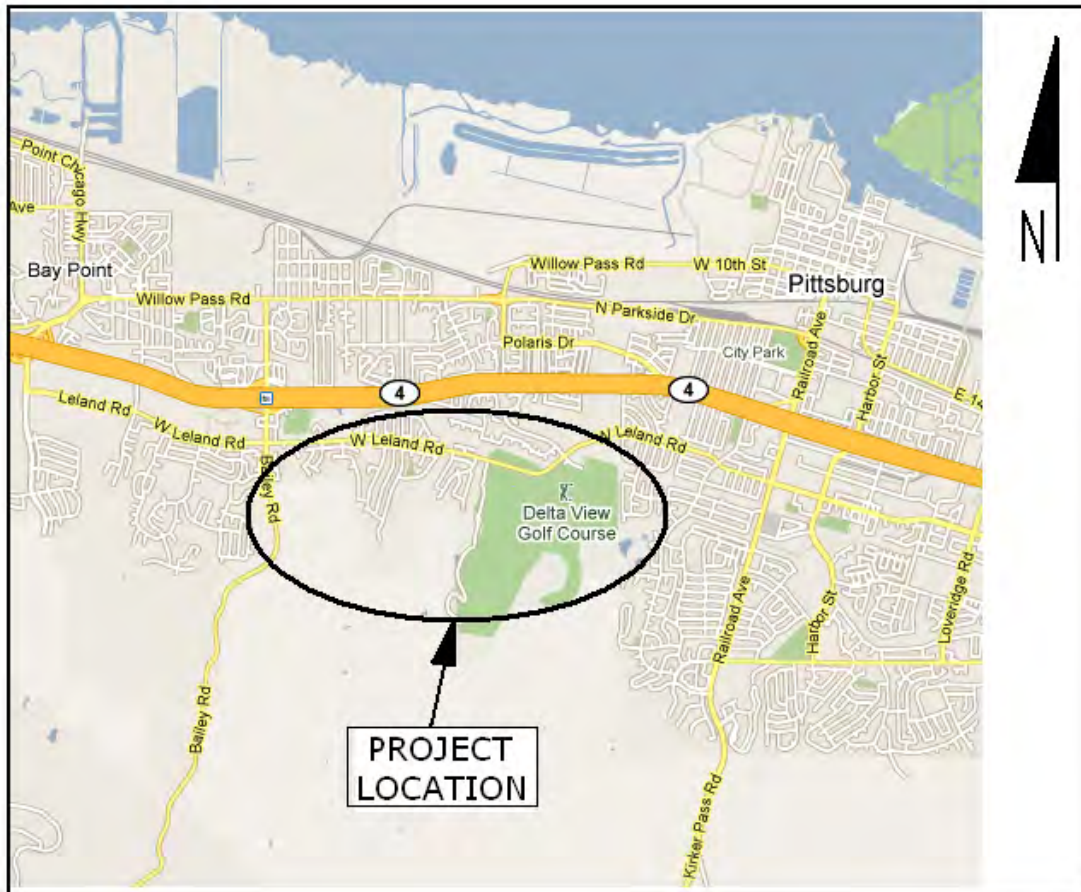
Project Limits:
Near Delta View Golf Course

Funding Sources:

Eligible Funding Source: Water Facility
Reserve Fund/Developer
Identified Funding: 100% Developer

Project Description:

This project will provide additional water storage to meet domestic and fire flow requirements for new infill development in Pressure Zone 1. (2015 Water System Master Plan)



W-61: 20" MAIN W. LELAND (WTP to SW Hills) PHASE 1 (Seg 3W, and 6W)

Project No.
TBD

Status:
Fully funded

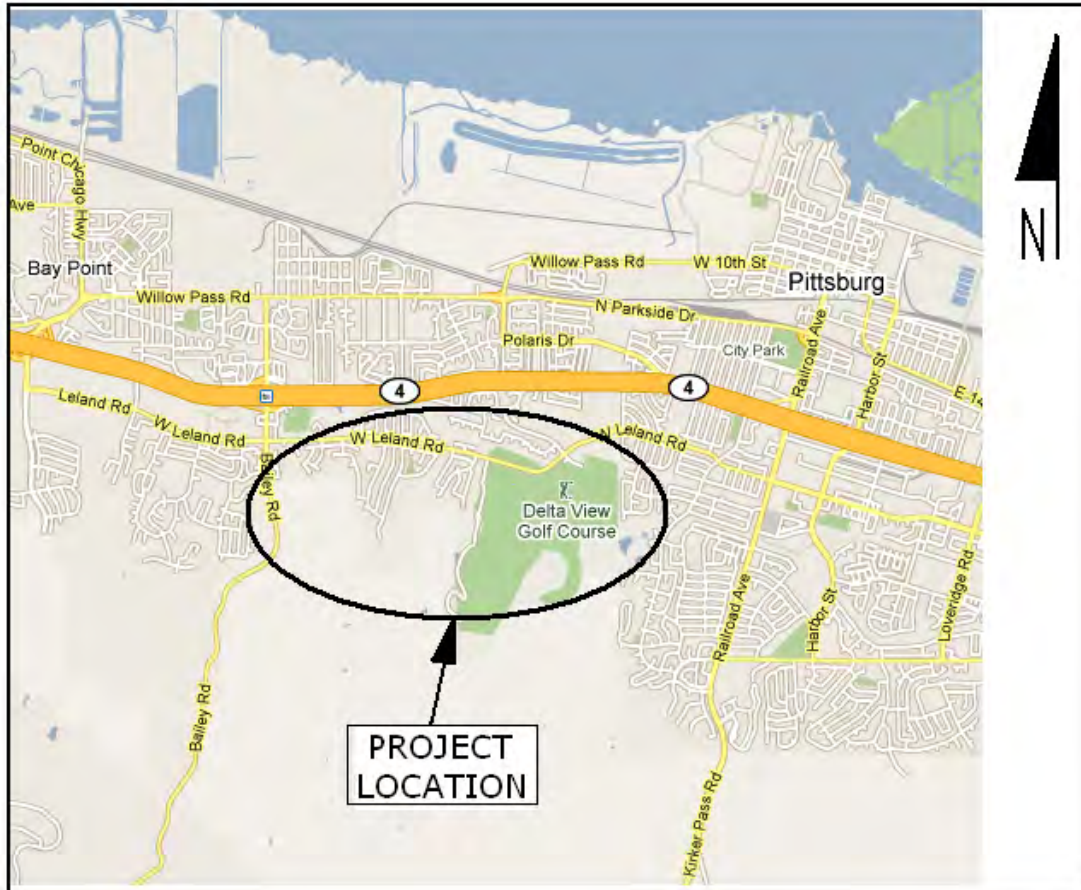
Estimated Project Cost:
\$3,000,000

Project Limits:
Water Treatment Plant to Bailey Road

Funding Sources:

Eligible Funding Source: Developer, Water Bonds
Identified funding: \$1,796,000 WFR,
\$1,204,000 2005 Wbond

Project Description: This project will provide for the incremental installation of a water transmission line to serve new development in the southwest hills. (2015 Water System Master Plan segments 3W and 6W).



W-63: 20" MAIN W. LELAND (WTP to SW Hills)(Seg 1W and 2W)

Project No.
TBD

Status:
unfunded

Estimated Project Cost:
\$2,700,000

Project Limits:
Water Treatment Plant to Bailey Road

Funding Sources:

Eligible Funding Source: Developer, Water Bonds
Identified funding: TBD

Project Description: This project will provide for the incremental installation of a water transmission line to serve new development in the southwest hills. (2015 Water System Master Plan segments 1W and 2W).



W-101: WTP CAPITAL REPAIRS/FILTER REHABILITATION

Project No.

TBD

Status:

Ongoing improvements at WTP includes previous FY funding

Estimated Project Cost:

\$1,267,146

Project Limits:

Water Treatment Plant

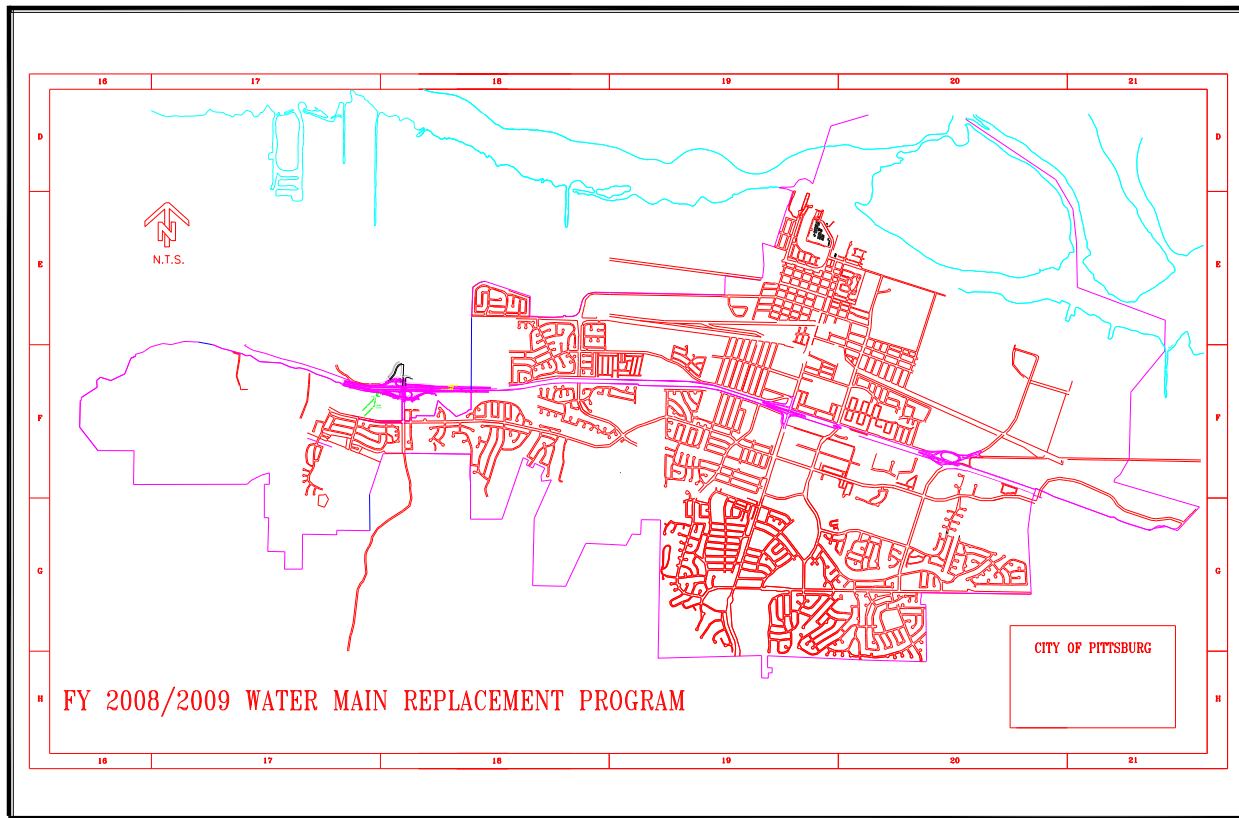
Funding Sources:

Eligible Funding Source: WOF

Identified Funding: \$1,267,146 WOF

Project Description:

This project will provide upgrades to facilities at the Water Treatment Plant, including rehabilitation of filters. Filters were constructed in 1953 and 1973.



W-106: 2016/17 WATER MAIN REPLACEMENT/ INSTALLATION PROGRAM

Project No.

Status:

\$1,017,500 to be combined with SS-34

Estimated Project Cost:

\$6,317,500 (\$1,017,500 existing funds transferred to be combined with sewer project SS-34)

Project Limits:

TBD

Funding Sources:

Eligible Funding Source: WOF, WFR (503), Wbond

Identified Funding: \$5,300,000 WOF, \$940,000 Wbond, \$77,500 WFR (funds transferred to SS-34 for combined water/sewer project)

Project Description:

This project will be included with a sewer project SS-34 2016/17 Sewer/Water Replacement/ Rehabilitation Program which is to be constructed in the neighborhood north of School Street between Railroad Avenue and Harbor Street.

SEWER PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

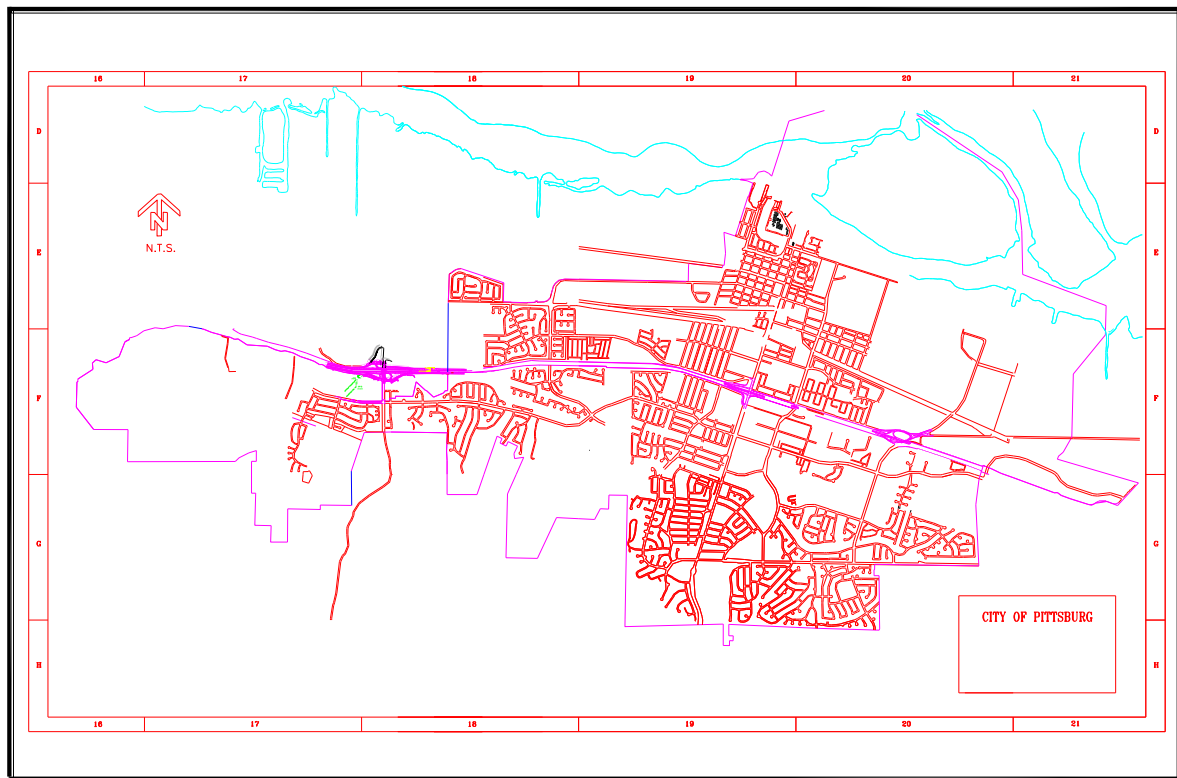
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



SS-1: CITYWIDE SEWER INSPECTION PROJECT

Project No.
TBD

Status:
Funded

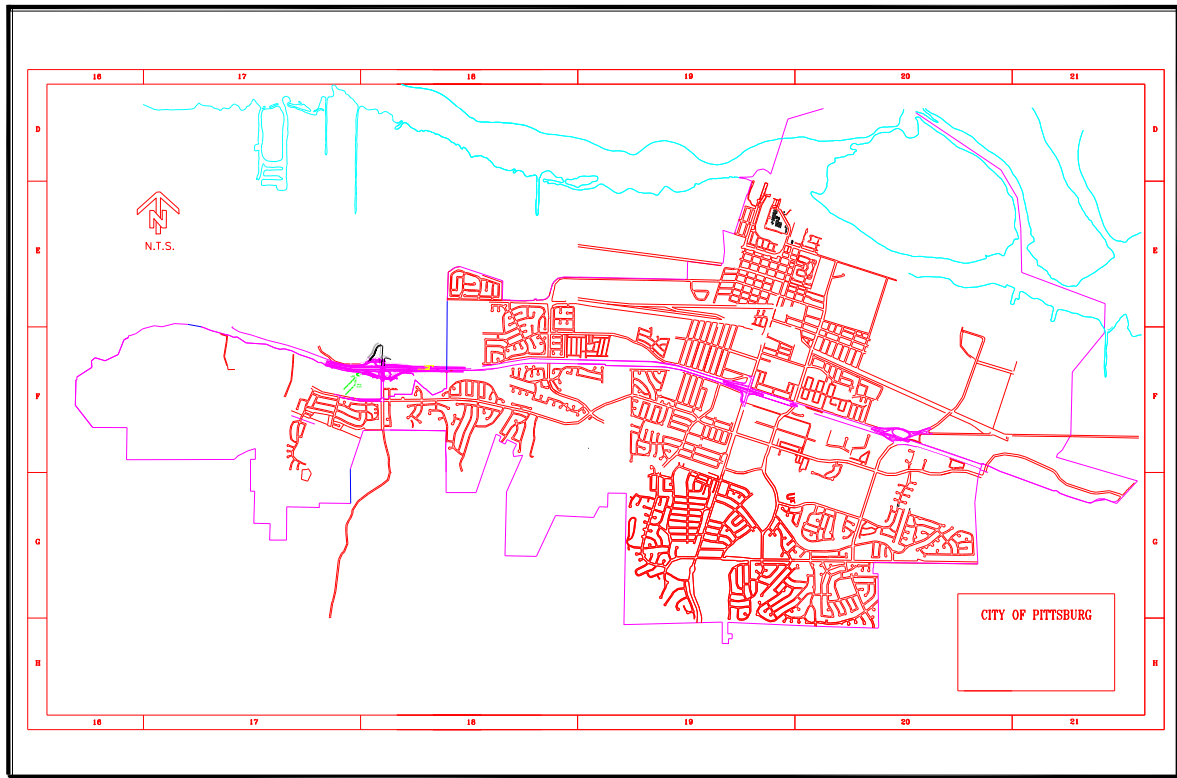
Estimated Project Cost:
\$112,410

Project Limits:
Various Locations Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: \$112,410 SOF

Project Description:

Project is for inspecting sewers throughout the City to determine replacement and rehabilitation needs for potential inclusion in future sewer replacement projects.



SS-2: FY 2022/23 SEWER REPLACEMENT PROGRAM

Project No.
TBD

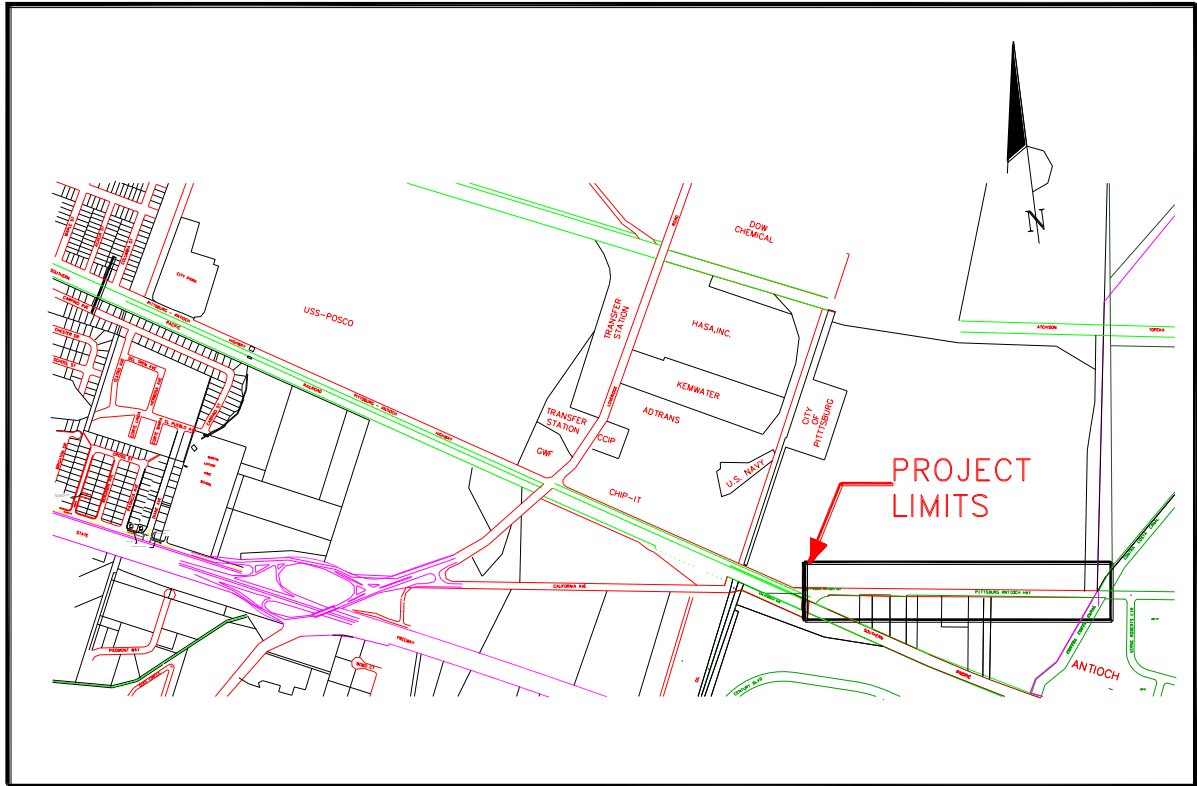
Status:
Projected Funding for FY21/22 & 22/23

Estimated Project Cost:
\$2,500,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations
Fund, WOF, WFR
Identified Funding Source: \$2,500,000 SOF

Project Description:
Project will replace sewer lines that are maintenance problems. Water funds are added for the replacement of water mains with this project.



SS-20: PITTSBURG/ANTIOCH HIGHWAY SEWER LINE IMPROVEMENTS

Project No.
TBD

Status:
Awaiting Property Owner
participation/Funding

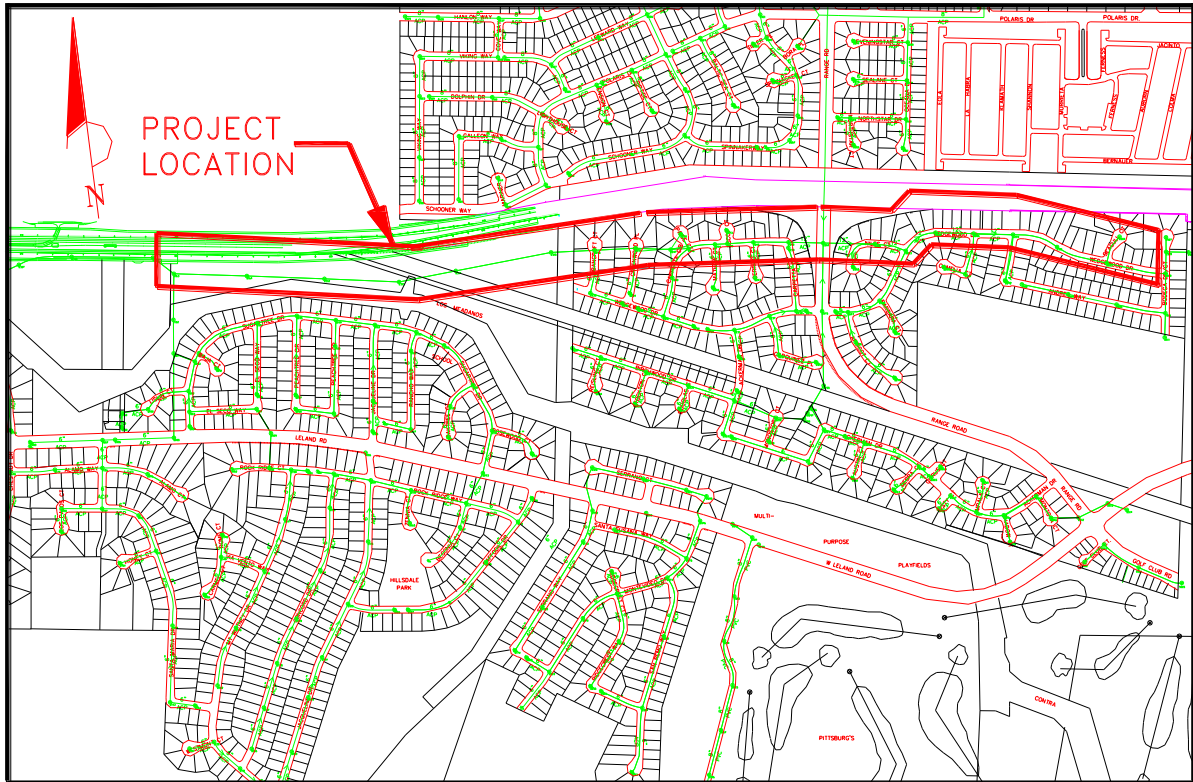
Estimated Project Cost:
\$605,000

Project Limits:
Pittsburg Antioch Highway from Delta Diablo
Sanitary District manhole to approximately
3200' west.

Funding Sources:
Eligible Funding Source: Developer/Sewer
Operations Fund
Identified Funding Source: None

Project Description:

This project will provide for the installation of approximately 3200 lf of 10" sewer line and laterals to connect to Delta Diablo Sanitary District manhole.



SS-23: HIGHWAY 4 TRUNK LINE RELIEF (Segment A)

Project No.

2007-09

Status:

Awaiting funds

Estimated Project Cost:

\$3,404,000

Project Limits:

From east of Bailey Road to PG&E easement

Operation and Maintenance

\$0/year

Funding Sources:

Eligible Funding Source: Sewer Facility

Reserve Fund

Identified Funding Source: \$200,000 SFR

Project Description:

This project is the easterly segment (7,000 ft.) of the Highway 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development.



SS-24: BART SPECIFIC PLAN SEWER MAIN

Project No.
TBD

Status:
Awaiting funding.

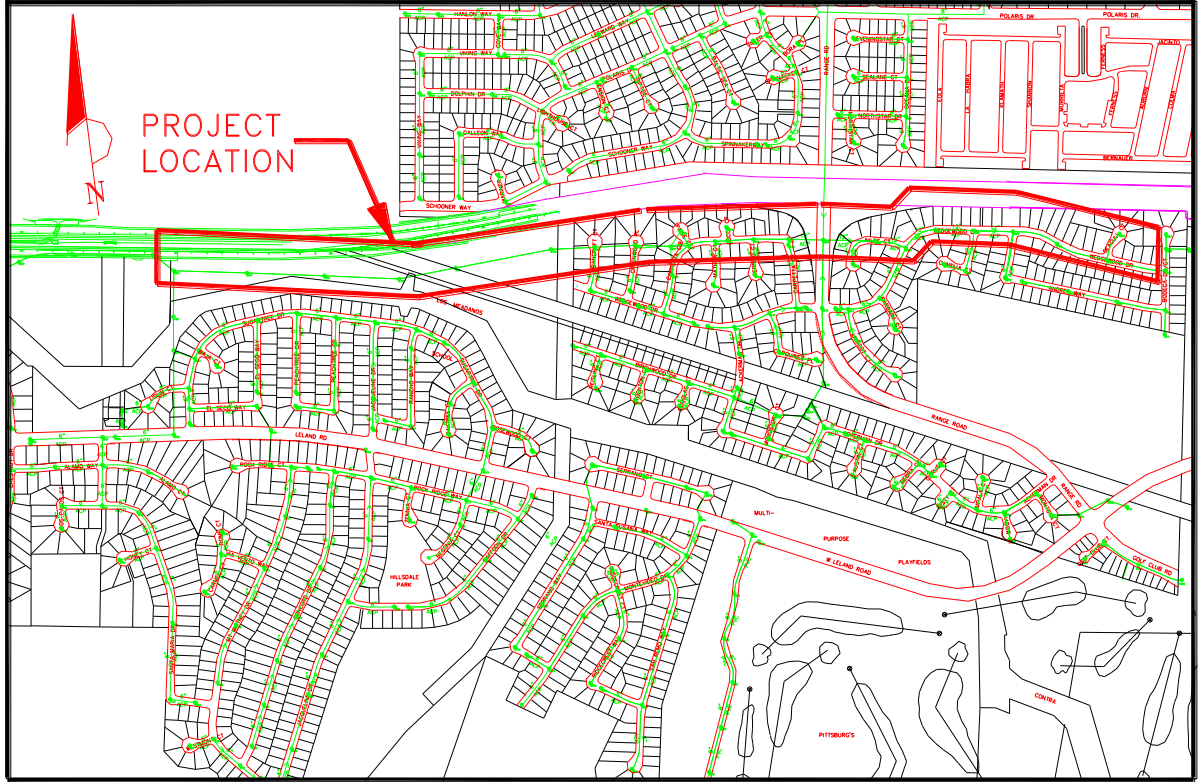
Estimated Project Cost:
\$284,000

Project Limits:
Bailey Road Bart Station Area

Funding Sources:
Eligible Funding Source: Sewer Facility
Reserve Fund
Identified Funding Source: None

Project Description:

This project is contingent on development north of West Leland Road, west of Bailey Road. This project will construct a parallel 8" pipe parallel to Highway 4 on the south side and will be approximately 1000' long to improve capacity for future development.



SS-29: HIGHWAY 4 TRUNK LINE RELIEF (Segment B)

Project No.

Status:

Awaiting funds.

Estimated Project Cost:

\$1,554,000

Project Limits:

From Bailey Road to east.

Operation and Maintenance

\$0/year

Funding Sources:

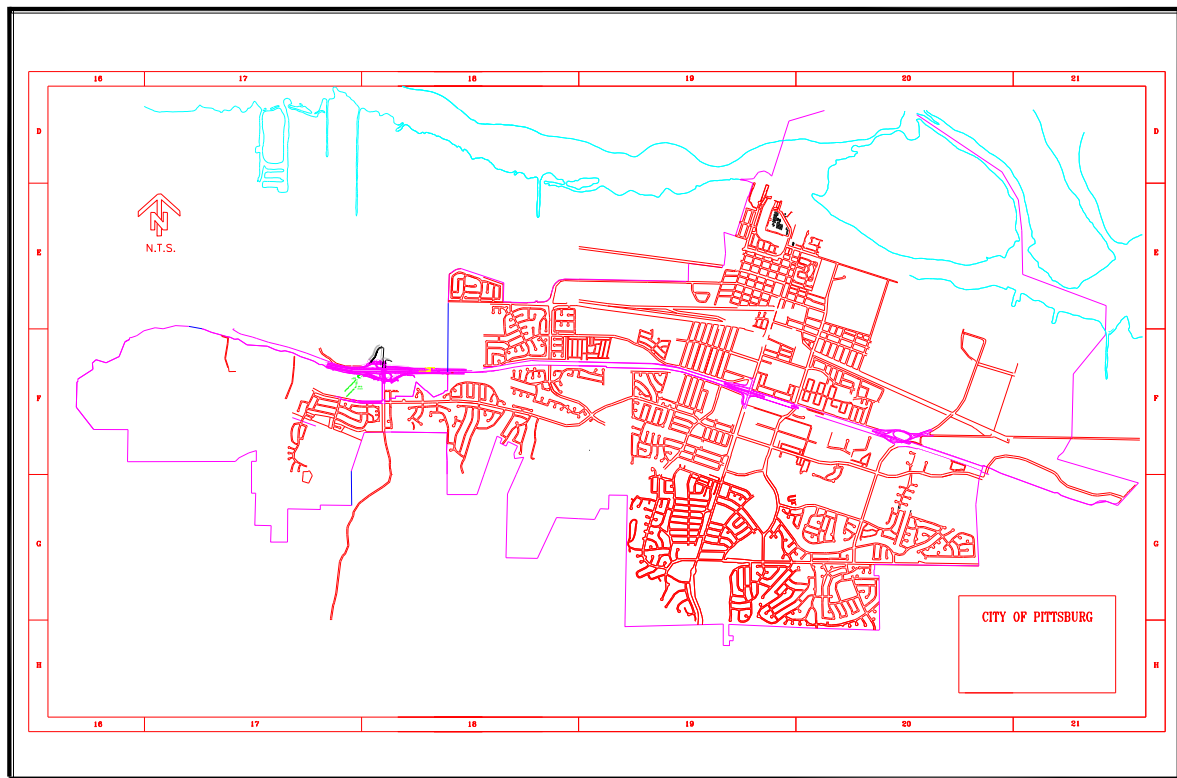
Eligible Funding Source: Sewer Facility

Reserve Fund

Identified Funding Source: Developer Fees

Project Description:

This project is the western segment (2,500 ft.) of the Highway 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development.



SS-30: FY 2014/15 SEWER REPLACEMENT PROGRAM

Project No.
2012-15

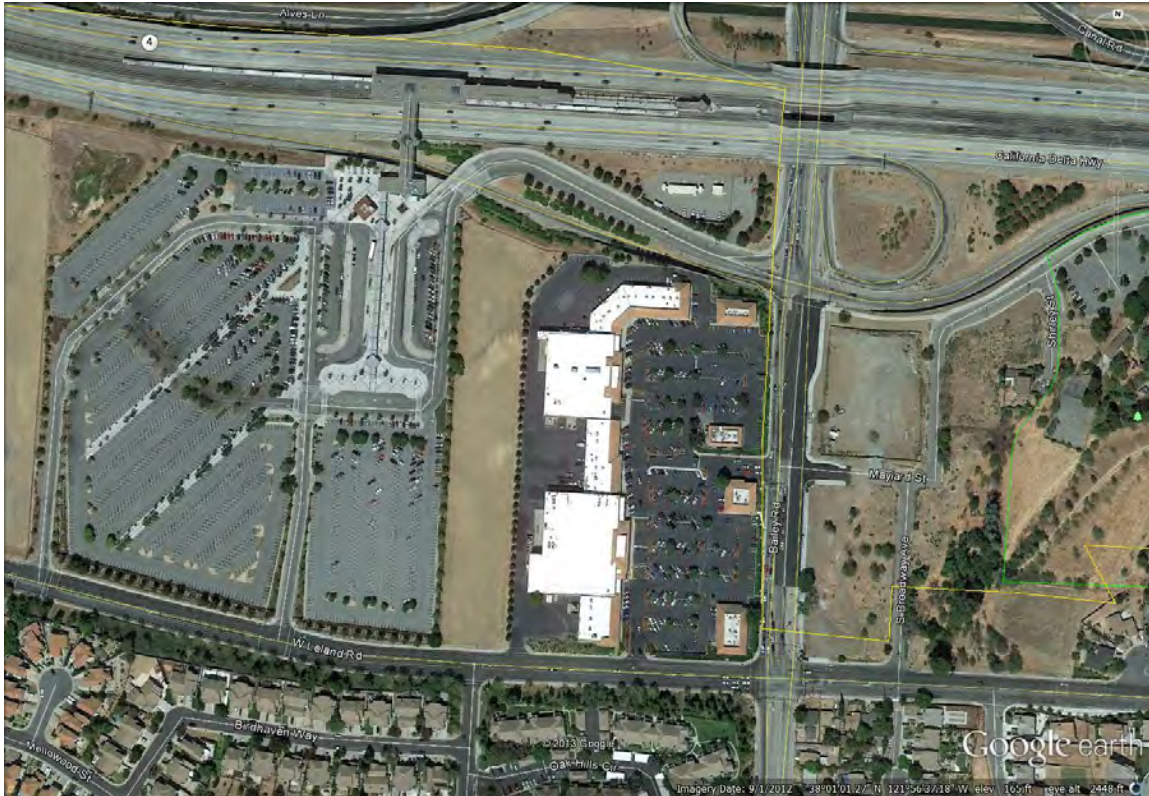
Status:
In design

Estimated Project Cost:
\$10,000,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations
Fund, WOF, WFR
Identified Funding Source: \$8,300,000 SOF,
\$950,000 WOF, \$750,000 WFR

Project Description:
Project will replace sewer lines that are maintenance problems. Water funds are added for the replacement of water mains with this project.



SS-31: OAK HILLS CENTER SEWER MAIN

Project No.

TBD

Status:

Awaiting funding and development.

Estimated Project Cost:

\$650,000

Project Limits:

Behind Oak Hills Center adjacent to Bailey Road

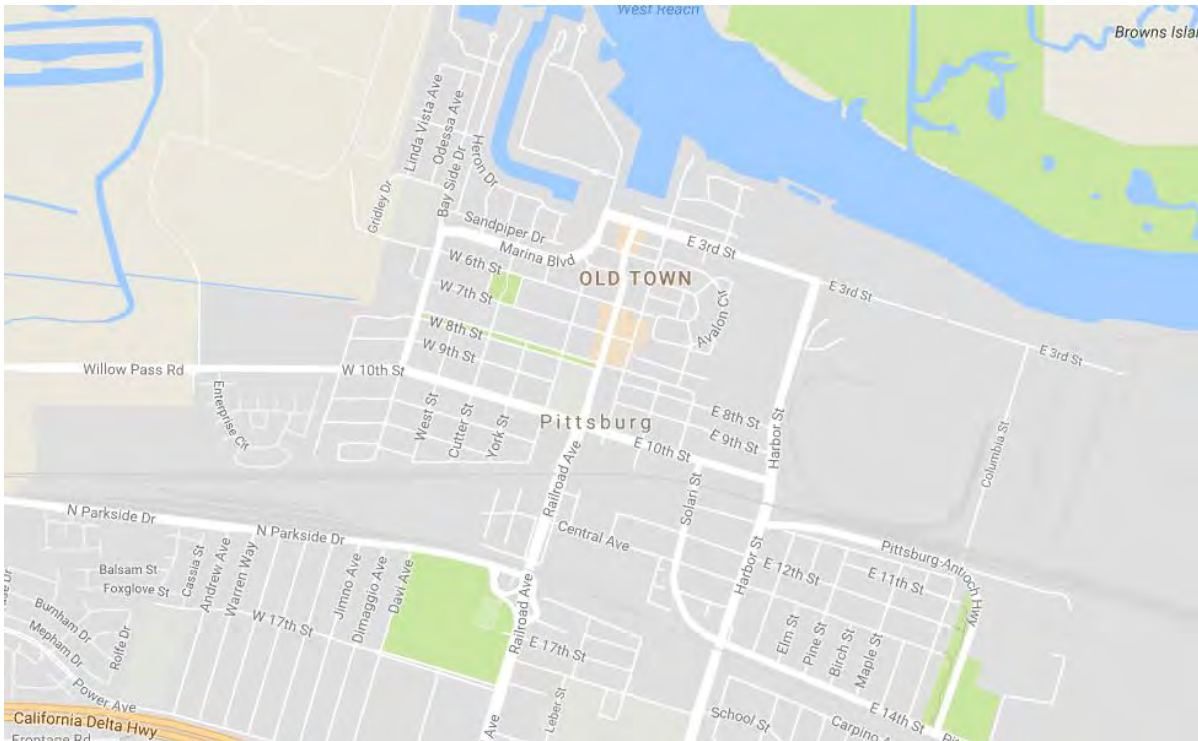
Funding Sources:

Eligible Funding Source: Sewer Facility Reserve Fund

Identified Funding Source: None

Project Description:

This project is contingent on future development. It will increase capacity of the existing 1,300 foot long 6" sewer by pipe bursting to an 8" diameter sewer. The exact alignment of the pipe will be determined through design.



SS-34: 2016/17 SEWER/WATER REPLACEMENT AND REHABILITATION

Project No.
5205

Status:
In design

Estimated Project Cost:
\$11,627,500

Project Limits:
North of School Street between Harbor Street and Railroad Avenue, Willow Pass Road, and Bayside Knolls Subdivision

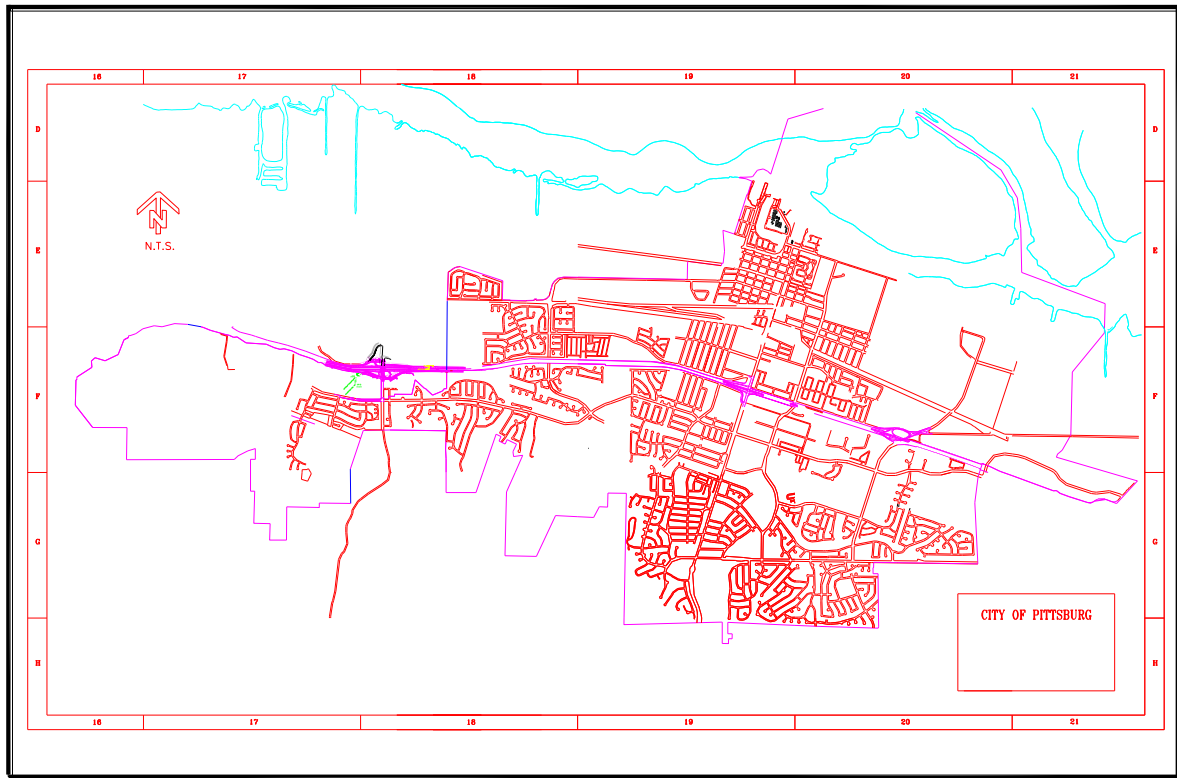
Funding Sources:

Eligible Funding Source: Sewer Operating (SOF), Sewer Facility Reserves (SFR), Water Operations (WOF), Water Facility Reserves (WFR), Water Bond (WBond)

Identified Funding Source: \$4,850,000 SOF
\$460,000 SFR, \$5,300,000 WOF, \$77,500 WFR 503,
\$940,000 Wbond

Project Description:

Project will replace sewer and water mains that are maintenance problems. The bulk of this project will be the neighborhood north of School Street. Other areas include Willow Pass Road and Bayside Knolls Subdivision. This project will be funded with water funds to replace water mains in Schools Street area.



SS-36: FY 2020/21 SEWER REPLACEMENT PROGRAM

Project No.
TBD

Status:
Projected Funding for FY 19/20 & FY 20/21

Estimated Project Cost:
\$3,500,000

Project Limits:
To be determined

Operation and Maintenance
\$0/year

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: \$2,500,000 SOF

Project Description:
Project will replace older sewer mains and laterals lines in the core (central) portions of the City that have higher maintenance and lower reliability.

STORM DRAIN PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



SD-1: SUGARTREE CHANNEL (Contra Costa Canal to East Bay Municipal Utility District)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$675,000

Project Limits:

Storm drain channel from Contra Costa Canal to EBMUD corridor

Funding Sources:

Eligible Funding Source: Potential FEMA grant

Identified Funding Source: None

Project Description:

This project is to excavate and widen a channel that has become severely silted up and overgrown with willow trees. This area has become a bottleneck for storm water flows. The restricted flow has caused flooding on Sugartree Drive during major storm events. Staff is preparing a grant request from FEMA to assist with funding.



SD-3: FULL TRASH CAPTURE DEVICE (CALIFORNIA AVENUE AND LOVERIDGE ROAD)

Project No.

Status: Not Funded

Estimated Project Cost:
\$250,000

Project Limits: South eastern corner of
Loveridge Road and California Avenue

Operation and Maintenance
Minimum of twice per year
or as required.

Funding Sources:
Grants

Project Description:

This project involves installation of 50 linear feet of 36" Storm Flo Full Trash Capture screens, concrete foundation and overflow weir.

Installation of this device will help the City meet its required trash generation load reduction goals by capturing trash generated from approximately 90 acres of high and medium generation areas.



SD-5: W. 8th STREET STORM DRAIN PUMP STATION

Project No.

Status: Not Funded

Estimated Project Cost:
\$ 180,000

Project Limits: End of box culvert north of the
end of W. 8th Street

Operation and Maintenance

Funding Sources: IRRF
Identified Funding:

Project Description:

This project will install a dewatering pump to remove standing water in the box culvert north of W. 8th Street. Removal of the water will reduce silt buildup in the box culvert and prevent standing water in the box culvert on W. 8th Street which currently remains full of water year round since it is tied to the box culvert by a 12" storm drain pipe.



SD-6 STORM WATER DIVERSION FOR KIRKER CREEK EAST OF LOVERIDGE ROAD

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$1,250,000

Project Limits:
(Project is from intersection of East California Ave. and Loveridge Rd. to Kirker Creek Channel along Pittsburg Antioch Hwy.)

Funding Sources
Eligible Funding Sources: Kirker Creek Fund
Identified Funding: TBD

Project Description:

To construct an overflow storm drain line to accept additional storm water capacity in a line that was constructed with Highway 4 widening from an existing 25 year storm to a 50 year storm



SD-7: WEST LELAND ROAD STORM DRAIN IMPROVEMENTS (CRESTVIEW DRIVE TO BURTON AVENUE)

Project No.
TBD

Status:
unfunded

Estimated Project Cost:
\$680,000

Project Limits:
South west corner of Crestview Dr and West Leland Rd to Burton Ave.

Funding Sources
Identified Funding: none

Project Description:

Construct new storm drain pipeline with inlets to prevent street flooding. Pipeline will begin with inlets located at the south west corner of Crestview Drive and West Leland Road.



SD-8 STORM DRAIN REPAIR PROJECT (2 LOCATIONS)

Project No.
TBD

Status:
Deficiencies Identified.

Estimated Project Cost:
\$275,000

Project Limits:
Location 1 - Buchanan Road East of Harbor Street
Location 2 - W Leland Road at John Henry
Johnson Drive

Funding Sources
Eligible Funding Sources: IRRF, Measure J, Gas
Tax
Identified Funding: (

Project Description:

Significant settlement is occurring at Buchanan Road east of Harbor Street and at W Leland Road near John Henry Johnson Drive where existing storm drain pipes cross the road. CCTV had identified deficiencies in the storm drain pipe at the Buchanan Road location and the exact cause of the settlement at W Leland is unknown at this time. Work will include investigation, design and construction for the replacement and/or in-place repair of existing storm drain piping and repair to the roadway surface to correct the settled areas and prevent future settlement.



SD-9: AMERICANA PARK STORM DRAINAGE PROJECT

Project No.
2009-01

Status:
Design underway.

Estimated Project Cost:
\$700,000

Project Limits:
Polaris Drive to Parkside Drive

Funding Sources:
Eligible Funding Source: RDA/Kirker Creek Improvement Fund
Identified Funding Source: \$120,000 FRDA
\$580,000 IRRF, Potential FEMA grant to offset costs

Project Description:

This project will reduce overflows onto North Parkside Drive from the undersized detention pond at Americana Park by constructing a drainage channel across the PG&E utility corridor. Project requires obtaining an easement from PG&E.



SD-10: KIRKER CREEK IMPROVEMENT (Loveridge Road to DOW)

Project No.

Status:

Awaiting funding

Estimated Project Cost:

\$1,210,000

Project Limits:

Kirker Creek East of Loveridge Road

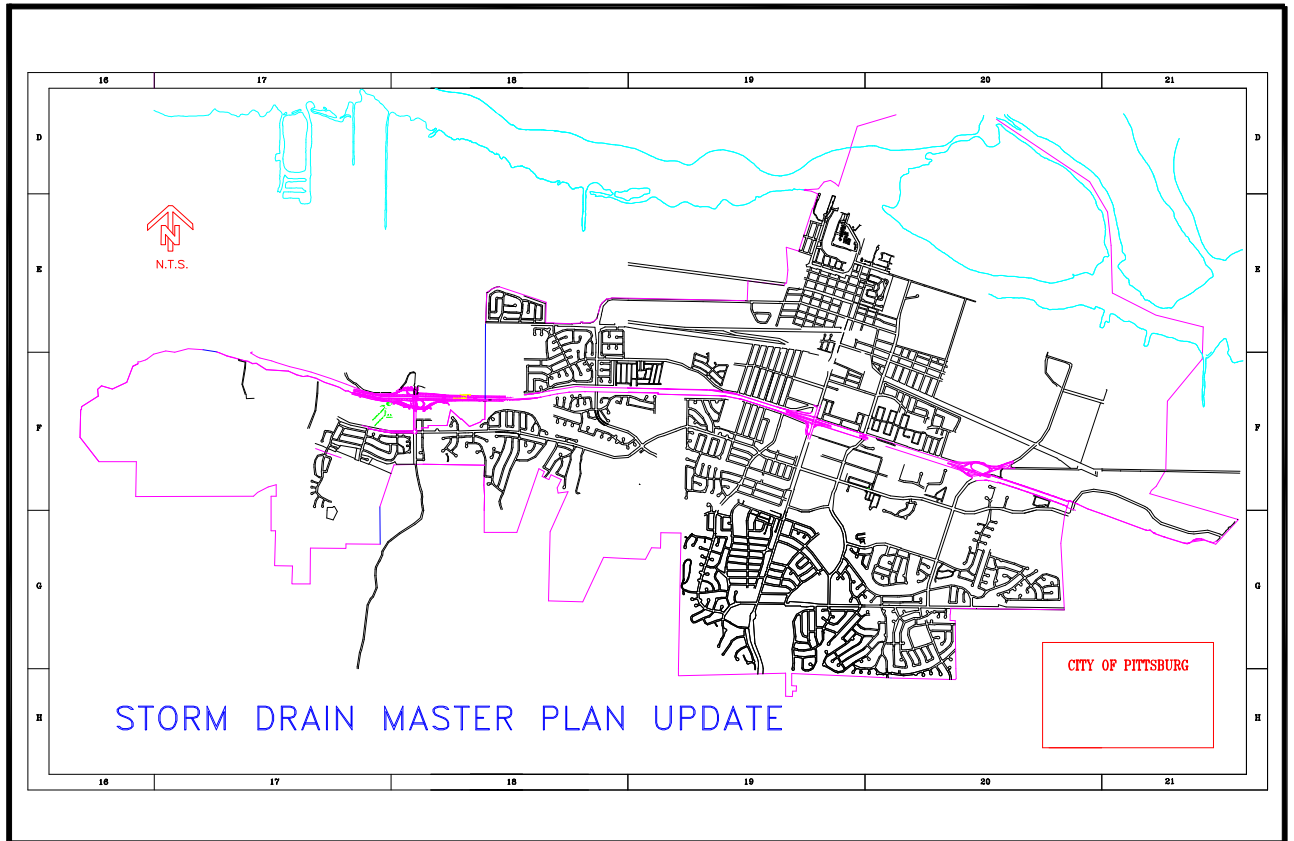
Funding Sources:

Eligible Funding Source: Kirker Creek Improvement Fund

Identified Funding Source: None

Project Description:

This project included planning, design and construction of improvements to prevent flooding along Kirker Creek north of the Pittsburg Antioch Hwy. This project includes improving the underside pipes, culverts and channels along Kirker Creek from Loveridge Road to DOW Chemical.



SD-11: STORM DRAIN MASTER PLAN UPDATE

Project No.

Status:

Awaiting funding.

Estimated Project Cost:

\$400,000

Project Limits:

Citywide

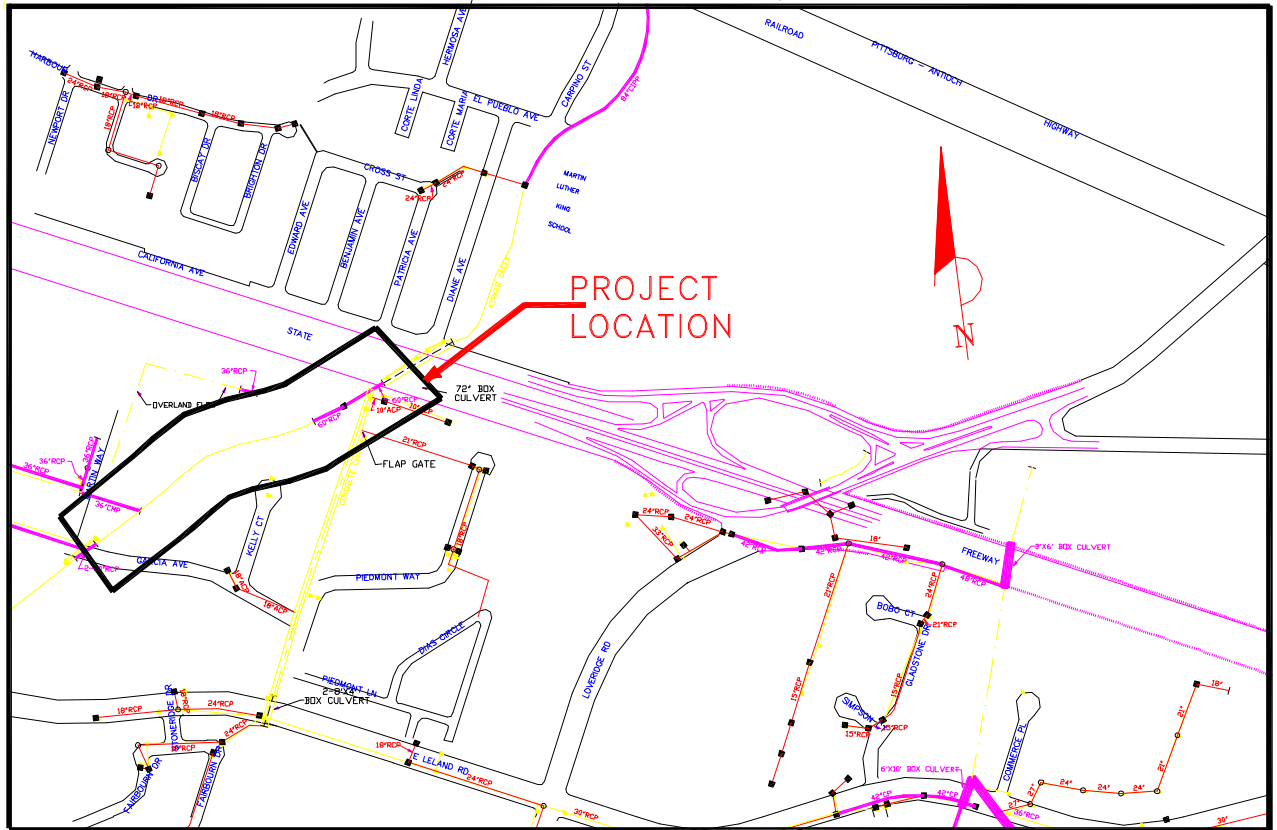
Funding Sources:

Eligible Funding Source: Kirker Creek
Improvement Fund

Identified Funding Source: \$100,000 Kirker
Creek Improvement Fund,

Project Description:

Phase Seven of the Stormwater Management Plan was completed in July 1999. This project will update the Master Plan to ensure adequate capacity in the City's storm drainage system now and in future years.



SD-12: KIRKER CREEK WATERSHED (Hwy. 4 to Garcia Avenue)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$1,125,000

Project Limits:

Kirker Creek from Hwy. 4 to Garcia Avenue

Funding Sources:

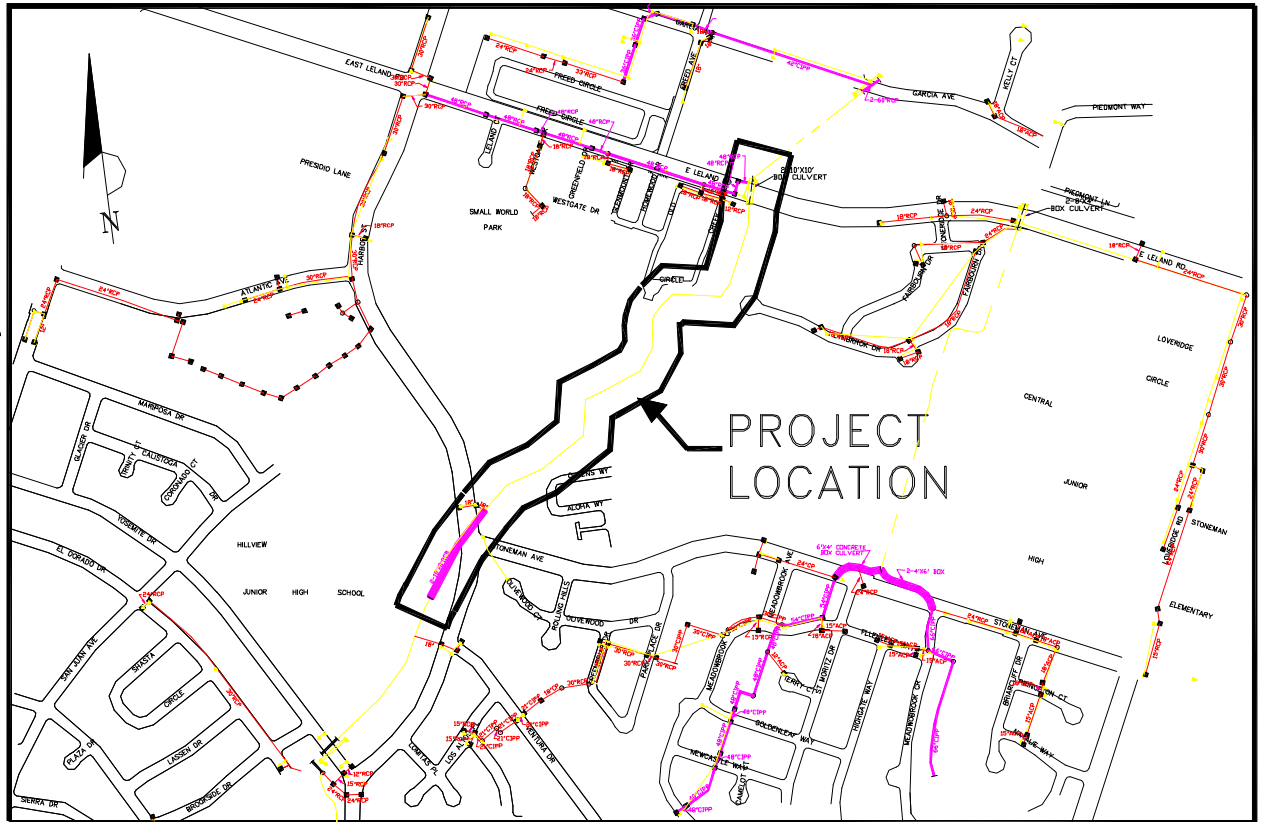
Eligible Funding Source: Kirker Creek

Impervious Surface Drainage Fee

Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, and channels from Hwy 4 to Garcia Avenue. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8043, 8045, 8047, 8048, and 8049. This project includes 955' of channel improvements and 260' of pipe improvements.



SD-13: KIRKER CREEK WATERSHED (East Leland Road to Contra Costa Canal)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$395,000

Project Limits:

Kirker Creek from East Leland Rd to just south of Stoneman Avenue

Funding Sources:

Eligible Funding Source: Kirker Creek

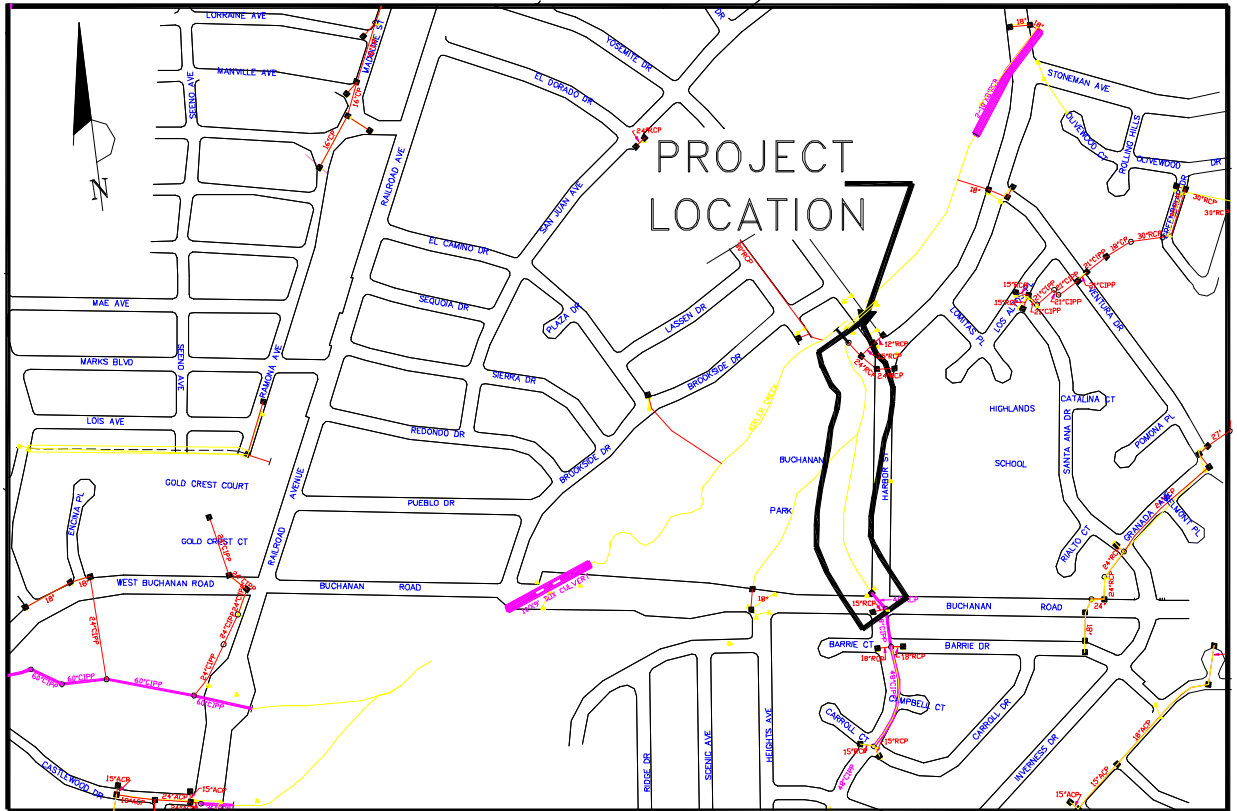
Impervious Surface Drainage Fee

Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, and culverts from East Leland Road to the Contra Costa Canal. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8053, 8057, 8061, and 8067.

This project includes 147' of culvert improvements and 478' of pipe improvements.



SD-14: KIRKER CREEK WATERSHED (Contra Costa Canal to Buchanan Road)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$350,000

Project Limits:

Kirker Creek from Contra Costa Canal to Buchanan Road

Funding Sources:

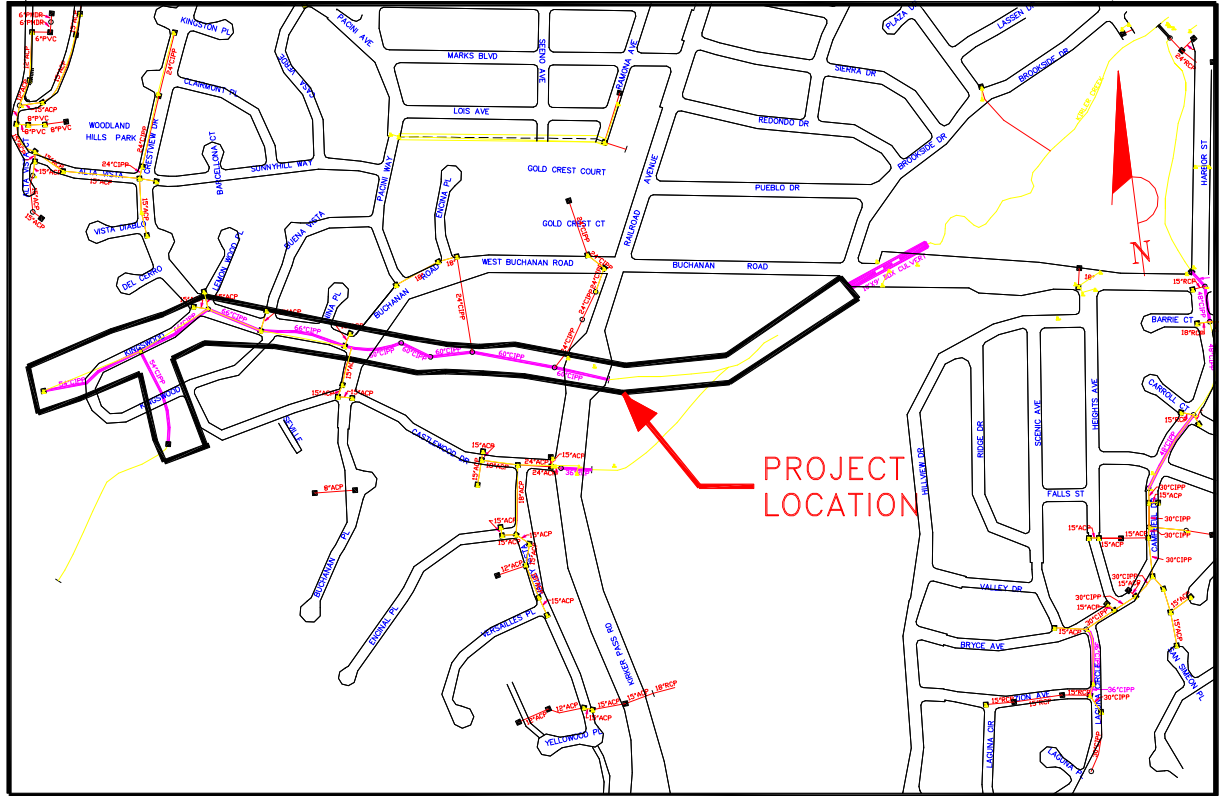
Eligible Funding Source: Kirker Creek

Impervious Service Drainage Fee

Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, and culverts from the Contra Costa Canal to Buchanan Road. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8071 and 8075. This project includes 425' of culvert improvements and 114' of pipe improvements.



SD-15: KIRKER CREEK WATERSHED (Buchanan Road to Kingswood)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$2,060,000

Project Limits:

Kirker Creek Watershed from Buchanan Road to Kingswood

Funding Sources:

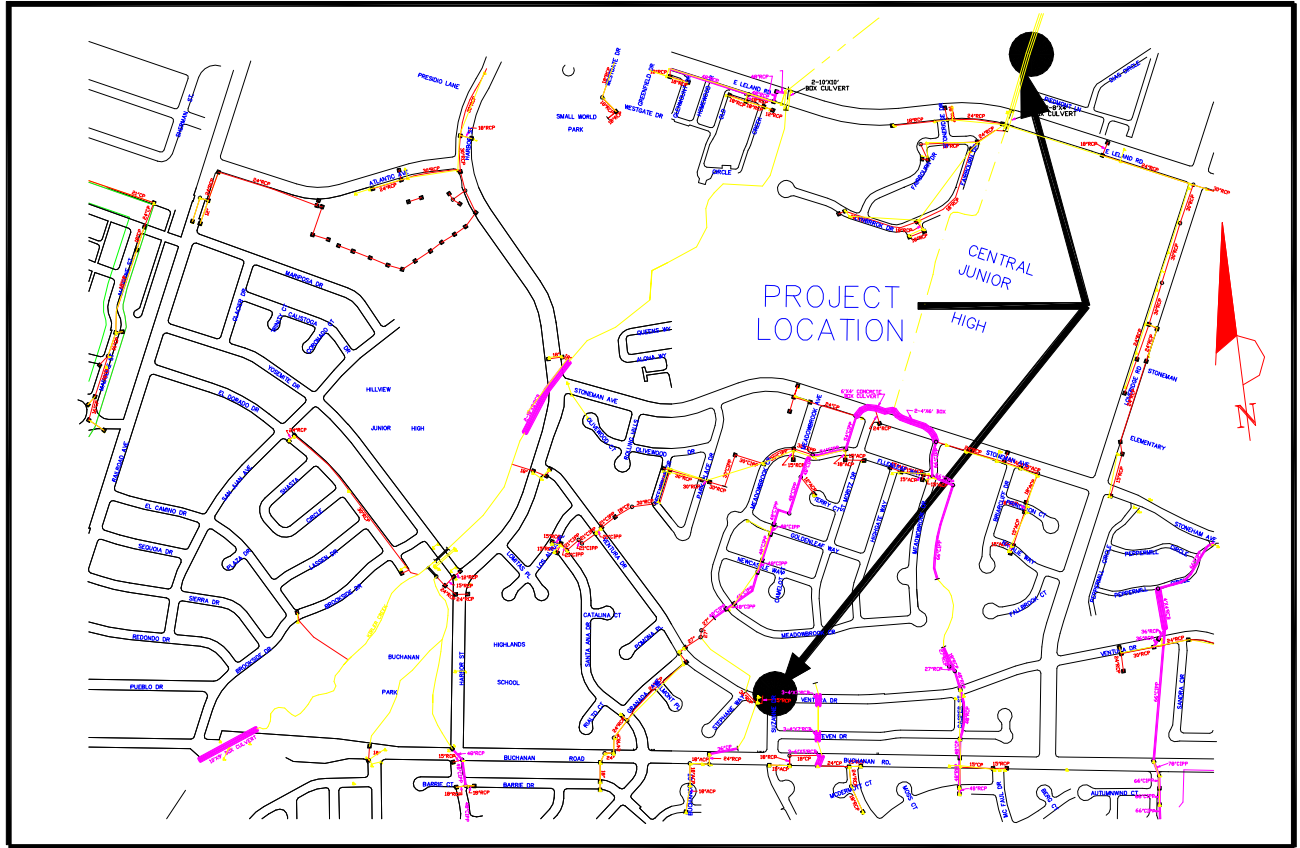
Eligible Funding Source: Kirker Creek

Impervious Surface Drainage Fee

Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, and channels from the Buchanan Road to Kingswood. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8077, 8083, 8085, and 8093. This project includes 412' of channel improvements and 2,794' of pipe improvements.



SD-16: KIRKER CREEK WATERSHED IMPROVEMENTS (Ventura Drive, Piedmont Way and Loveridge Road)

Project No.

Status:

Awaiting funding/Evaluating needs

Estimated Project Cost:
\$140,000

Project Limits:

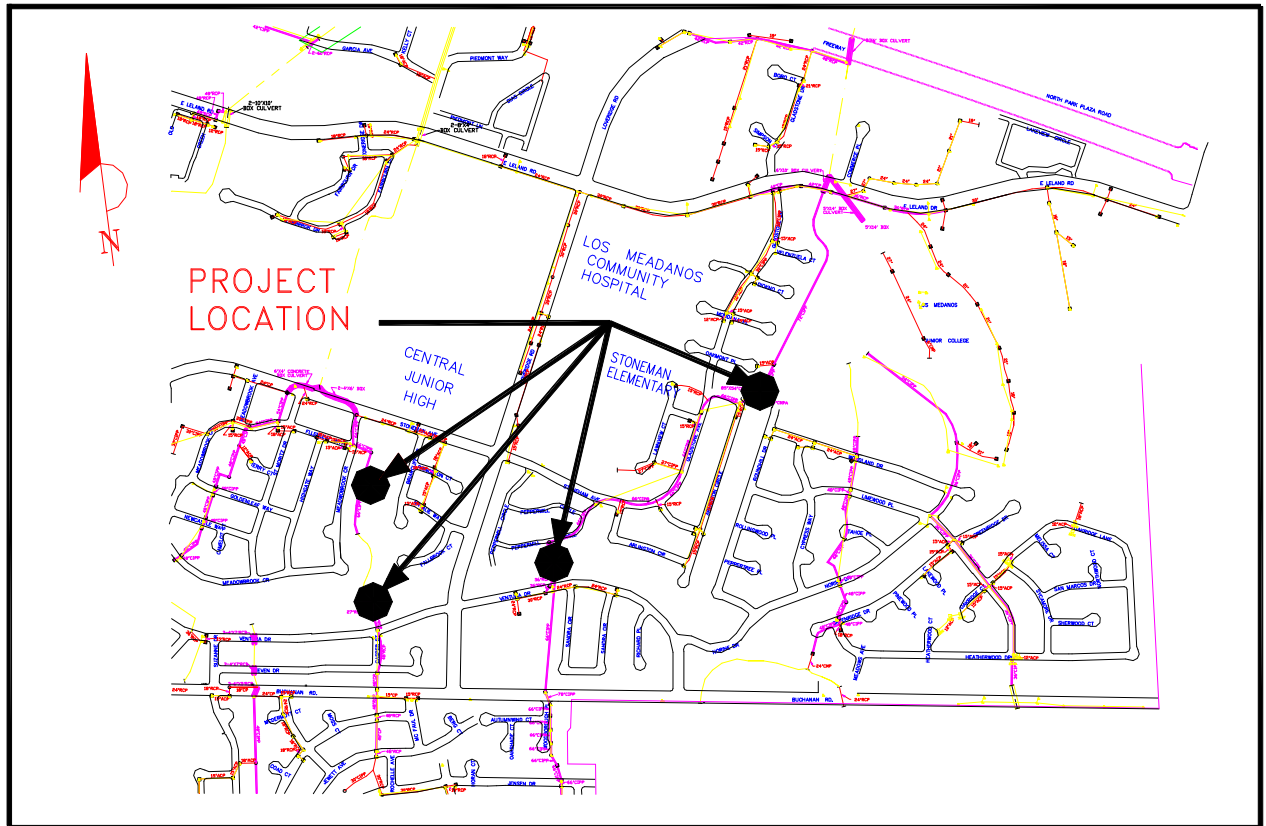
Kirker Creek from Ventura Drive, Piedmont Way and Loveridge Road

Funding Sources:

Eligible Funding Source: Kirker Creek
Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:

This project will improve the undersized pipes near Ventura Drive, Piedmont Way and Loveridge Road. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8161, 8189, and 8227. This project includes 212' of pipe improvements.



SD-17: KIRKER CREEK WATERSHED (Stoneman Avenue/Contra Costa Canal)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$1,005,000

Project Limits:

Kirker Creek Watershed near Stoneman Avenue and the Contra Costa Canal.

Funding Sources:

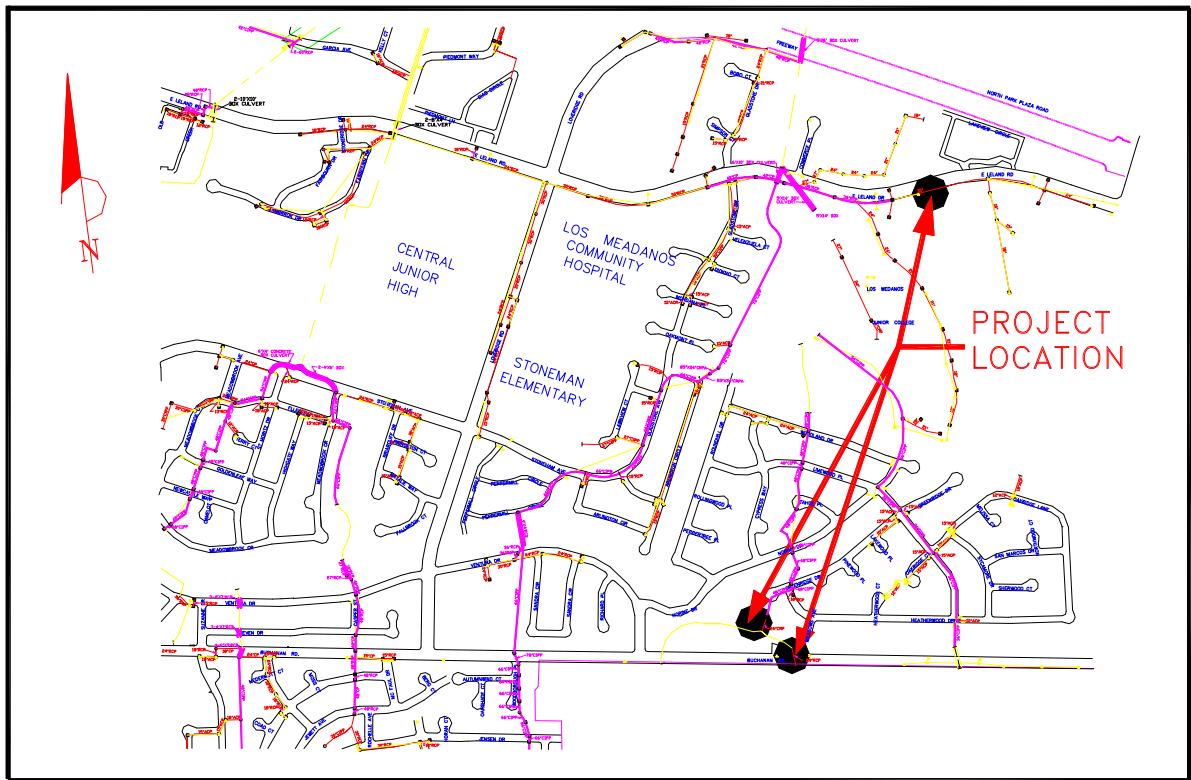
Eligible Funding Source: Kirker Creek

Impervious Surface Drainage Fee

Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, and culverts in the area of Stoneman Avenue and the Contra Costa Canal. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8179, 8183, 8240, and 8243. This project includes 265' of culvert improvements and 1350' of pipe improvements.



SD-18: KIRKER CREEK WATERSHED (Los Medanos College and south to the Contra Costa Canal)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$635,000

Project Limits:

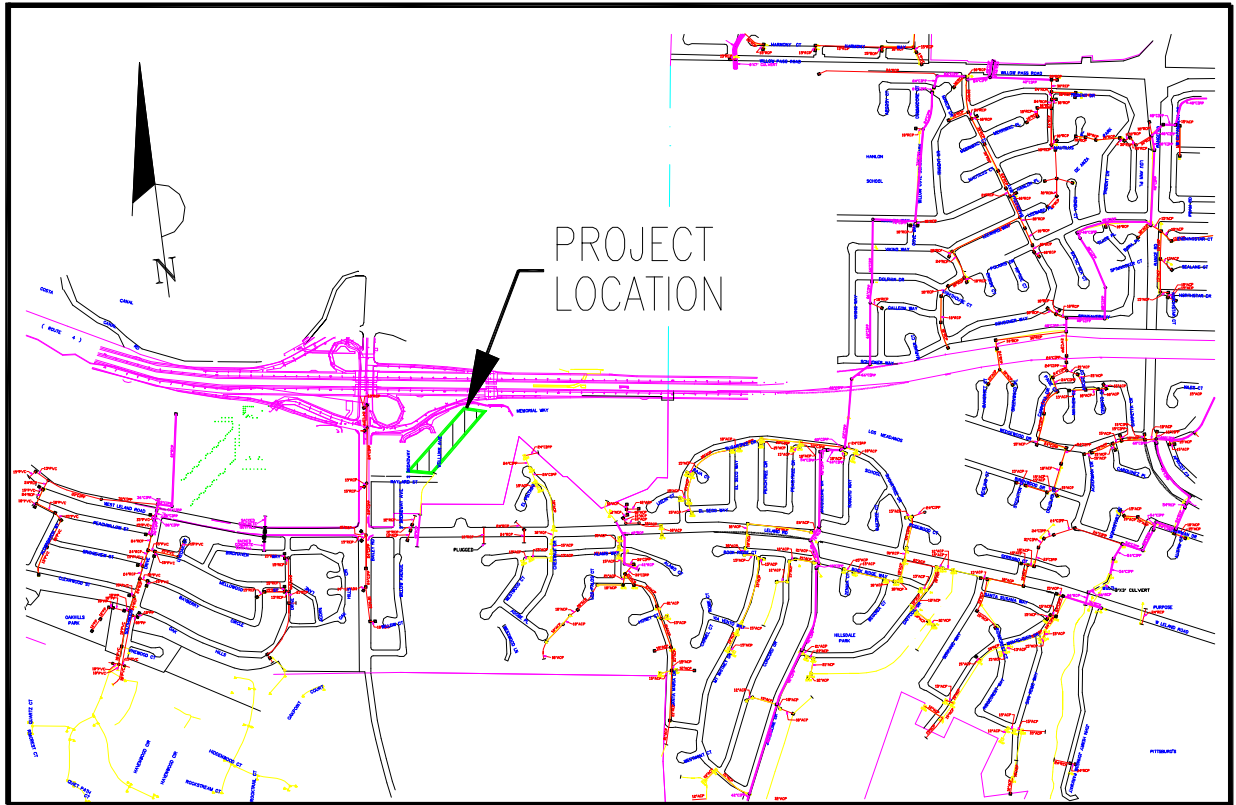
Kirker Creek Watershed in the vicinity of LMC and south

Funding Sources:

Eligible Funding Source: Kirker Creek
Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:

This project will improve all the undersized pipes, in the vicinity of Los Medanos College and south to the Contra Costa Canal. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8271, 8280, and 8289. This project includes 1010' of pipe improvements.



SD-19: LAWLOR CREEK WATERSHED (Hwy. 4 to West Leland Road)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$430,000

Project Limits:

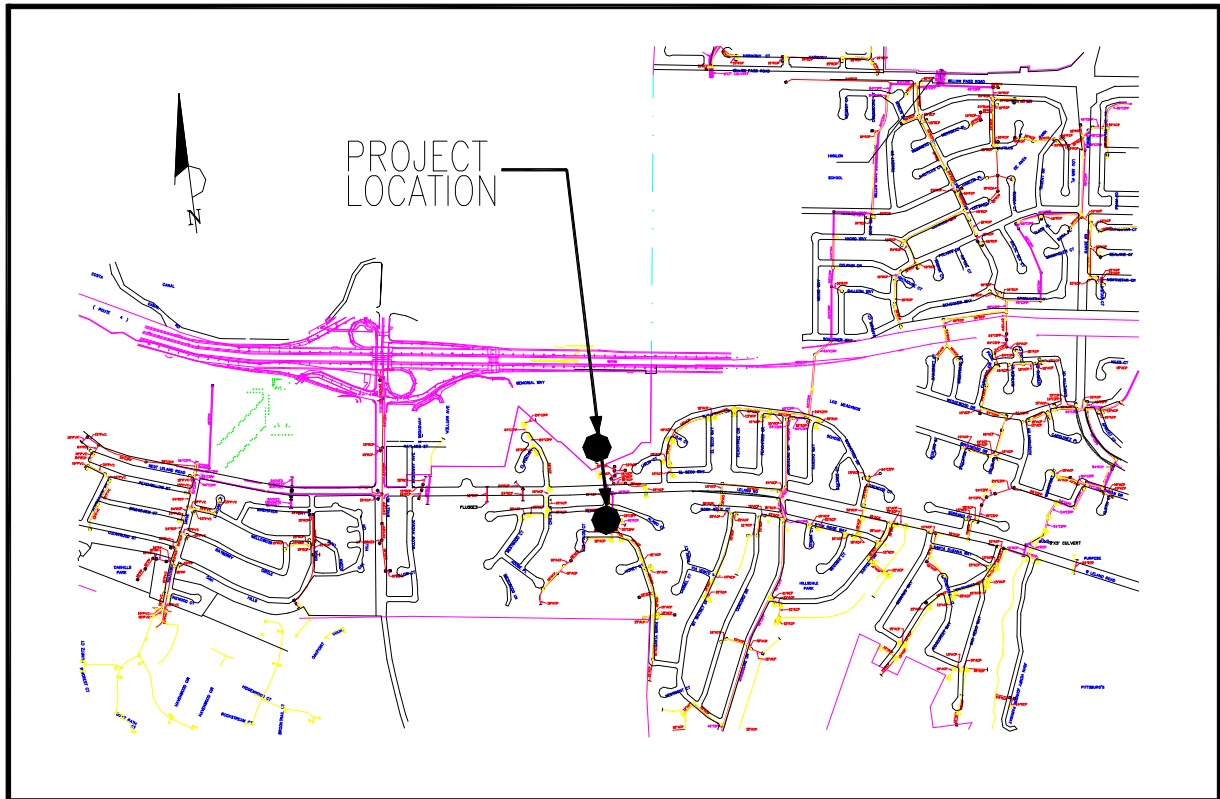
Lawlor Creek Watershed from Hwy. 4 to West Leland Road

Funding Sources:

Eligible Funding Source: TBD
Identified Funding Source

Project Description:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from Hwy 4 to West Leland Road. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 3039 and 3041. This project includes 986' of pipe improvements.



SD-20: LAWLOR CREEK WATERSHED (Contra Costa Canal to Santa Maria Drive)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$165,000

Project Limits:

Lawlor Creek watershed from Contra Costa Canal to Santa Maria Drive

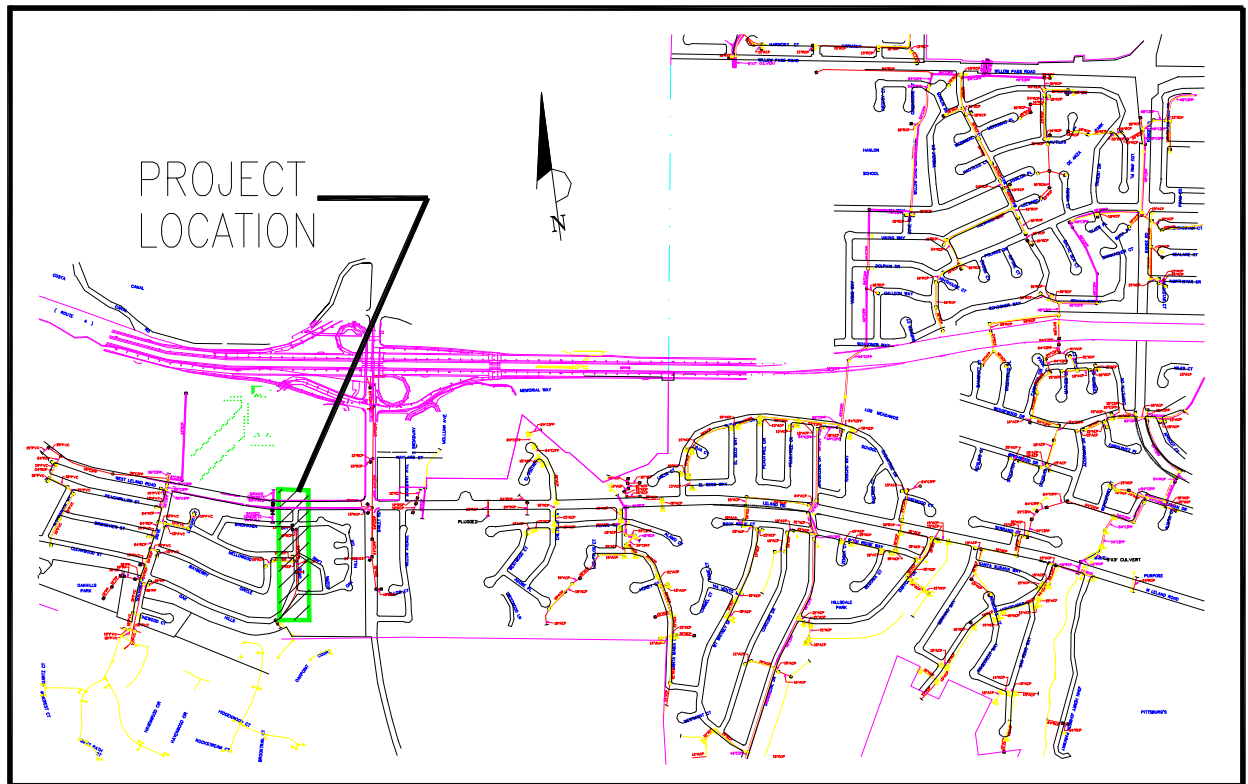
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 3083 and 3091. This project includes 363' of pipe improvements.



SD-21: LAWLOR CREEK WATERSHED (West Leland Road to Oakhills Circle)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$460,000

Project Limits:

Lawlor Creek Watershed from West Leland Road
to Oakhills Circle

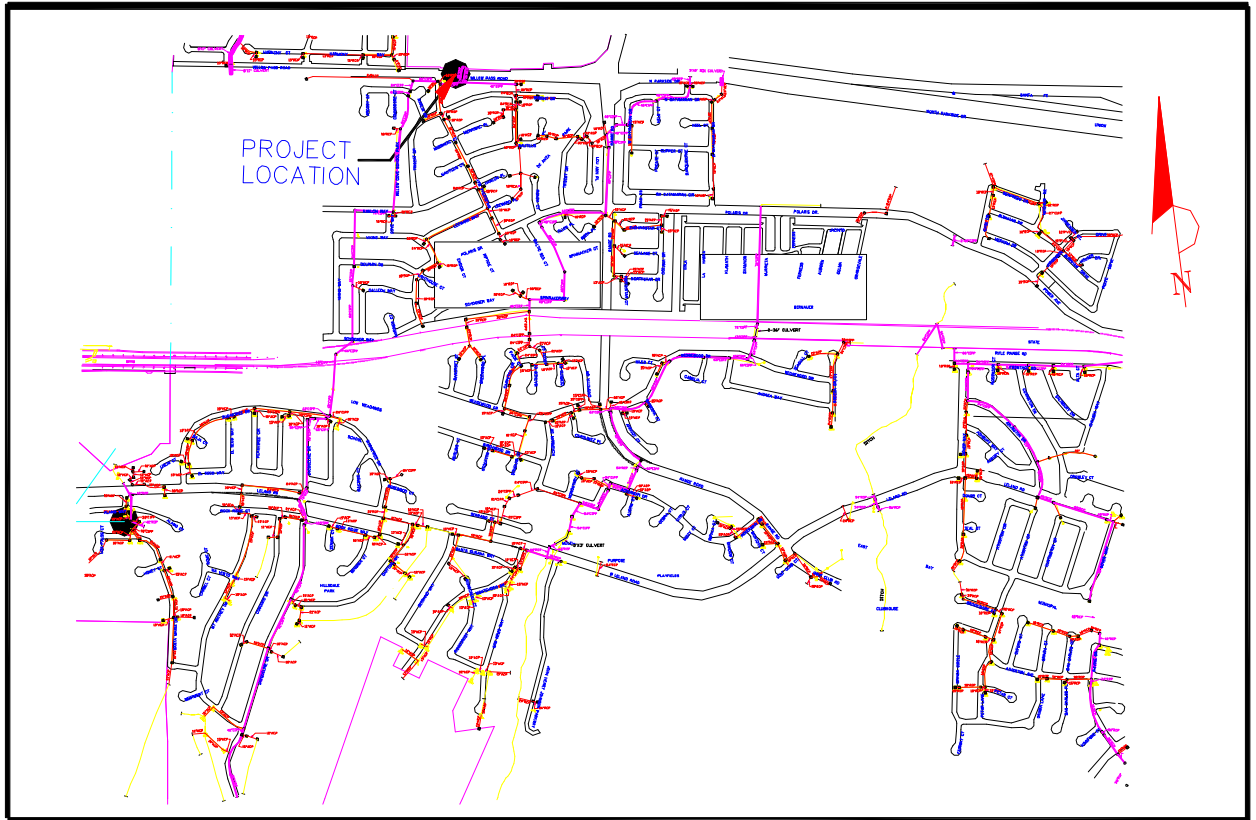
Funding Sources:

Eligible Funding Source:

Identified Funding Source: None

Project Description:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from West Leland Road to Oakhills Circle. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 3137 and 3138. This project includes 1058' of pipe improvements.



SD-22: WATERSHED 4 (Willow Pass Road to Contra Costa Canal)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$105,000

Project Limits:

Watershed 4 from Willow Pass Road to Contra Costa Canal

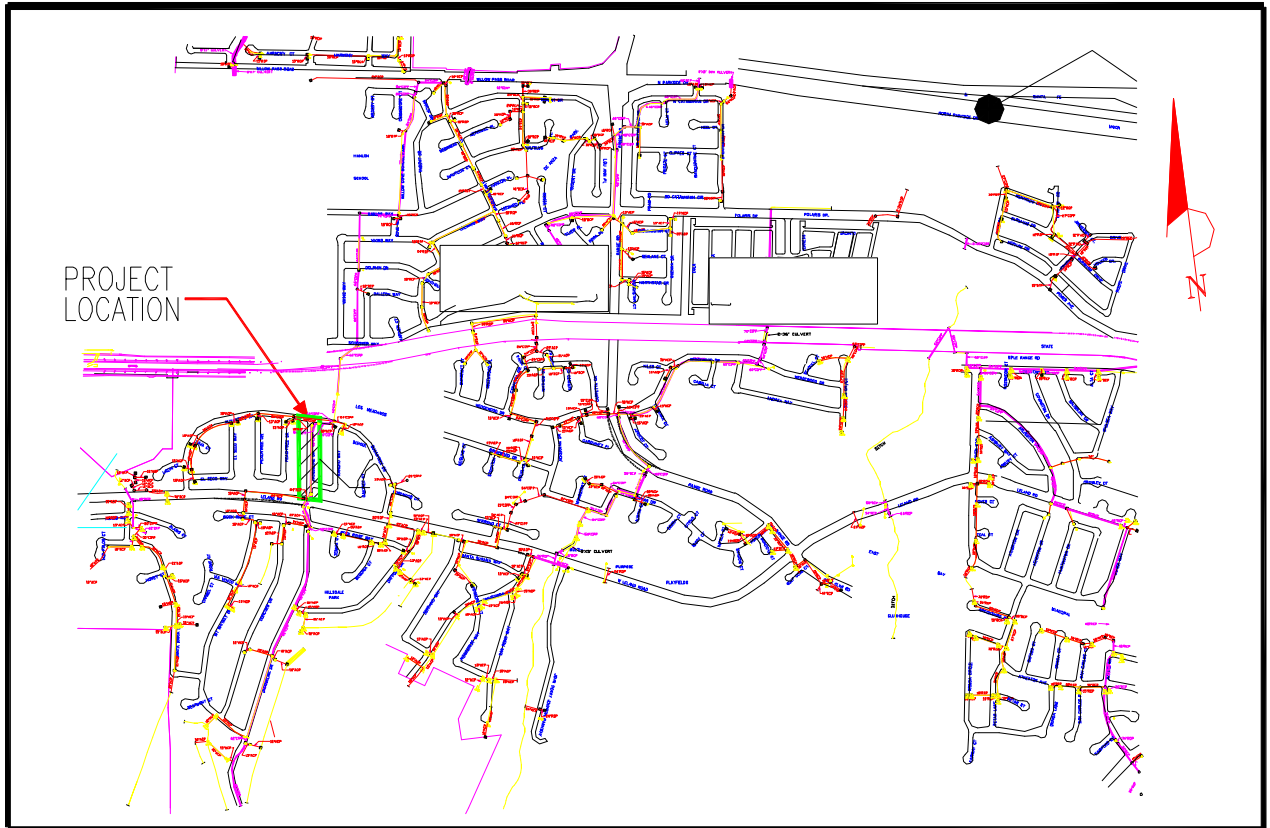
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Willow Pass Road to Contra Costa Canal. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 4017 and 4039. This project includes 392' of pipe improvements.



SD-23: WATERSHED 4 (West Leland Road to Sugartree Drive)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$195,000

Project Limits:

Watershed 4 from West Leland Road to Sugartree Drive

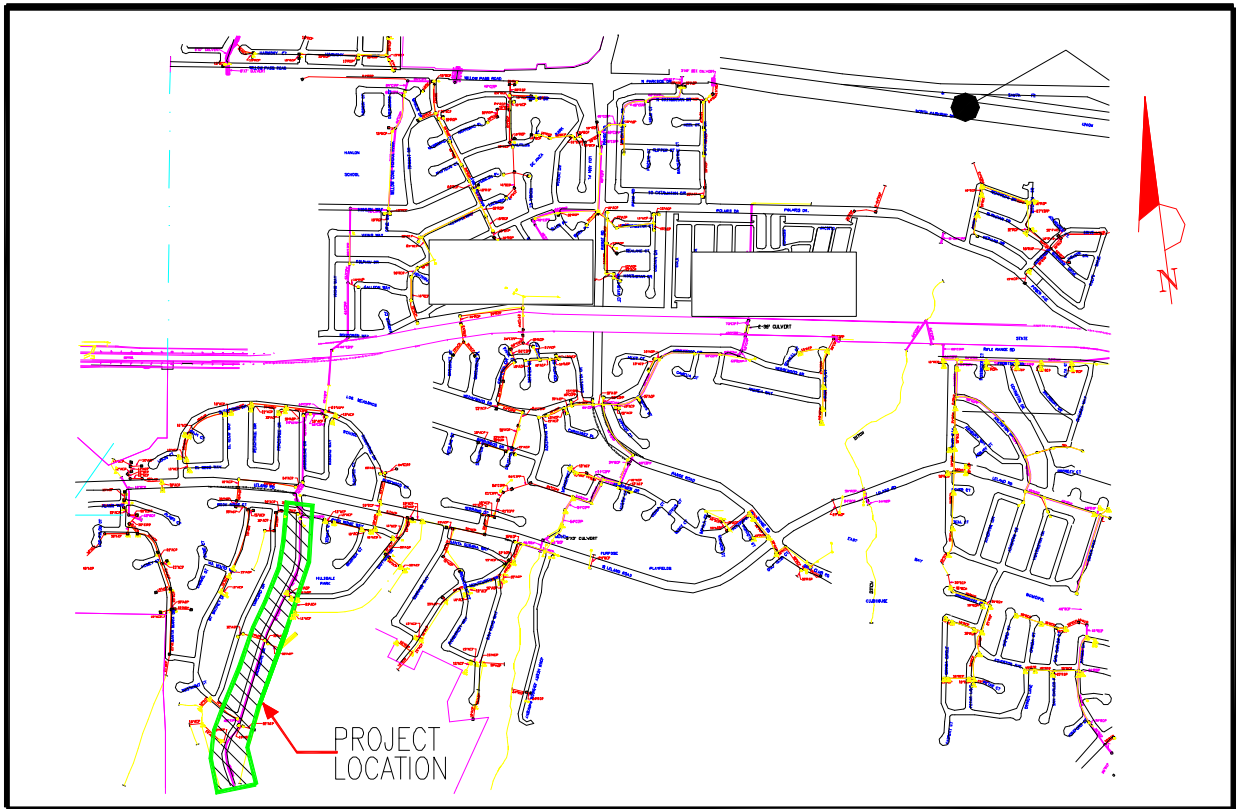
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from West Leland Road to Sugartree Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduit 4051. This project includes 802' of pipe improvements.



SD-24: WATERSHED 4 (Rock Ridge Way to Jacqueline Drive Terminus)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$670,000

Project Limits:

Rock Ridge Way to Jacqueline Drive

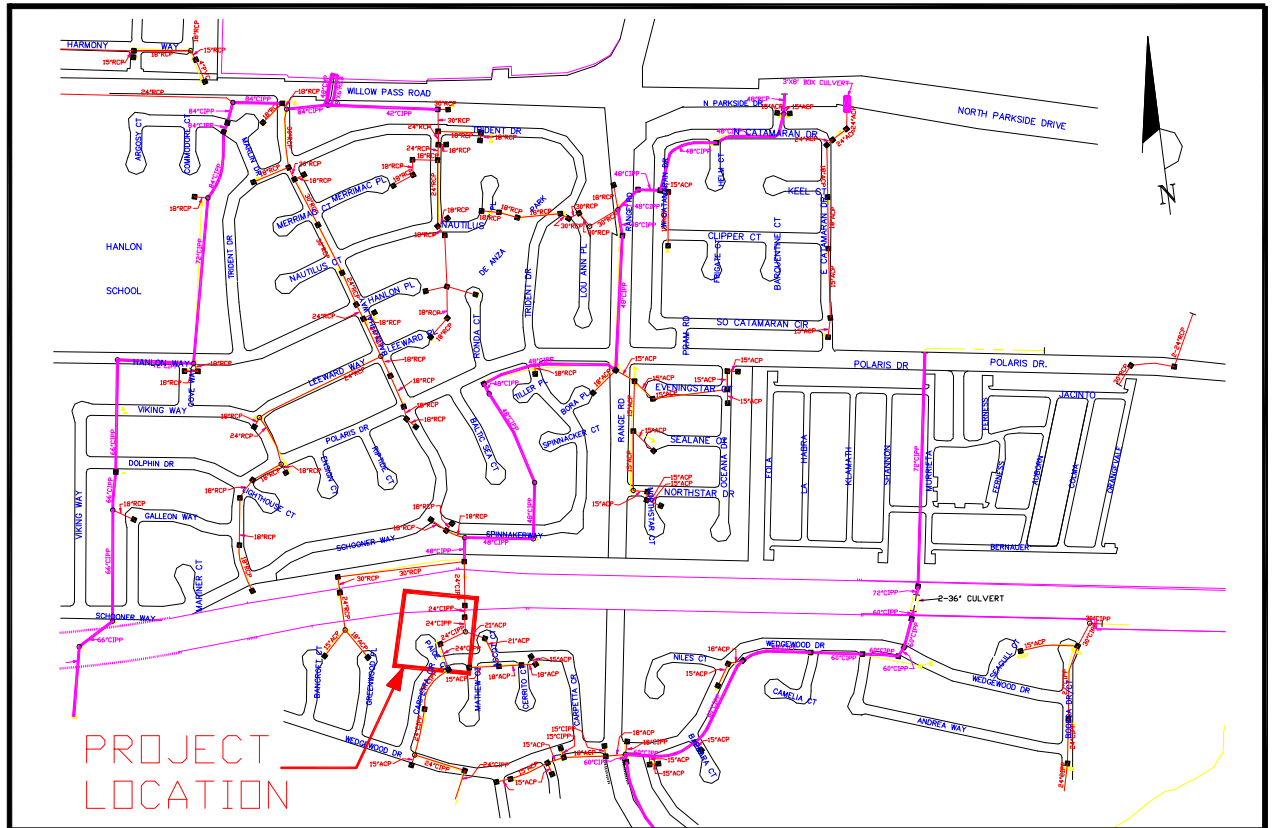
Funding Sources:

Eligible Funding Source:

Identified Funding Source: None

Project Description:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Rock Ridge Way to Jacqueline Drive Terminus. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 4071 and 4073. This project includes 2,864' of pipe improvements.



SD-25: WATERSHED 5 (Hwy. 4 to Paige Court)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$55,000

Project Limits:

Watershed 5 from Hwy 4 to Paige Ct.

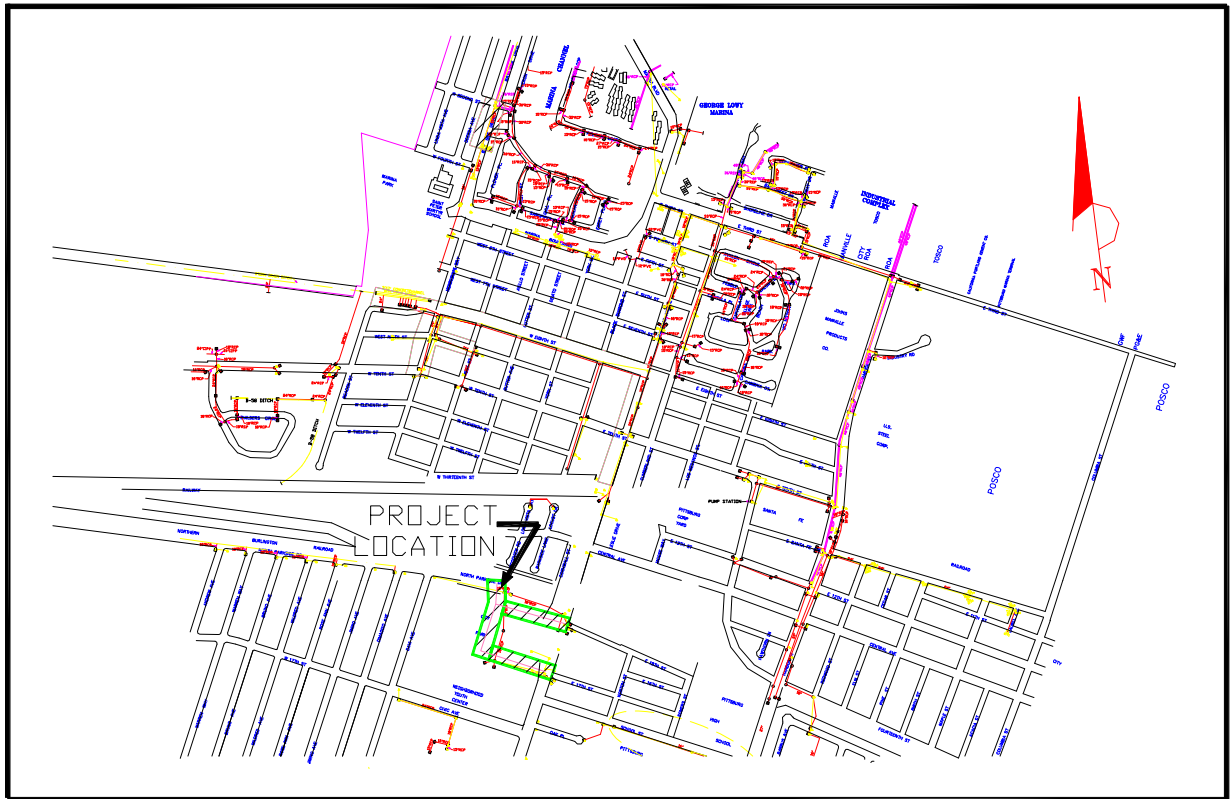
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 5 drains entirely residential developments north and south of Highway 4 via storm drains. This project will improve the 24" pipe in Watershed 5 from Highway 4 to Paige Court. This is the only deficiency identified in Watershed 5. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduit 5053. This project includes 212' of pipe improvements.



SD-26: WATERSHED 6 (City Park Storm Drain)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$600,000

Project Limits:

Watershed 6 in City Park

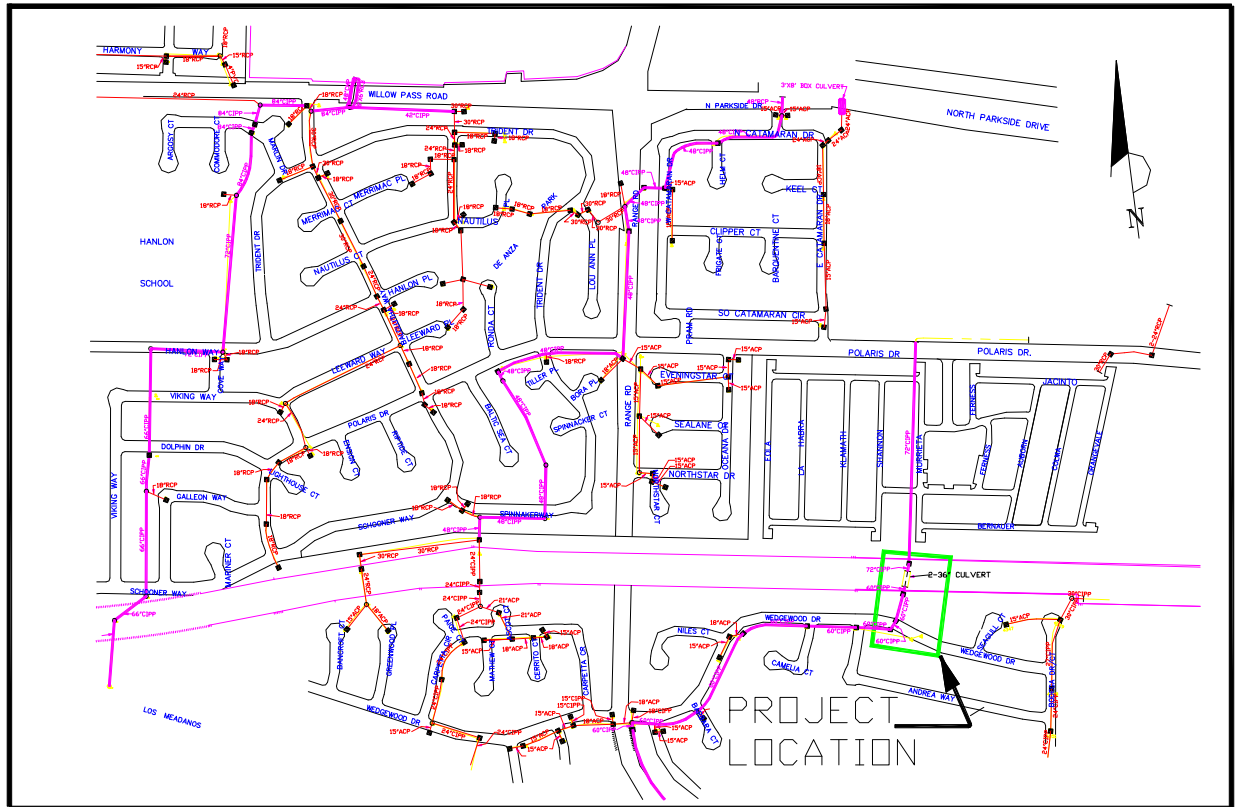
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 in City Park. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6313, 6315, and 6317. This project includes 1,926' of pipe improvements.



SD-27: WATERSHED 6 (Hwy 4 to Andrea Way)

Project No.

Status:

Awaiting funding

Estimated Project Cost:

\$90,000

Project Limits:

Highway 4 to Andrea Way

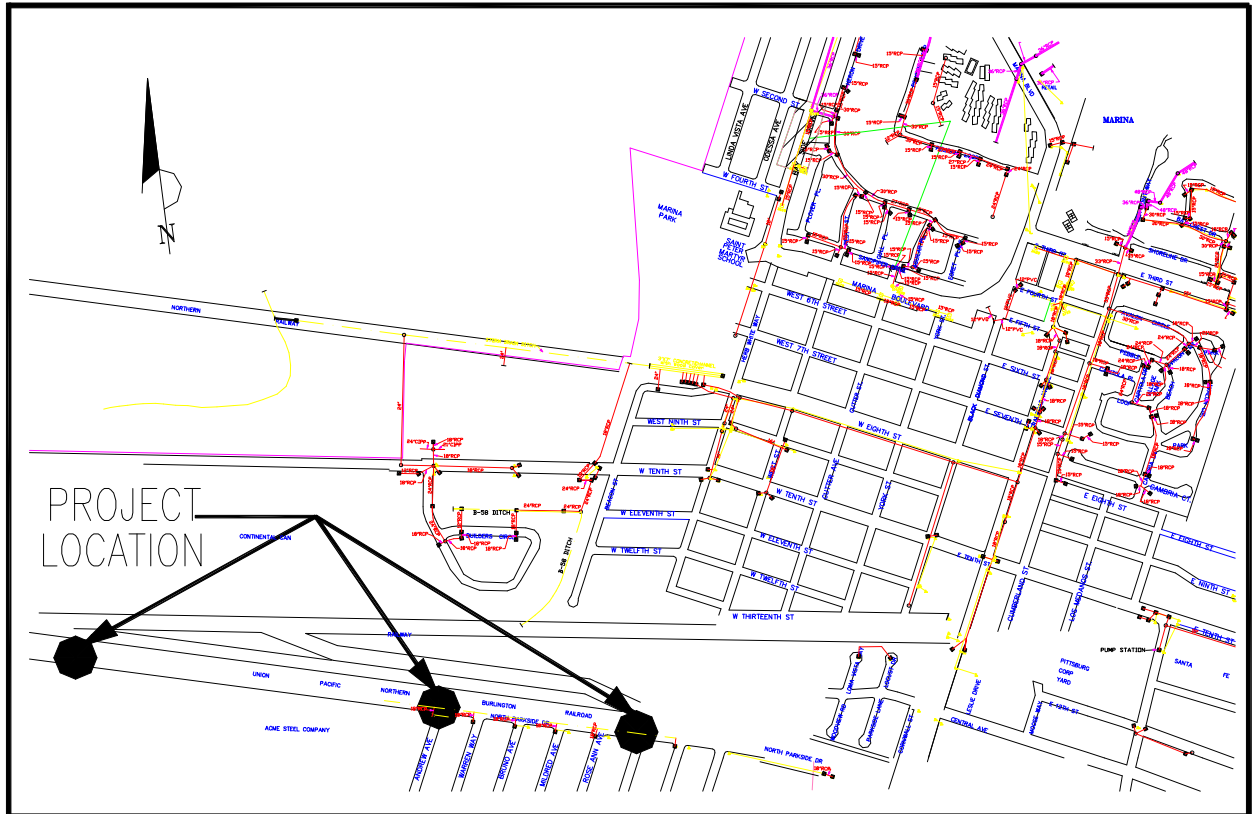
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes and channels in Watershed 6 from Hwy 4 to Andrea Way. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduit 6361. This project includes 271' of pipe improvements.



SD-28: WATERSHED 6 (Parkside Drive Storm Drain)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$85,000

Project Limits:

Watershed 6 from North Parkside Drive to Rose Ann Ave and east of Cannery Ave.

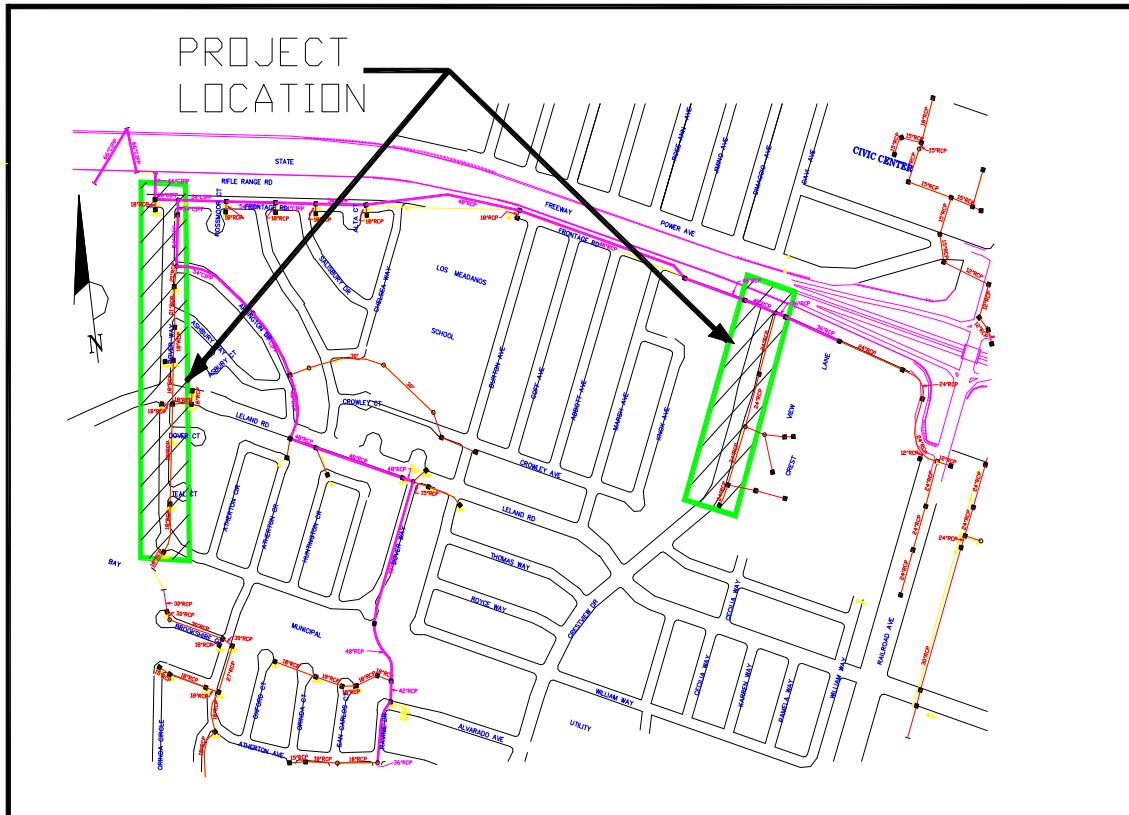
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 along North Parkside Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6341, 6405, 6421, and 6451. This project includes 180' of pipe improvements and 70' of channel improvements.



SD-29: WATERSHED 6 (Dover Way Storm Drain)

Project No.

Status:

Awaiting funding/Evaluating needs.

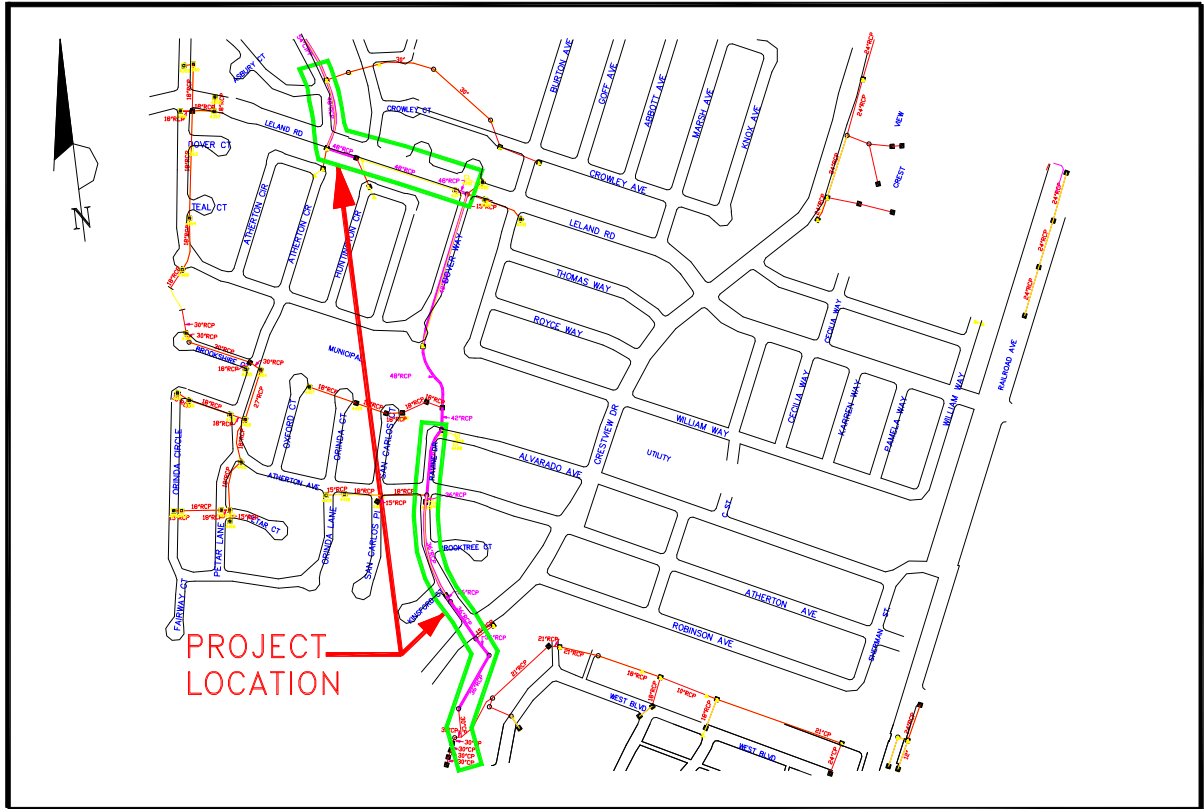
Estimated Project Cost:
\$980,000

Project Limits:
Watershed 6 Dover Way

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:

Watershed 6 encompasses areas in downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Dover Way and Crestview. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6481, 6491, 6493, 6503, 6505, 6507, and 6509. This project includes 3,426' of pipe improvements.



SD-30: WATERSHED 6 (West Leland Road/Arlington Drive to Kingston Place/Crestview Drive)

Project No.

Status:

Awaiting funding/Evaluating needs.

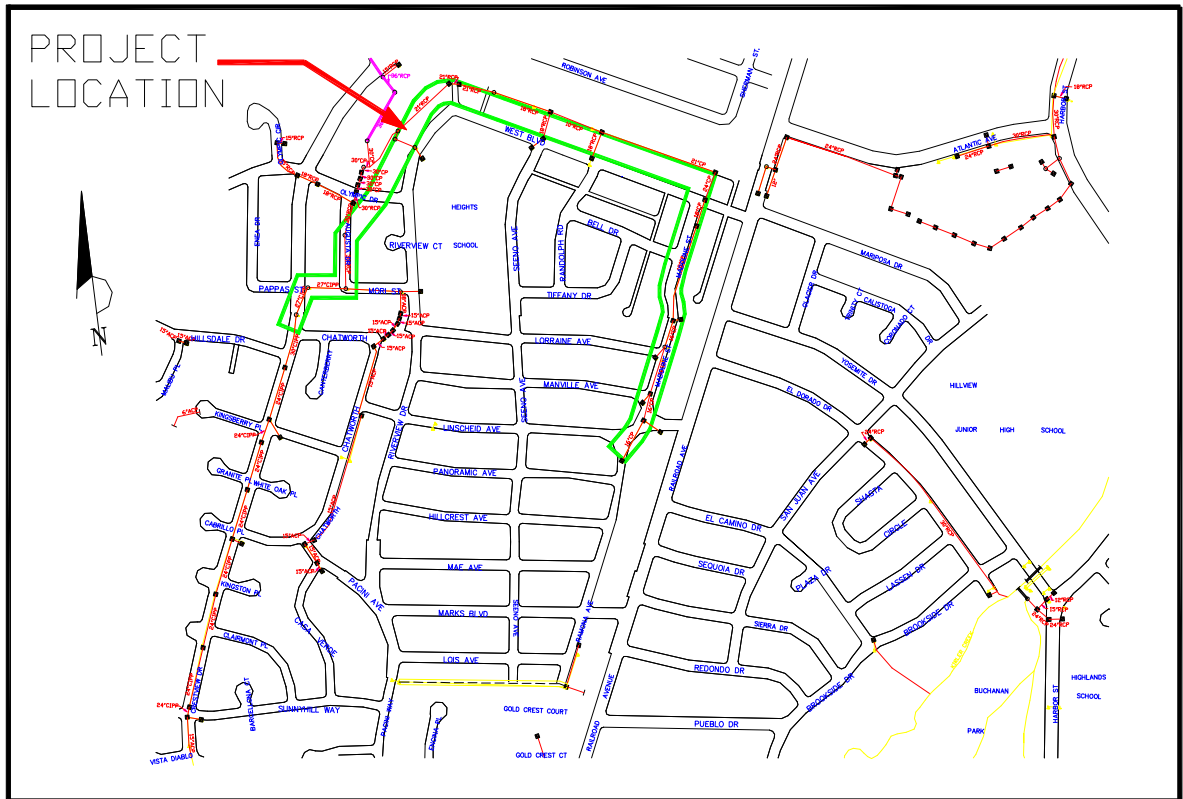
Estimated Project Cost:
\$1,250,000

Project Limits:
Watershed 6 West Leland Road/Arlington Drive to Kingston Place/Crestview Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 Arlington Drive to Kingston Place. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6541, 6545, 6547, 6548, 6549, and 6551. This project includes 4,023' of pipe improvements.



SD-31: WATERSHED 6 (Contra Costa Canal/Crestview Drive to Ramona Drive/Linscheid Drive)

Project No.

Status:

Awaiting funding/Evaluating needs

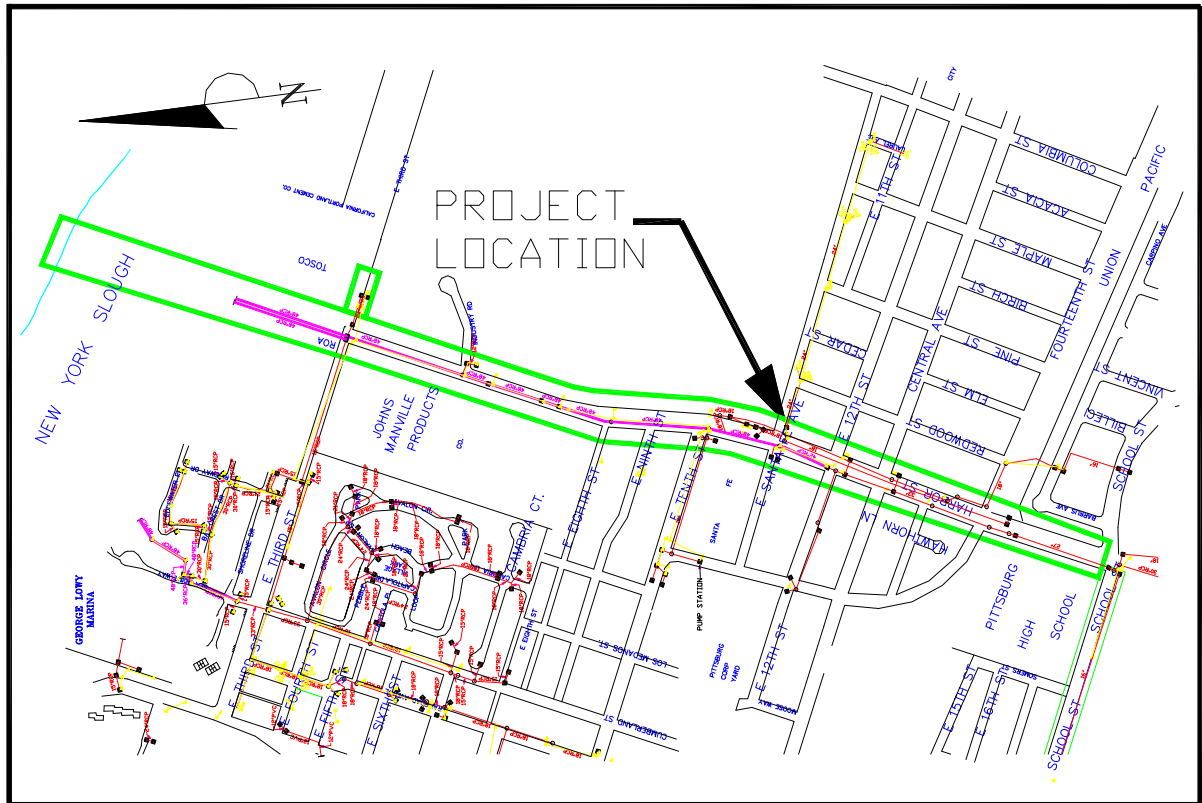
Estimated Project Cost:
\$1,285,000

Project Limits:
West Boulevard to Linscheid Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 along the Contra Costa Canal, north of West Blvd., to Ramona Drive/Linscheid Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6561, 6563, 6564, 6565, and 6567. This project includes 4,139' of pipe improvements.



SD-32: WATERSHED 6 (On Harbor Street from river outfall to School Street)

Project No.

Status:

Awaiting funding/Evaluating needs

Estimated Project Cost:
\$1,225,000

Project Limits:

Watershed 6 on Harbor Street from the river outfall to School Street.

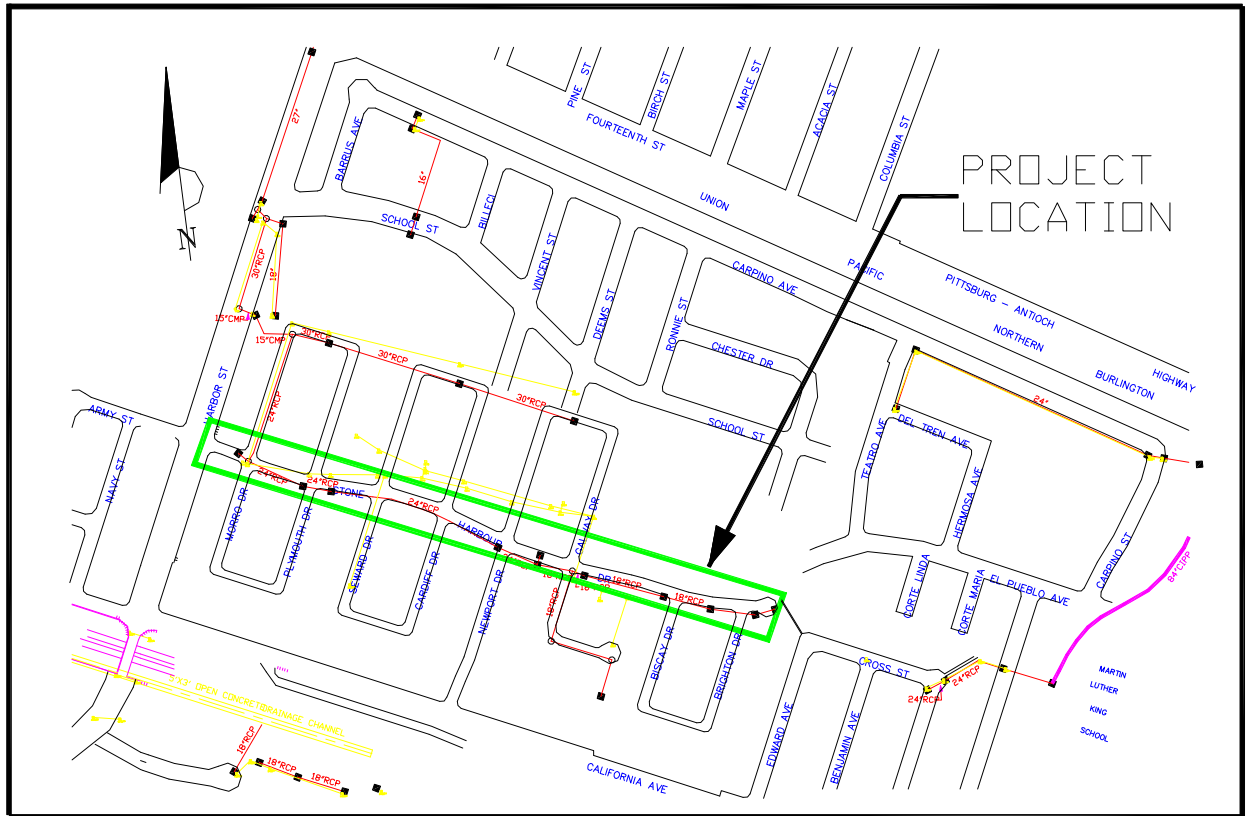
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Harbor Street from the river outfall to School Street. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6003, 6005, 6007, 6011, 6013, 6015, 6019, 6023, and 6043. This project includes 4,992' of pipe improvements.



SD-33: WATERSHED 6 (Stone Harbour Drive/Morro Drive to Brighton Drive)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$440,000

Project Limits:

Watershed 6 on Stone Harbour Drive from Morro Drive to Brighton Drive

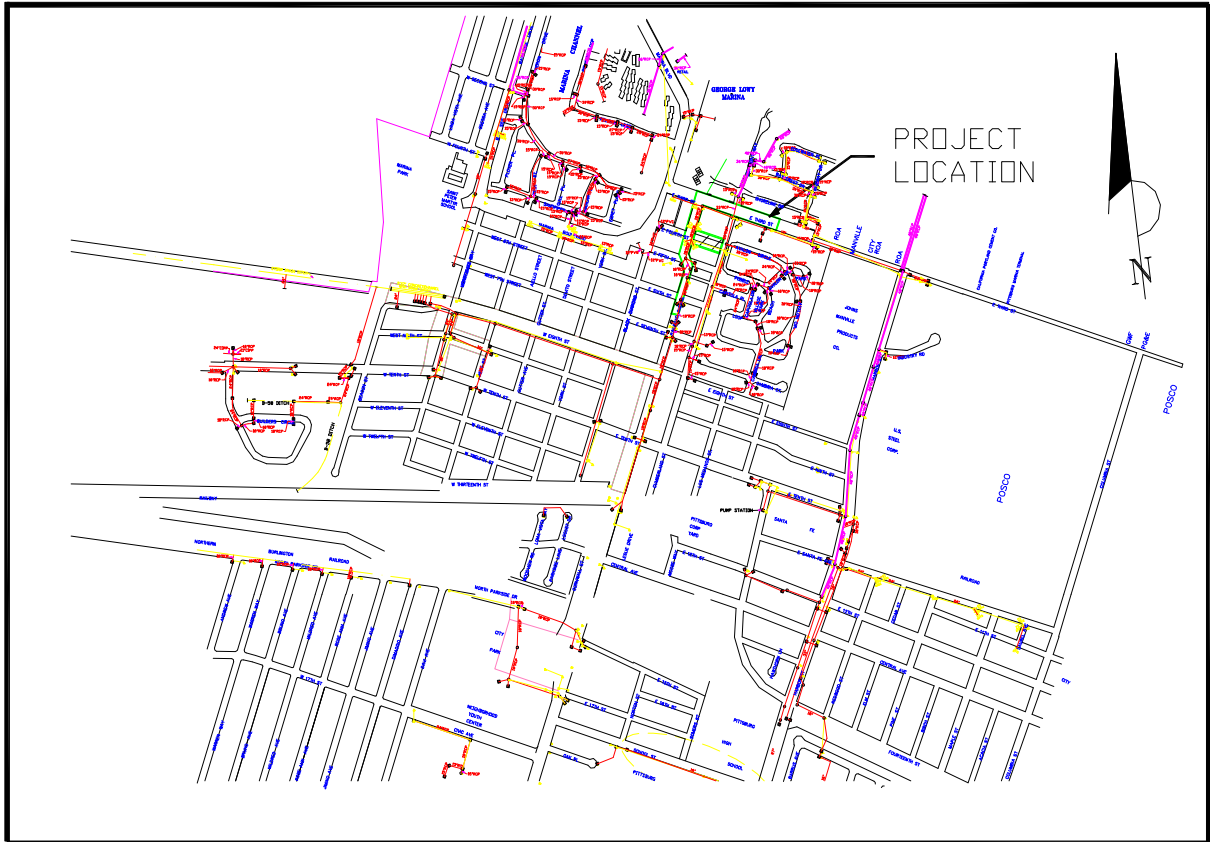
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Stone Harbour Drive from Morro Drive to Brighton Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6054, 6055, and 6057. This project includes 1,793' of pipe improvements.



SD-34: WATERSHED 6 (East Third Street from Railroad Avenue Cumberland Street and Railroad Ave from 7th Street to 3rd Street)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:
\$510,000

Project Limits:

Watershed 6 Downtown Area

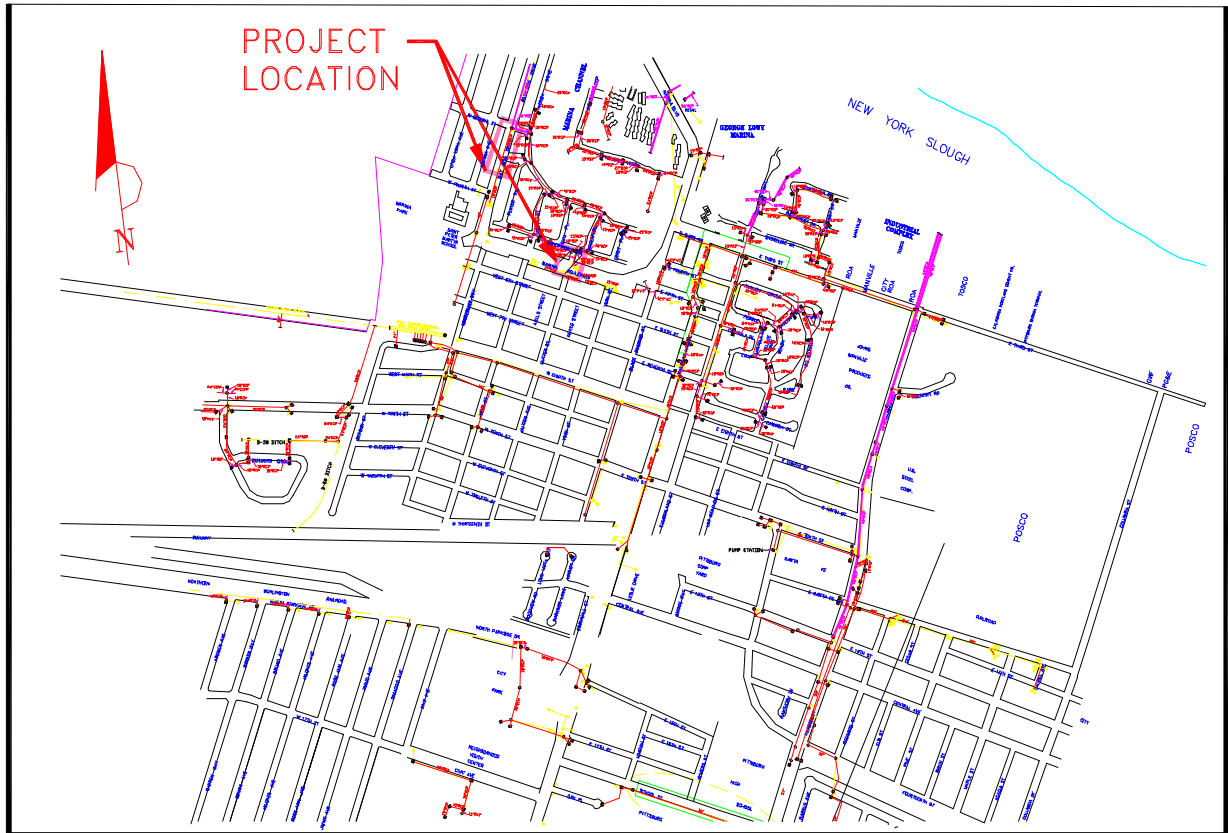
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburgh and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 in the downtown area. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6109, 6111, 6113, and 6115. This project includes 2,061' of pipe improvements.



SD-35: WATERSHED 6 (Marina Blvd and Bayside Drive)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$150,000

Project Limits:

Watershed 6 on Marina Blvd and Bayside Drive

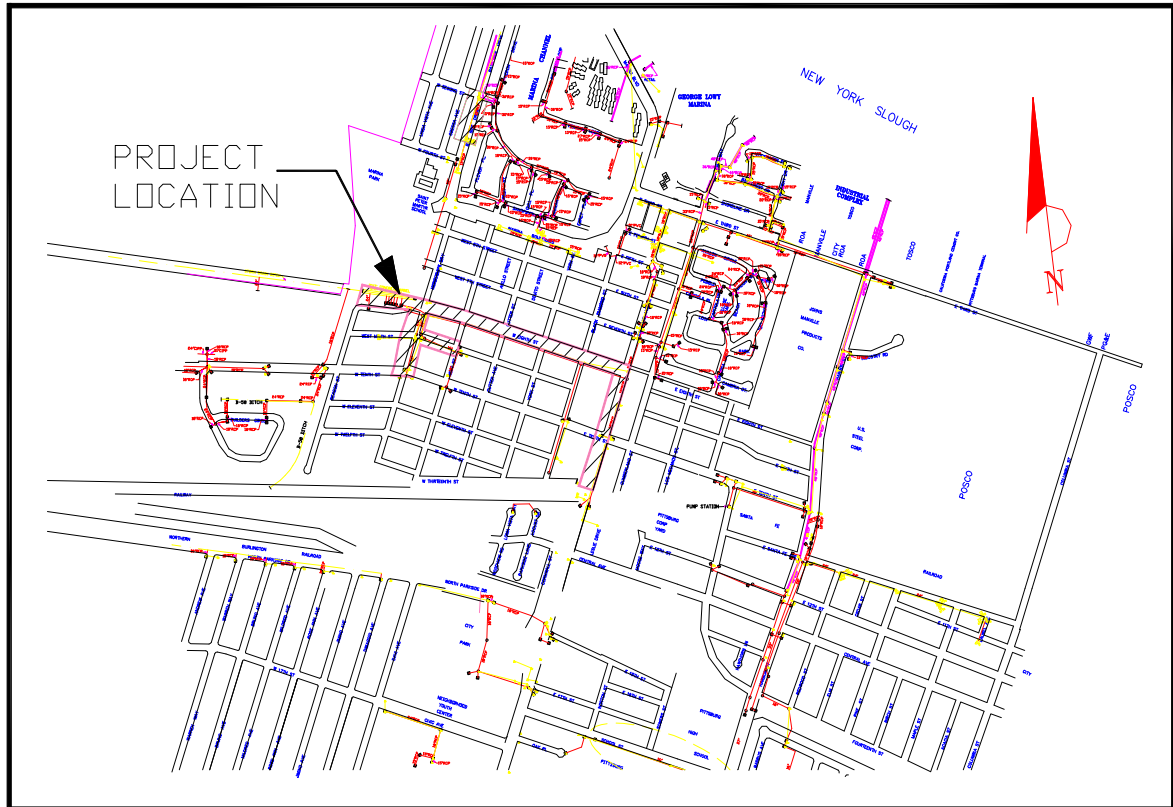
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Marina Blvd and Bayside Drive. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6165 and 6207. This project includes 593' of pipe improvements.



SD-36: WATERSHED 6 (8th Street/Railroad Avenue to 8th Street Outfall at Montezuma Slough)

Project No.

Status:

Awaiting funding/Evaluating needs.

Estimated Project Cost:

\$590,000

Project Limits:

Watershed 6 Eight Street from Herb White Way/Montezuma to Railroad Avenue

Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 along West Eighth Street and Herb White Way. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 6257, 6258, 6260, and 6263. This project includes 2,154' of pipe improvements.

BUILDING PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



B-2: CORPORATION YARD FUELING SYSTEM UPGRADES

Project No.
TBD

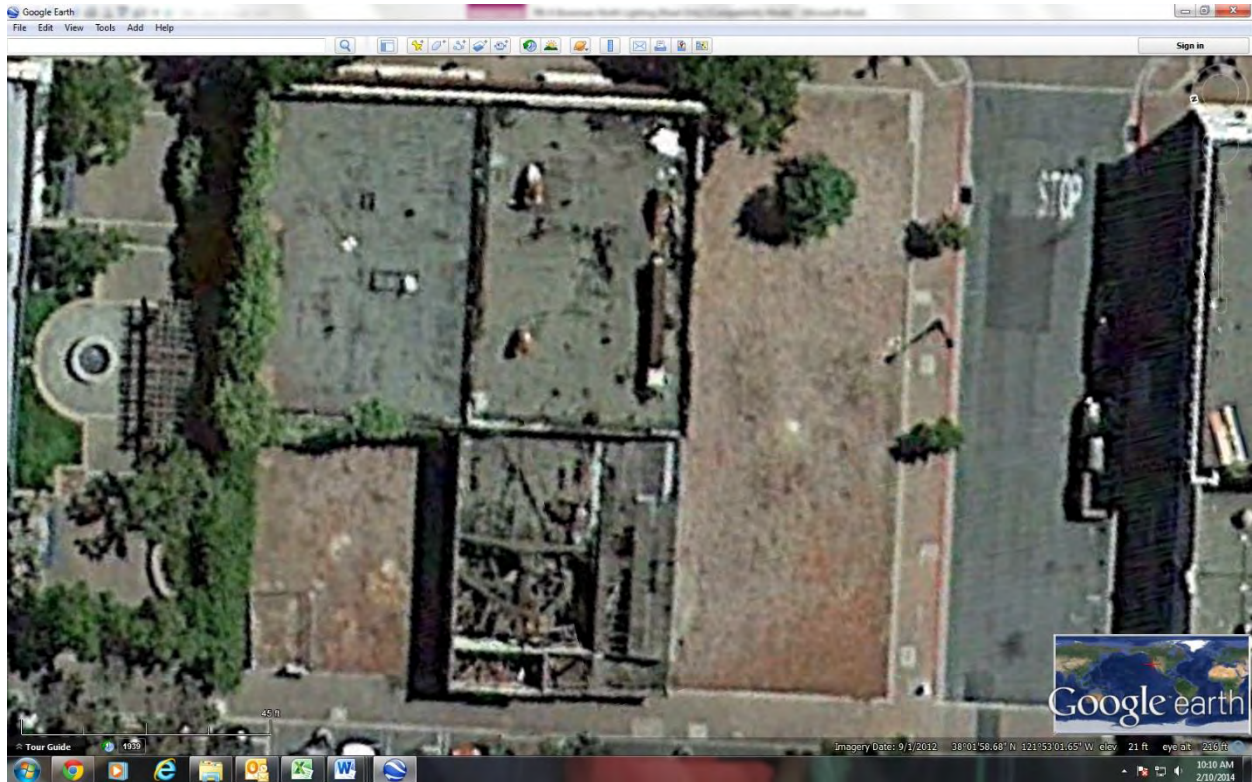
Status:
Currently determining regulatory requirements for the next 5- 10 years.

Estimated Project Cost:
\$350,000

Project Limits:
357 East 12th Street- Corporation Yard

Funding Sources
Eligible Funding Sources: State Grants, Dept
Budgets that use Vehicles and Equipment
Identified Funding:

Project Description:
The fleet fueling system at the Corporation Yard is out of compliance per State regulatory requirements and needs major upgrades including new piping, fueling island, single wall tank replacement, new dispensers, island cover and new Concrete pad.



B-3: DEMOLISH BACK OF CIGAR STORE

Project No.
TBD

Status:
Need demolition plan

Estimated Project Cost:
\$40,000

Project Limits:
Corner of Railroad and 4th Street

Funding Sources:
TBD

Project Description:

This project will carefully remove the hazardous debris inside the unreinforced masonry in the back of the Cigar Store.



B-4: PITTSBURG LIBRARY ROOFTOP SOLAR SYSTEM

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$120,000

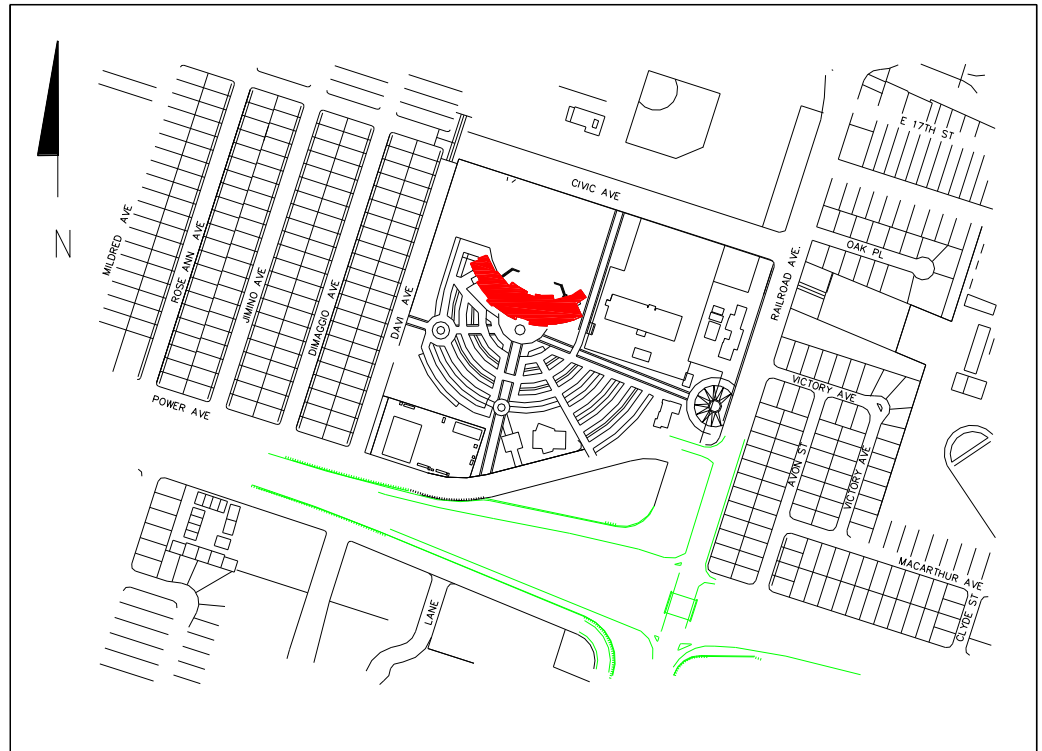
Project Limits: Roof Top of 80 Power Ave.

Funding Sources

Eligible Funding Sources: Pittsburg Power Company
Identified Funding: none

Project Description:

A collaborative effort between the Pittsburg Power Company and the Future Build Program, to install a 32.60 KWdc solar system on the rooftop of the Pittsburg –Contra Costa County Library located at 80 Power Avenue, Pittsburg. The solar production of this project is expected to cover 53% electricity usage of the library.



B-5: POLICE EVIDENCE & INTAKE ROOM IMPROVEMENT PROJECT

Project No.

TBD

Status:

Preliminary Design

Estimated Project Cost:

\$350,000

Project Limits:

Police Department, Pittsburg City Hall

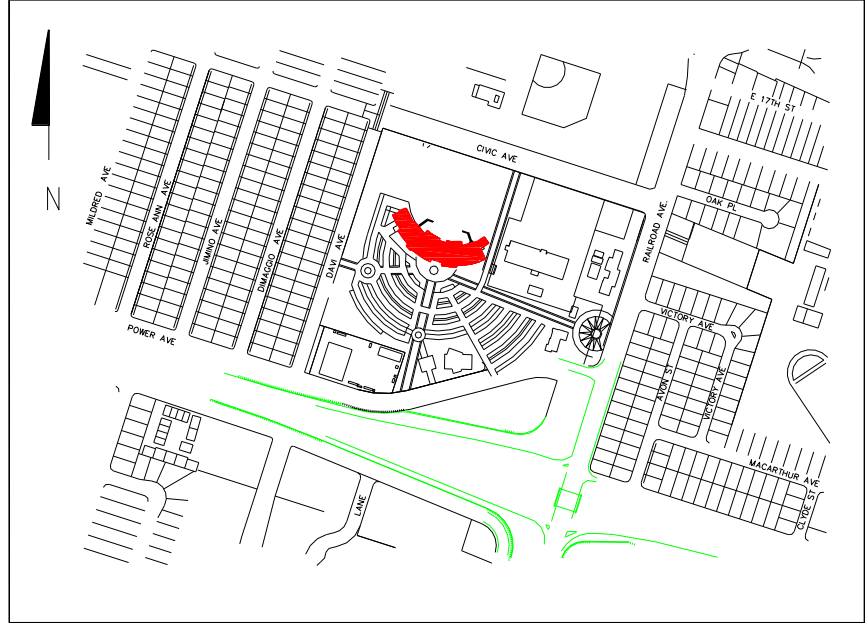
Funding Sources

Eligible Funding Sources: General Fund, Grants

Identified Funding:

Project Description:

Design, renovation of existing office and storage spaces, including installation of equipment and modifications to mechanical, plumbing and electrical systems to allow the more efficient use of space for evidence processing (intake room) and storage in compliance with applicable codes, regulations and best practices for law enforcement investigation and safety.



B-6: POLICE EVIDENCE STORAGE BUILDING

Project No.

TBD

Status:

Conceptual

Estimated Project Cost:

To Be Determined (TBD)

Project Limits:

Vicinity of Pittsburg City Hall

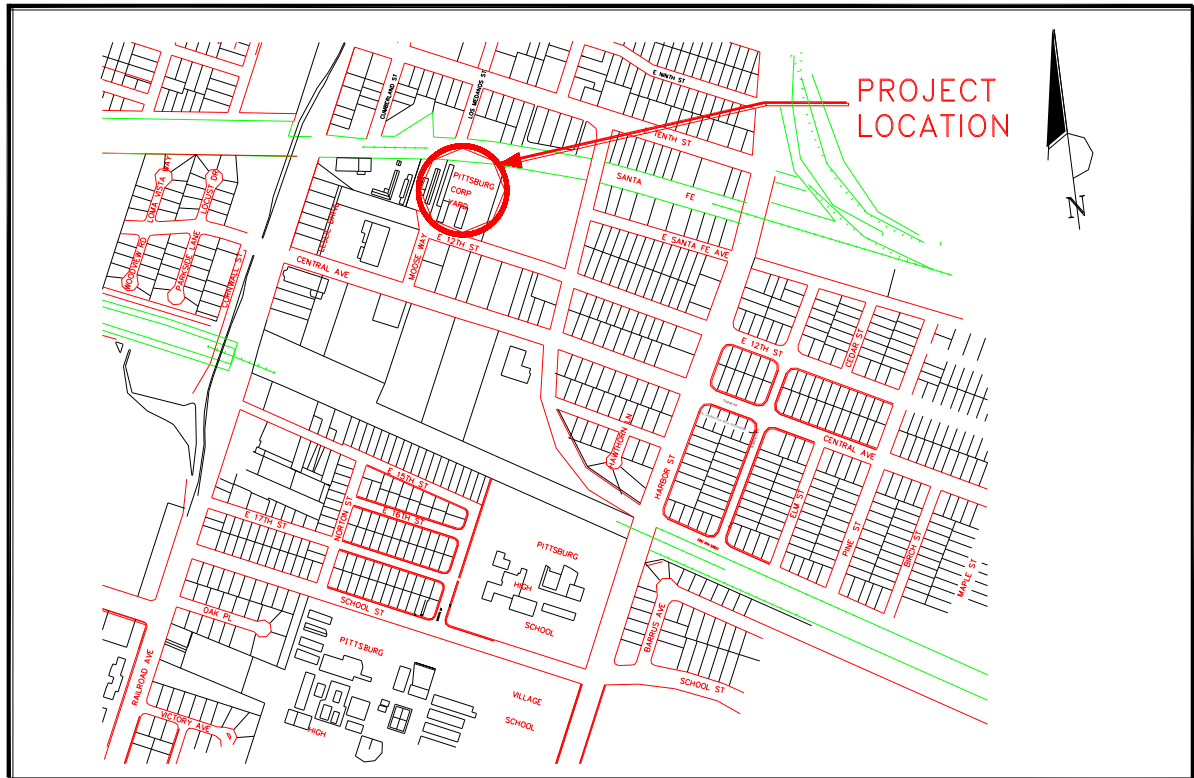
Funding Sources

Eligible Funding Sources: General Fund, Grants

Identified Funding:

Project Description:

Design and construction of evidence storage building, including plumbing, electrical, ventilation and security components for the processing and storage of evidence for the Pittsburg Police Department. Building components must comply with various codes, regulations and best practices for law enforcement investigation and safety.



B-12: PURCHASE CORP YARD ANNEX (389 East Twelfth St.)

Project No.
To be determined

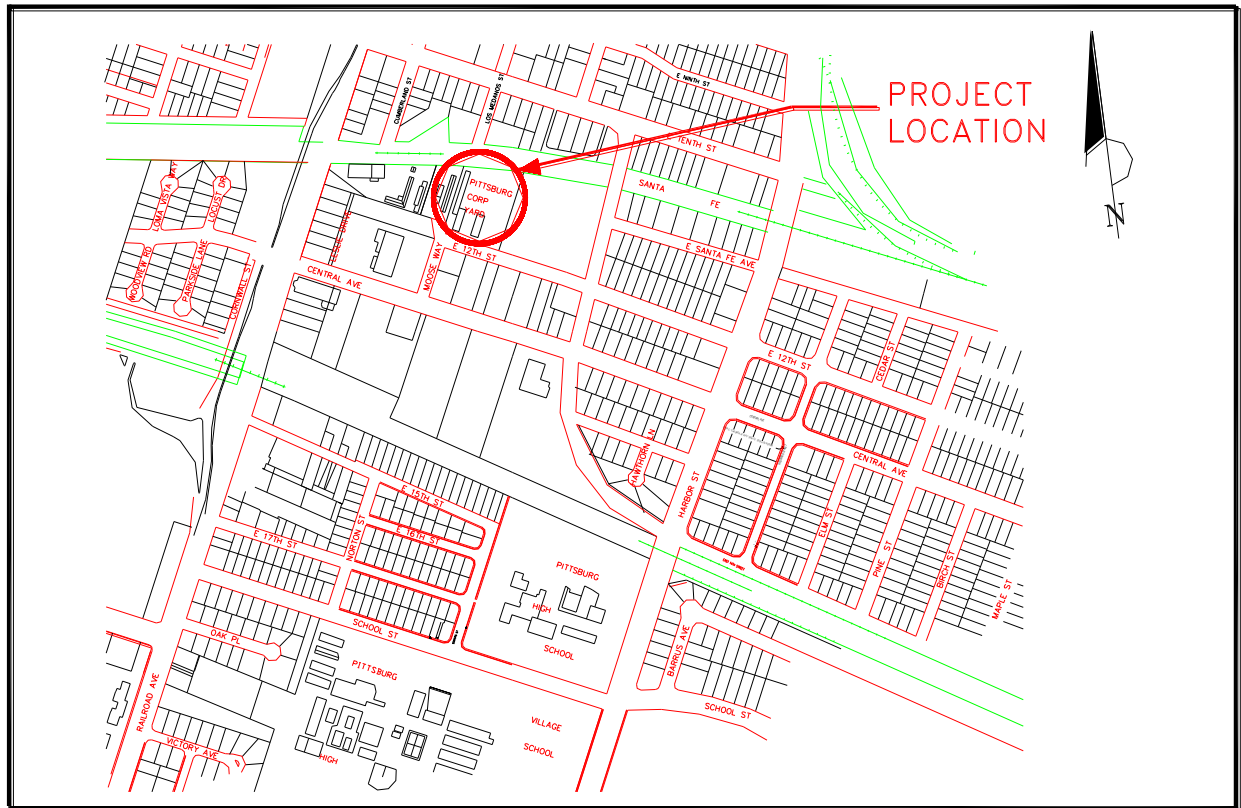
Status:
Awaiting funding.

Estimated Project Cost:
\$1,650,000

Project Limits:
City Corporation Yard at 357 East 12th Street

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: Not funded

Project Description:
This project will involve expansion and an addition of a warehouse at the City's existing corporation yard.



B-31: COVER FUEL DISPENSERS AT CORP YARD

Project No.

To be determined

Status:

Awaiting funding

Estimated Project Cost:

\$60,000

Project Limits:

All City owned public facilities.

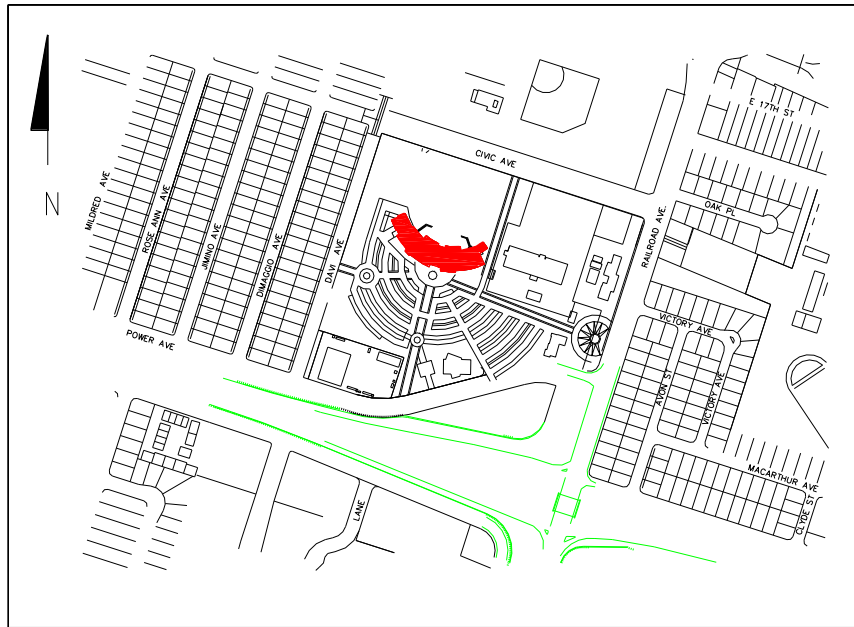
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

This project includes providing an overhang (cover) over the fuel dispensers at the Corporation Yard located at 357 East 12th Street. This project is necessary in order to comply with State guidelines for fuel dispensing facilities.



B-52: CIVIC CENTER PARKING STRUCTURE & COURT PARKING

Project No.

To be determined

Status:

Awaiting funding.

Estimated Project Cost:

\$5,000,000

Project Limits:

To Be Determined

Funding Sources:

Eligible Funding Source: To Be Determined

Identified Funding Source: None

Project Description:

This project will construct a parking structure near City Hall and the Courthouse for use by both facilities.



B-53 DOWNTOWN SURFACE PARKING LOT

Project No.

To be determined

Status:

Awaiting funding

Estimated Project Cost:

\$1,500,000

Project Limits:

Fifth Street, Cumberland to Railroad Avenue

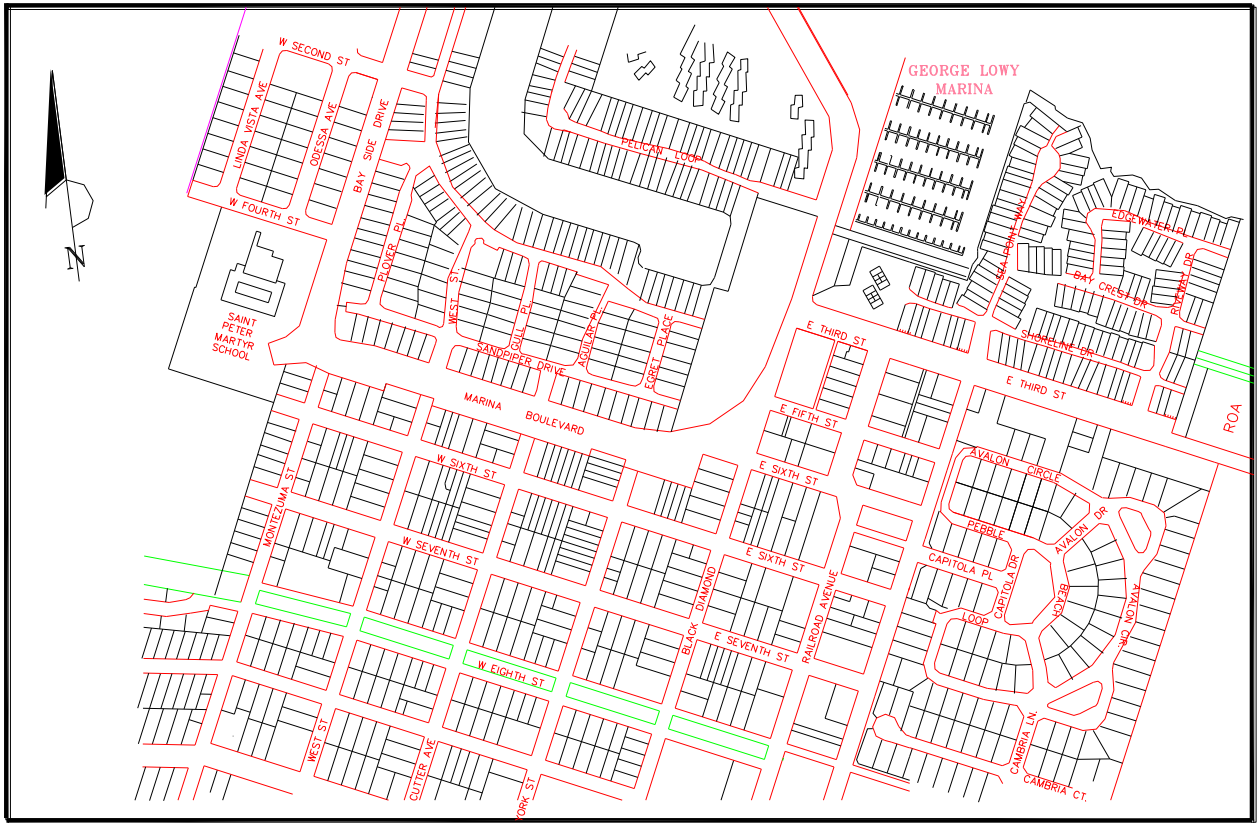
Funding Sources:

Eligible Funding Source: TBD

Identified Funding Source: None

Project Description:

This project will construct a new parking lot at East 5th Street to increase available parking for the downtown area.



B-54: DOWNTOWN PARKING STRUCTURE

Project No.
To be determined

Status:
Awaiting funding

Estimated Project Cost:
\$5,000,000

Project Limits:
To Be Determined

Funding Sources:
Eligible Funding Source: To Be Determined
Identified Funding Source: None

Project Description:
This project will construct a parking structure in the downtown area for additional parking capacity.

PARK PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
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SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

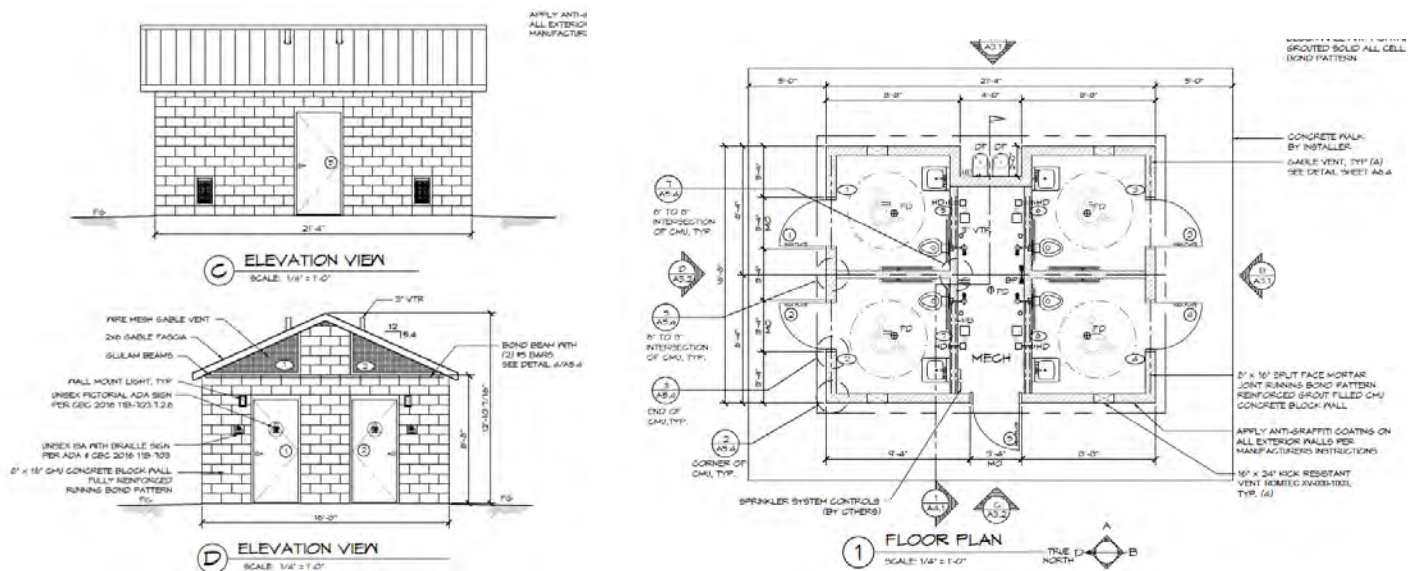
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



PK - 1: CENTRAL HARBOR PARK RESTROOMS

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$482,000

Project Limits:
Central Harbor Park

Funding Sources:

Eligible Funding Source: Marina Enterprise Fund
Potential Funding Source: \$392,000 Department of Boating and Waterways Boating Facilities Grant (applied January, 2017)
Identified Funding Source: TBD

Project Description:

This project will demolish and reconstruct ADA accessible restroom facilities at Central Harbor Park. This work will replace two other dilapidated restrooms in order to support the proposed community center on the berm.



PK-2: OLD GROWTH TREE CARE

Project No.
TBD

Status:
None

Estimated Project Cost:
\$100,000

Project Limits:

- Buchanan Park
- Railroad Avenue between Alvarado and HYW 4
- City Park

Funding Sources
Eligible Funding Sources:

Identified Funding: none

Project Description:

Funding is requested to prune old grown Eucalyptus trees. Existing stands of Eucalyptus are too tall for in-house staff and equipment to manage and their pruning needs have not been addressed in a timely manner. The lack of tree care is detrimental to the trees' health and aesthetic appearance.



PK-3: SMALL WORLD PARK IMPROVEMENTS

Project No.
TBD

Status:
2018/19 Allocation - \$20,000

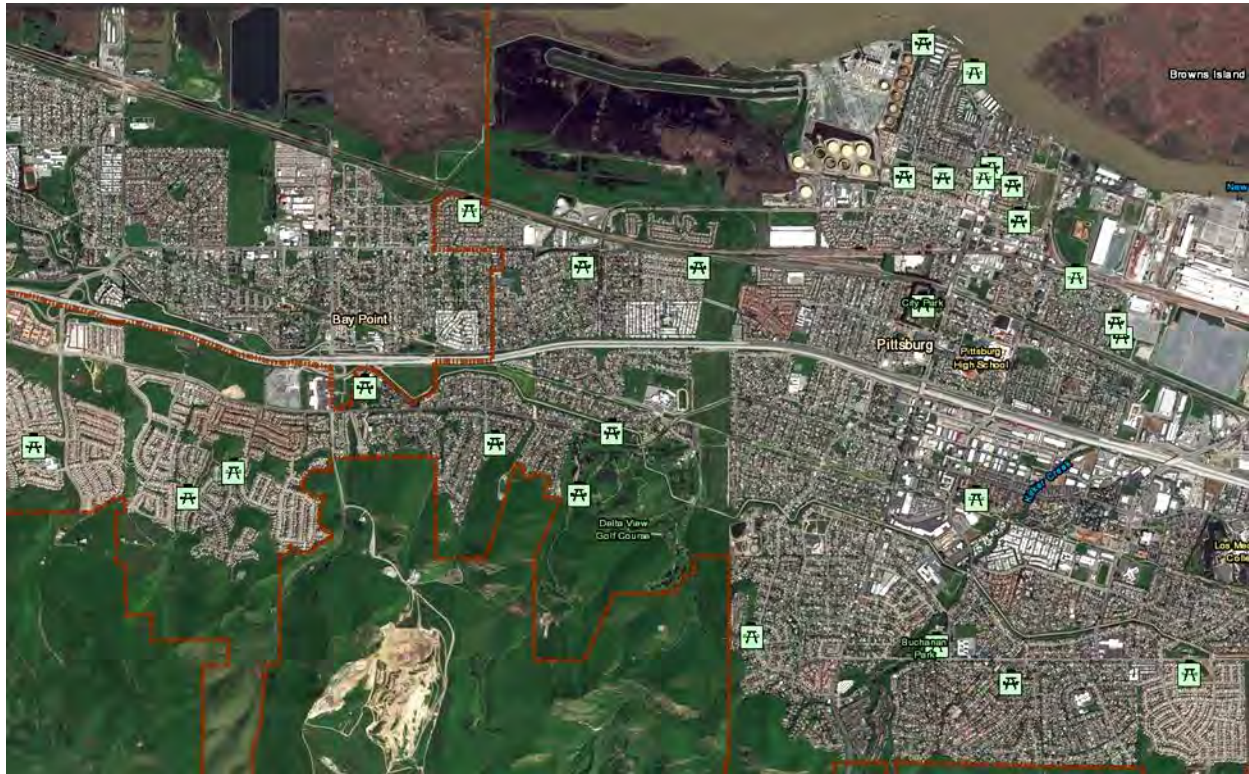
Estimated Project Cost:
\$20,000

Project Limits:
Small World Park

Funding Sources:
Eligible Funding Sources: Park Dedication Funds (PDF)
Identified Funding: \$20,000 PDF

Project Description:

This project is for the rehabilitation of structures, features, and equipment at Small World Park. The most urgent need is for the structural rehabilitation of the Iron Horse Ride. Other needs will be prioritized by staff as funding allows.



PK-4: ANNUAL PLAYGROUND REPLACEMENT PROJECT

Project No.
TBD

Status:
Locations being prioritized by Public Works/
Recreation Staff

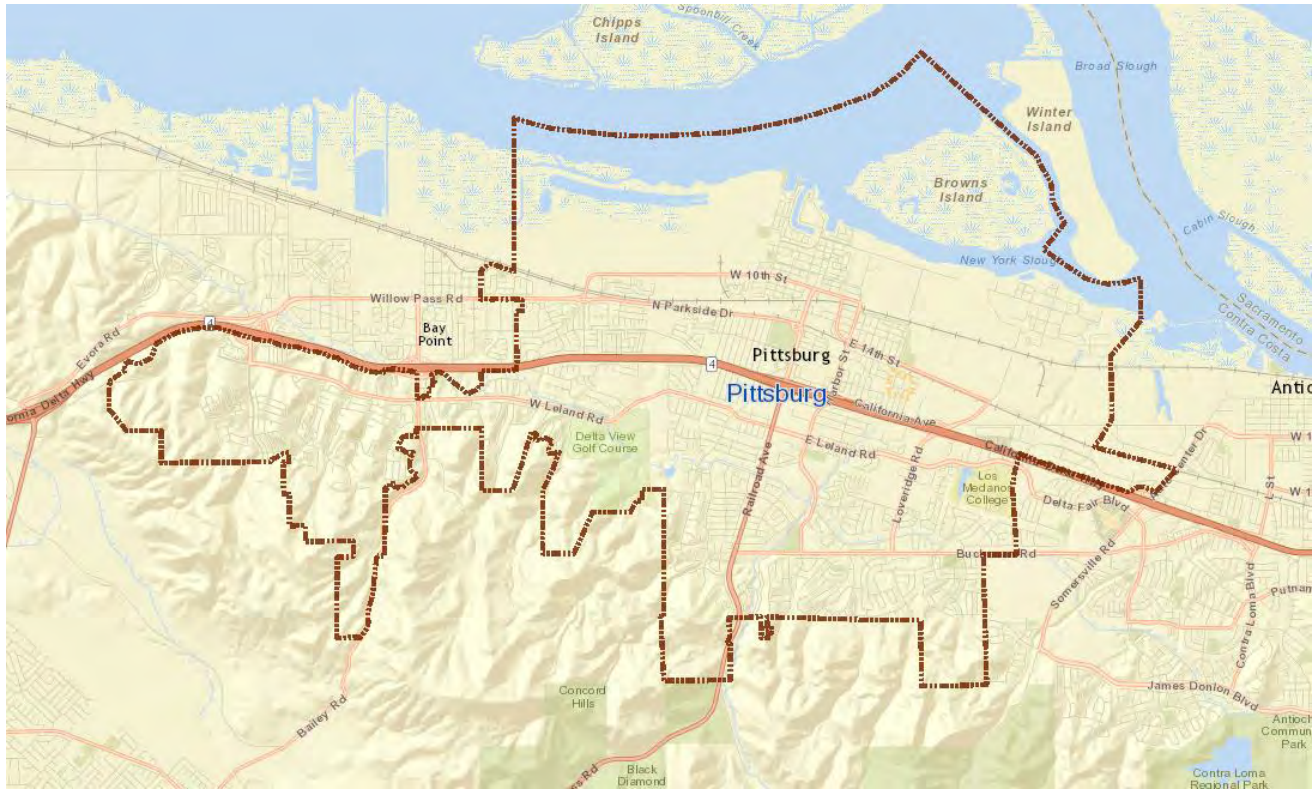
Estimated Project Cost:
\$400,000

Project Limits:
Citywide Park System

Funding Sources:
Eligible Funding Source: Park Dedication Funds
(PDF), Grants
Identified Funding: \$80,000 PDF, \$320,000
Future PDF

Project Description:

Recurring annual project for replacement of playground equipment and related amenities at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-5: CASP ACCESSIBILITY IMPROVEMENTS IN PARKS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
\$150,000

Project Limits:
Citywide

Operation and Maintenance

Funding Sources:
Park Dedication Fees (PDF)

Project Description:

Project to install, repair, or construct improvements at City owned parks as recommended by Certified Access Specialist Program (CASP) – ADA survey of facilities and prioritized by Public Works staff.



PK-6: CITY PARK SOCCER FIELD TURF REPLACEMENT

Project No.

TBD

Status:

Estimated Project Cost:

\$250,000

Project Limits:

City Park

Funding Sources:

Eligible Funding Source: Park Dedication Funds (PDF), Grants

Identified Funding: \$250,000 PDF

Project Description:

Replacement of all, or portions, of the all-weather turf soccer field at City Park.



PK-7: DE ANZA PARK WALKWAY REHABILITATION AND BASKETBALL COURT

Project No.
TBD

Status:
Unfunded

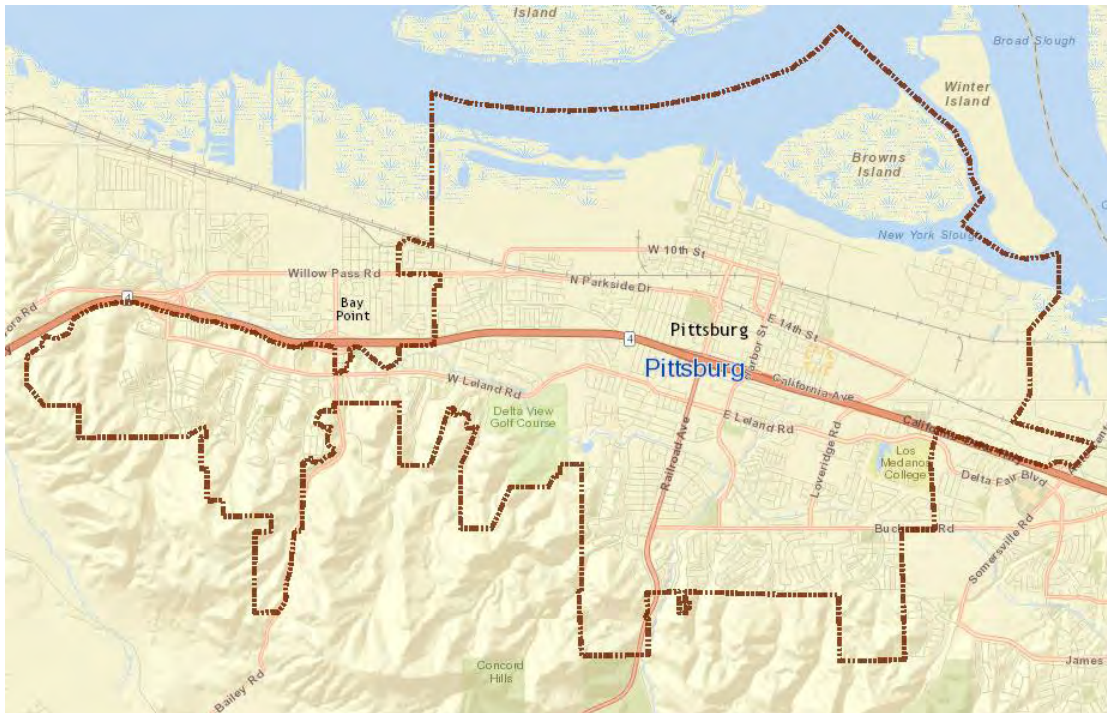
Estimated Project Cost:
\$200,000

Project Limits:
De Anza Park

Funding Sources:
Grants & Park Dedication Fees (PDF)

Project Description:

Project to rehabilitate/repair/ reconstruct deteriorated walkways and for design and construction of basketball court at De Anza Park.



PK-8: BIENNIAL PLAYFIELD REPLACEMENT

Project No.

TBD

Status:

Funded for FY19/20 & FY20/21

Estimated Project Cost:

\$500,000
(\$250,000 biennial starting
FY19/20)

Project Limits:

City Wide

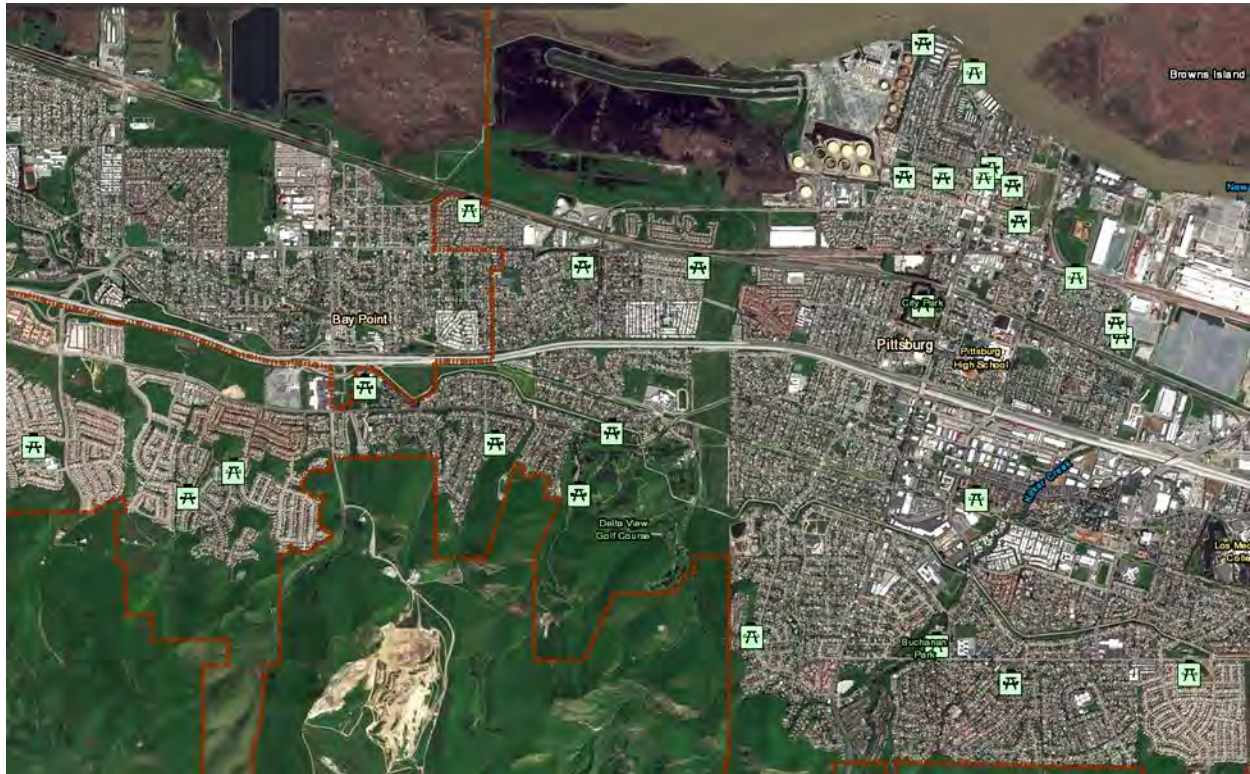
Funding Sources:

Eligible Funding Source: Grants & Park Dedication
Fees (PDF)

Identified Funding Source: \$500,000 Future PDF

Project Description:

Recurring \$250,000 biennial project for public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-9: ANNUAL PARK FEATURES REPLACEMENT PROJECT

Project No.
TBD

Status:
Locations being prioritized by Public Works/
Recreation Staff

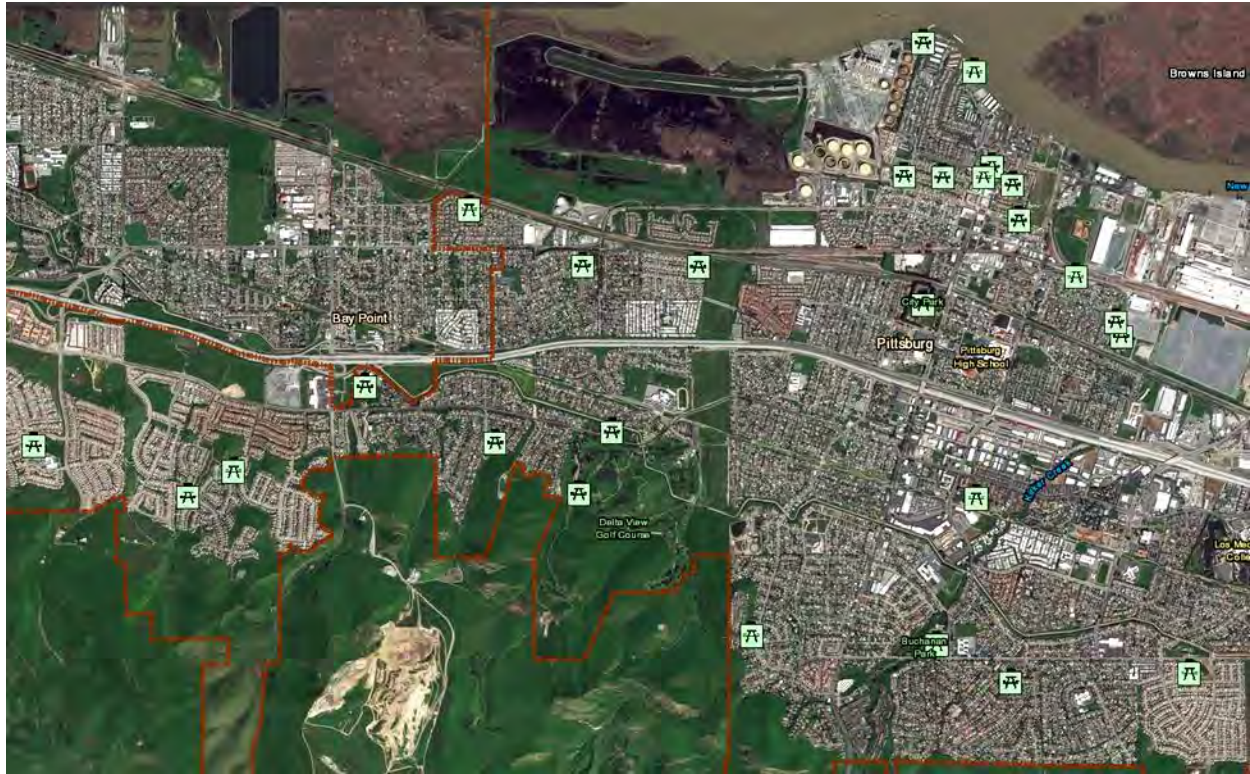
Estimated Project Cost:
\$375,000

Project Limits:
Citywide Parks

Funding Sources:
Eligible Funding Source: Park Dedication Funds
(PDF), Grants
Identified Funding: \$75,000 PDF, \$300,000
Future PDF

Project Description:

Recurring annual project for the replacement of features and amenities such as drinking fountains, picnic tables, benches, lighting, pavement, and ADA accessibility at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-10: BIENNIAL RESTROOM REPLACEMENT/REHABILITATION

Project No.
TBD

Status:
Locations being prioritized by Public Works
Recreation Staff

Estimated Project Cost:
\$750,000

Project Limits:
Citywide Parks

Funding Sources:
Eligible Funding Source: Park Dedication Funds
(PDF), Grants

Identified Funding: \$250,000 PDF, \$500,000
Future PDF

Project Description:

Recurring biennial project for replacement and rehabilitation of restrooms in public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-11: BUCHANAN SWIM CENTER IMPROVEMENTS/ SOLAR HEATING

Project No.

To be determined

Status:

Awaiting funding

Estimated Project Cost:

\$300,000

Project Limits:

Buchanan Swim Center

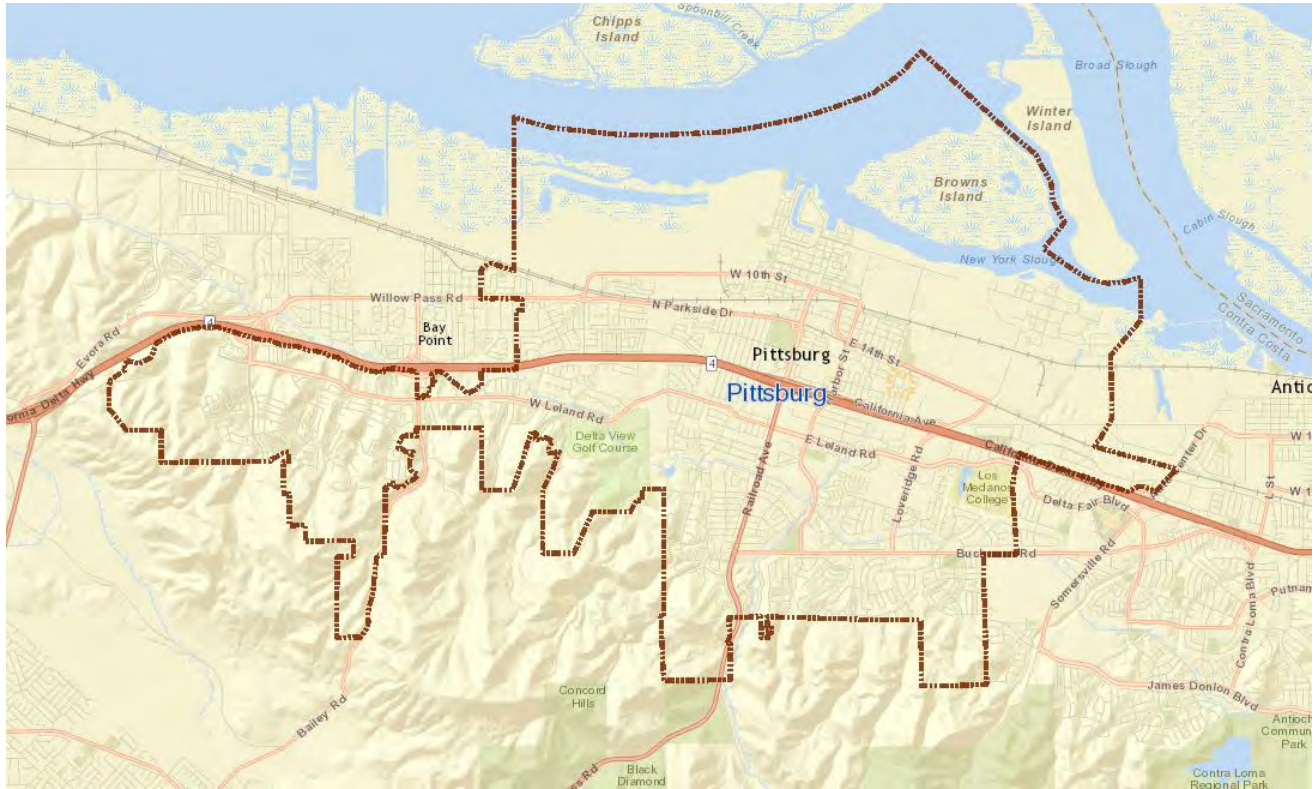
Funding Sources:

Eligible Funding Source: Park Dedication
Fee

Identified Funding Source: None.

Project Description:

This project will install a solar system to supplement heating and resurface the exterior pool decking.



PK-12: ALL ABILITIES PLAYGROUND

Project No.

Status:

Awaiting funding

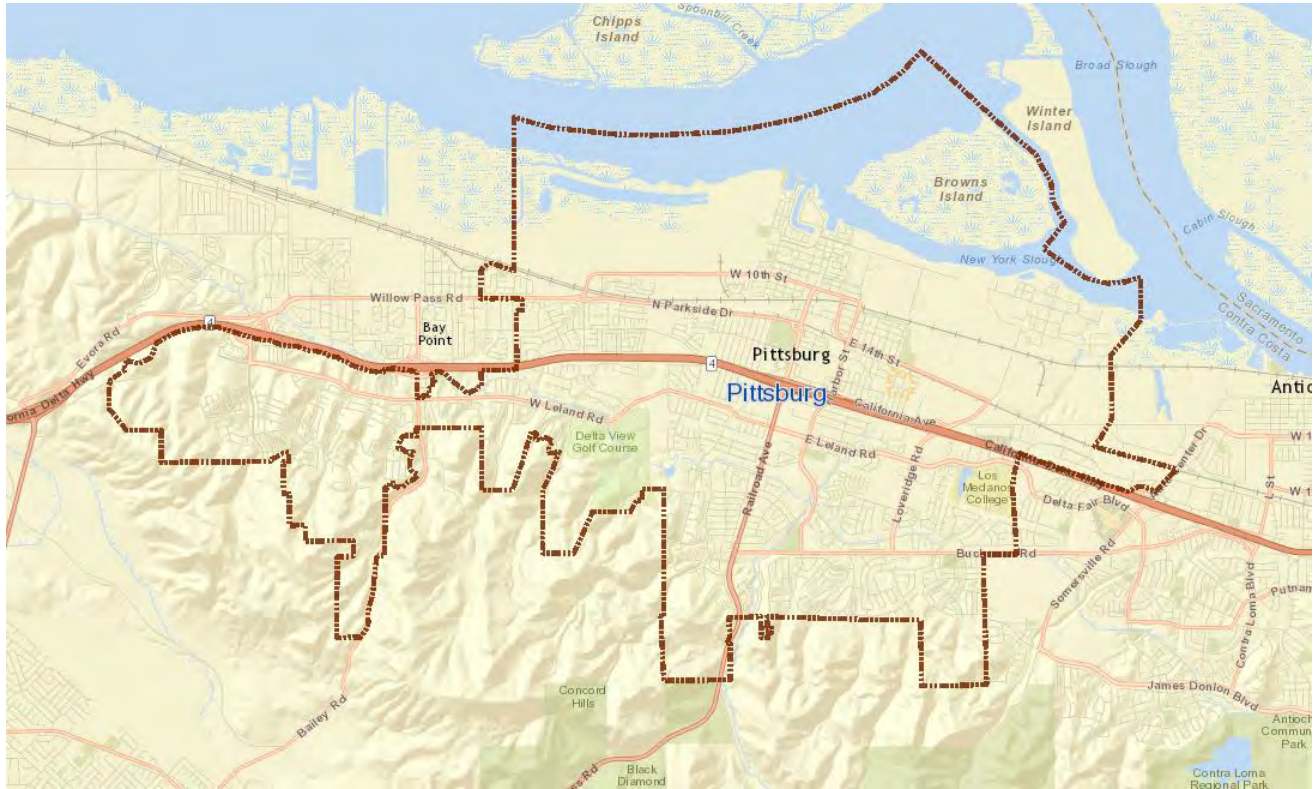
Estimated Project Cost:
\$2,000,000

Project Limits:
Park facilities Citywide

Funding Sources:
Grants & Park Dedication Fees (PDF)

Project Description:

Project to design and construct an All Abilities Playground within a city park with amenities accessible and appropriate for use by children of all abilities.



PK-13: PARK AND LANDSCAPING IMPROVEMENT PROJECT

Project No.

TBD

Status:

Projected Funding for FY 19/20

Estimated Project Cost:

\$200,000

Project Limits:

TBD

Operation and Maintenance

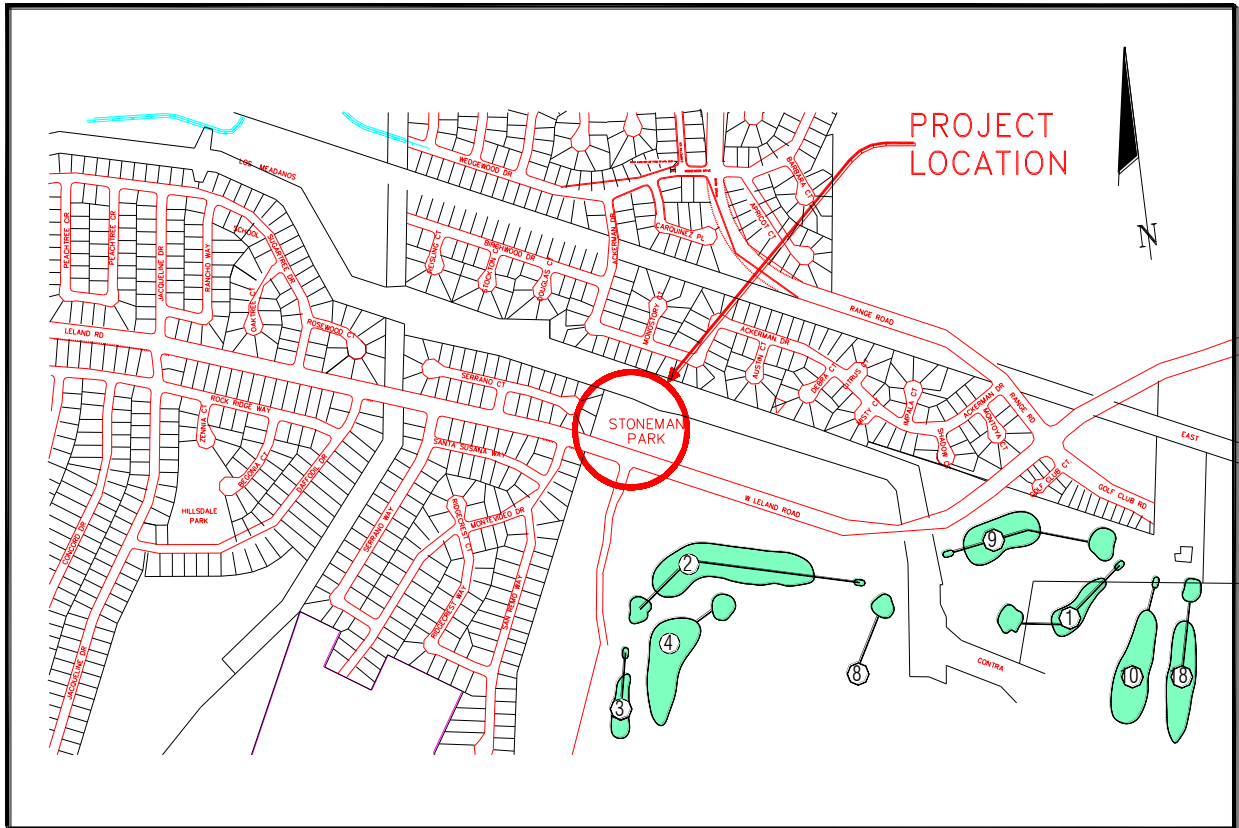
Funding Sources:

Eligible Funding Source: Grants & Park Dedication Fees (PDF)

Identified Funding Source: \$200,000 Future PDF

Project Description:

This project is for the replacement or removal of high maintenance amenities and landscaping at City maintained parks, medians, and landscaping features throughout the City. The intent of this project is to reduce or eliminate maintenance/staffing requirements by replacing or improving park and landscaping facilities with those that require less time to maintain resulting in an overall cost savings.



PK-14: SKATEBOARD PARK AT STONEMAN NORTH

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$480,000

Project Limits:
Located in Stoneman North Park on the southwest corner at West Leland Road and John Henry Johnson Parkway.

Funding Sources:
Eligible Funding Source: Park Dedication Fee

Identified Funding Source: TBD

Project Description:

This project will provide for an approximate 10,000 square foot Skateboard Park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project will be close to parking, restrooms and a bus stop.



PK-26: Buchanan Park Pavement Rehabilitation Project

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
\$245,000

Project Limits:
Buchanan Park

Funding Sources
Eligible funding sources: PDF
Identified funding sources: None

Project Description:

The project would reconstruct the parking lot, parking lot entrance and asphalt curb at Buchanan Park. Project includes restriping and storm drain inlet improvements. Curb Ramps will be installed per CDBG Curb Ramp Installation Project.



PK-40: DREDGE BUCHANAN PARK POND

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
\$200,000

Project Limits:
Buchanan Park

Funding Sources:
Eligible Funding Source: PDF
Identified Funding Source: TBD

Project Description:

This project will dredge the 1 acre Buchanan Park pond to its original design depth of four feet.



PK-41: BUCHANAN PARK SCHOOL AGE PLAYGROUND

Project No.

TBD

Status:

Awaiting funding.

Estimated Project Cost:

\$250,000

Project Limits:

Buchanan Park

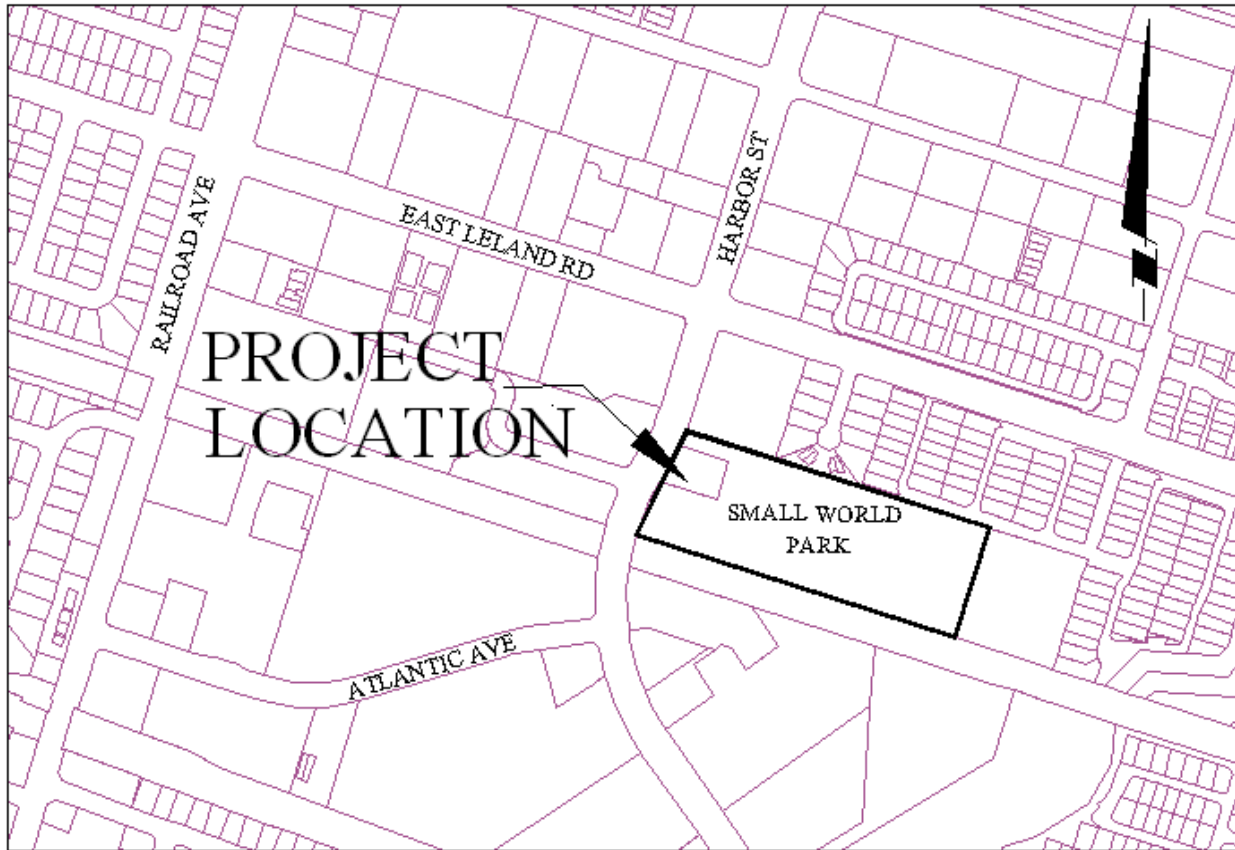
Funding Sources:

Eligible Funding Source: PDF

Identified Funding Source: none

Project Description:

This project will install a school age playground to the north of the Buchanan Center building to benefit those families using the facility and the group picnic area.



PK-51: SMALL WORLD PARK NEW FEATURES

Project No.
TBD

Status:
Partially funded

Estimated Project Cost:
\$1,300,000

Project Limits:
Small World Park

Funding Sources

Eligible funding sources: Park Land Dedication Fund, grants
Identified funding source: \$300,000 PDF

Project Description:

This project will construct new park features identified in the Small World Park Master Plan. These proposed features would include improvements to various areas of the park, and installation or construction of new attractions to enhance revenue and recreation opportunities at this facility.

GENERAL PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



G-2: CITY STANDARD DETAILS UPDATE

Project No.

N/A

Status:

In process.

Estimated Project Cost:

\$100,000

Project Limits:

N/A

Funding Sources:

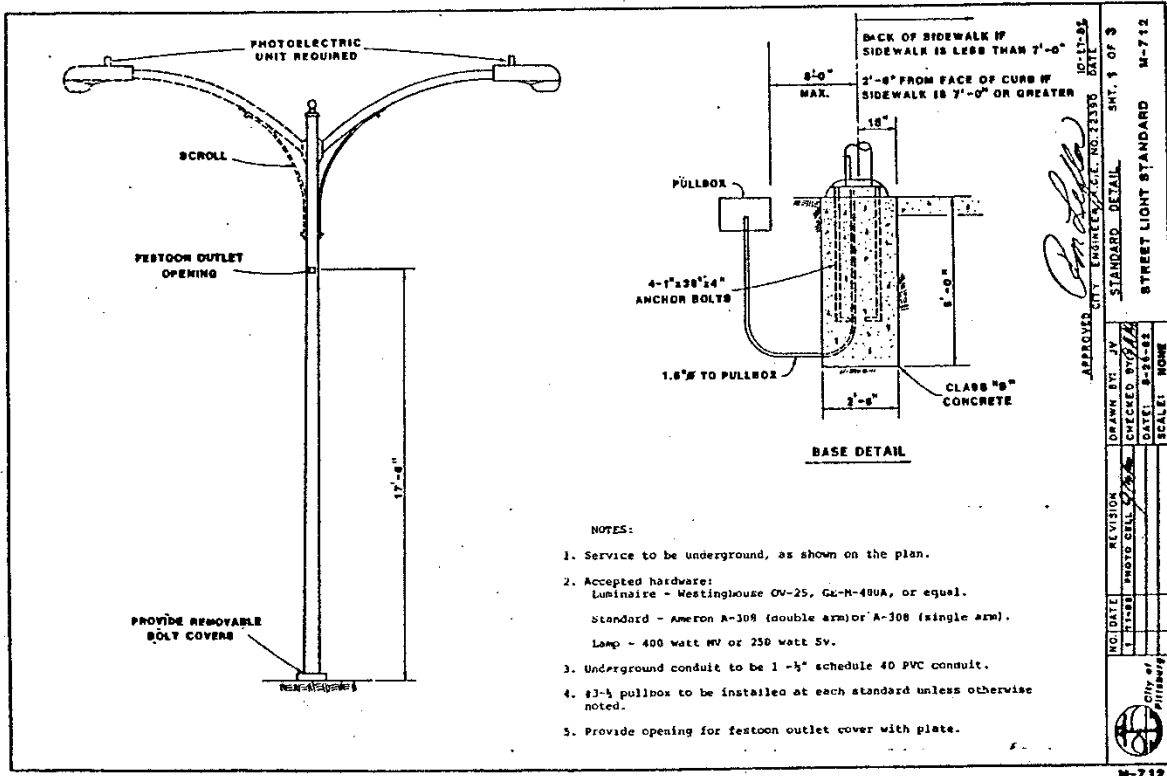
Eligible Funding Source: WOF, SOF,
Measure J, Gas Tax, IRRF, PDF

Identified Funding Source: \$32,000 WOF,
\$11,000 SOF, \$26,000 Gas Tax, \$31,000
PDF

Project Description:

The Pittsburg Standard Details were last updated in 2014, with a partial update. Since that time the City has undertaken an update to the Pittsburg Standard Specifications. The update to the Standard Specifications has initiated the need to update related standard details.

This project will provide for the necessary updates to the Standard Details. Updating of the Standard Details, combined with the current Standard Specifications update, will help staff, developers, contractors, and consultants to ensure that the City receives materials, construction methods, and quality assurance that it needs for City owned and maintained infrastructure.



G-7: PG&E STREET LIGHT FACILITIES ACQUISITION

Project No.
TBD

Status:
Awaiting funding

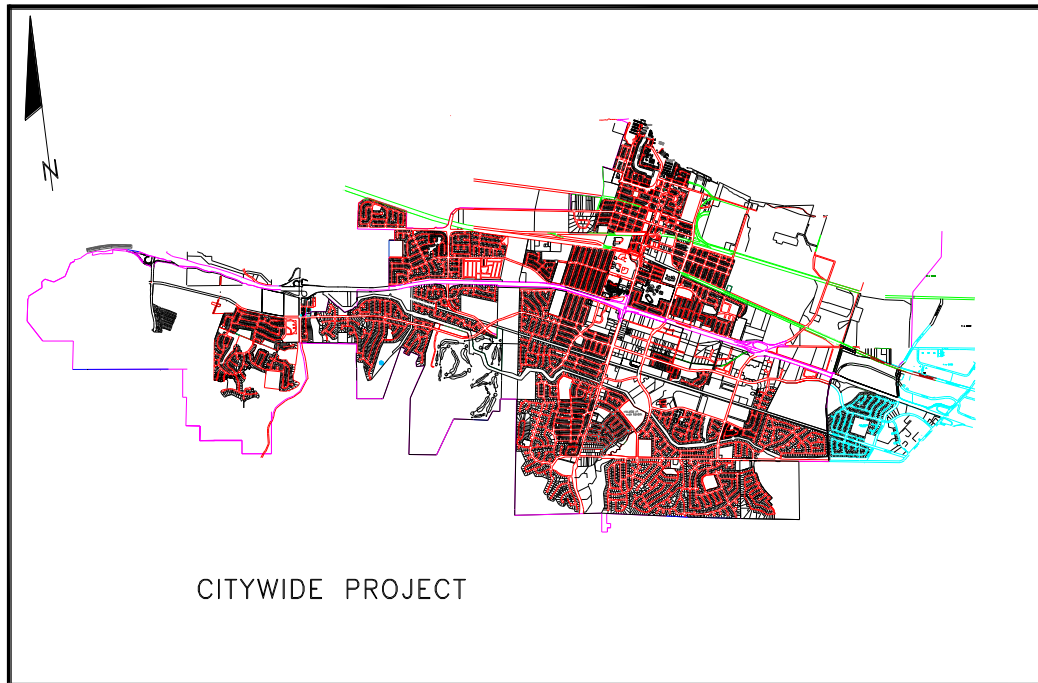
Estimated Project Cost:
\$1,050,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source:
Identified Funding Source: TBD

Project Description:

This will provide funding to buy out street lights from PG&E so they can be City owned and maintained, instead of the City paying PG&E for maintenance. There are approximately 3,671 PG&E-owned street lights in the City. The City currently owns approximately 32%, or 1,163 of the 4,834 street lights in the City. This project will not only save the City annual operating funds but will allow the Public Works Department to provide improved and more responsive service to street light complaints.



G-9: ADA TRANSITION PLAN UPDATE

Project No.
TBD

Status:
Awaiting funding.

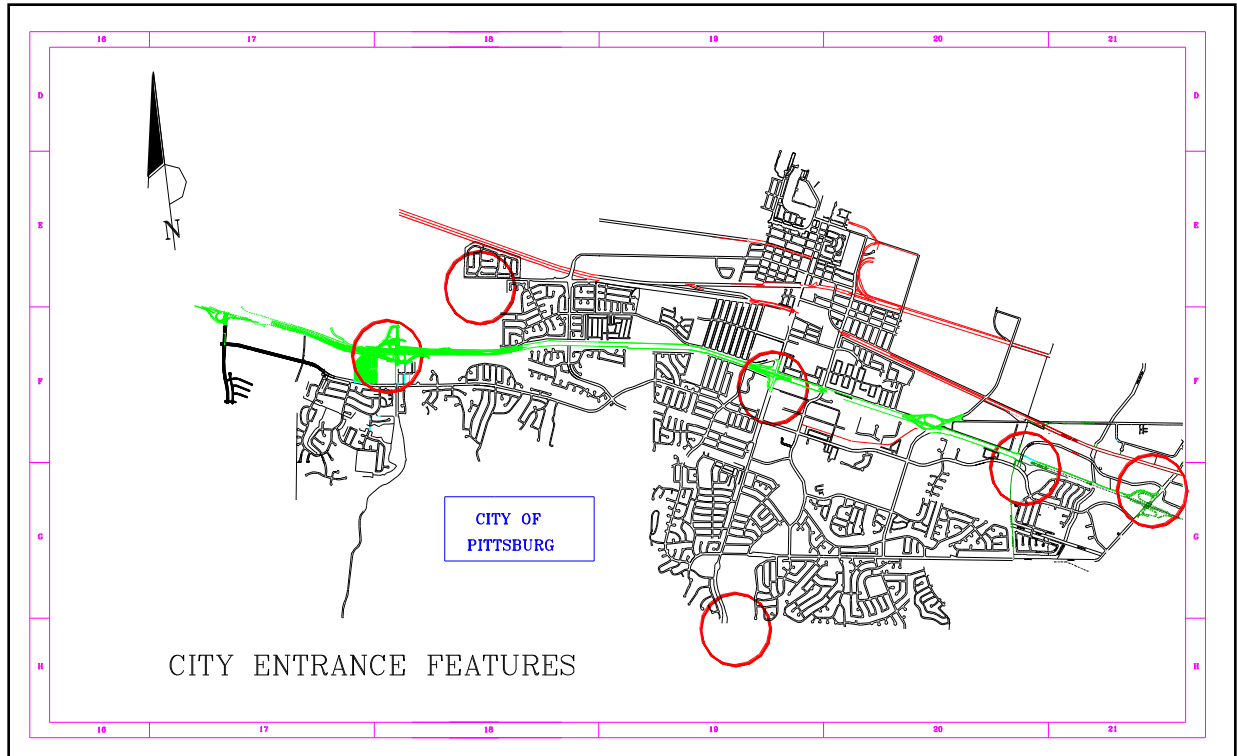
Estimated Project Cost:
\$50,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source:
Identified Funding Source: None

Project Description:

This project will survey current City facilities, including public buildings and curb ramps at intersections, to determine whether they are compliance with the Americans with Disabilities Act (ADA). For facilities not currently in compliance, the transition plan prioritizes, identifies funding for, and may establish a broad time line for achieving compliance with current ADA requirements.



G-12: CITY LIMIT ENTRANCE FEATURES

Project No.
BD

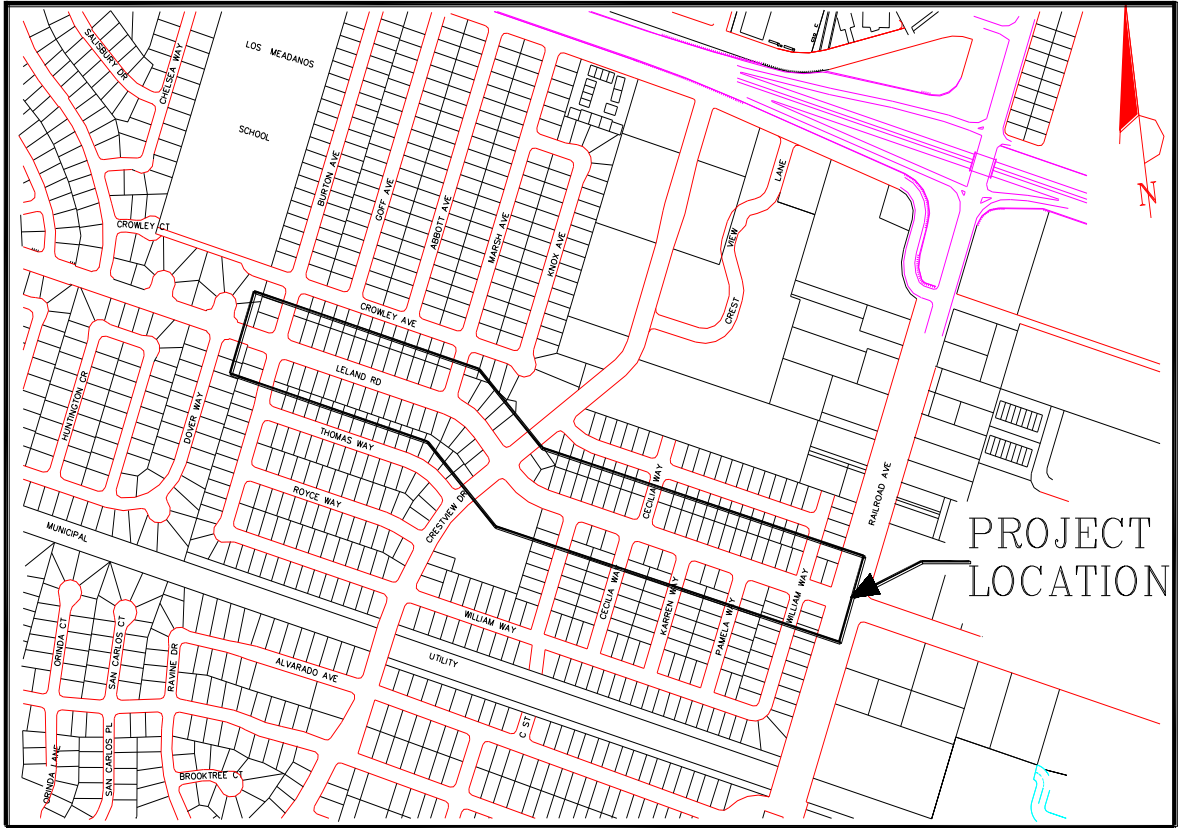
Status:
Awaiting funding.

Estimated Project Cost:
\$120,000

Project Limits:
City entrances

Funding Sources:
Eligible Funding Source:
Identified Funding Source: TBD

Project Description:
This project will construct entrance features at major entrances to the City.



G-18: WEST LELAND ROAD UNDERGROUND UTILITIES (Railroad Avenue to Burton Avenue)

Project No.
TBD

Status:
Design

Estimated Project Cost:
\$1,400,000

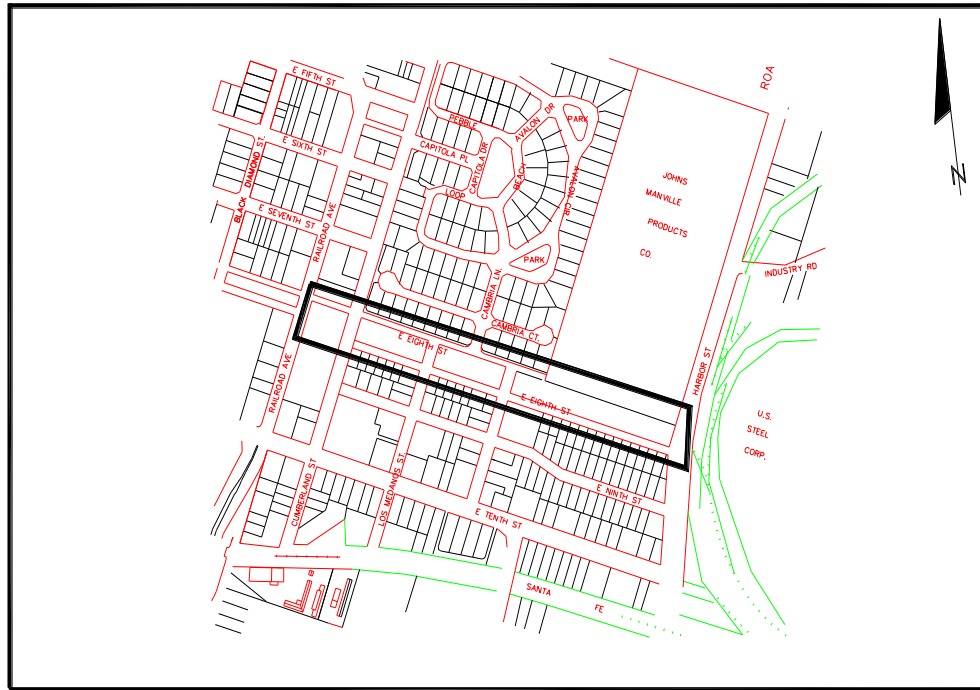
Project Limits:
W. Leland Road (Railroad Avenue to Burton Avenue)

Funding Sources:
Eligible Funding Source: Rule 20A
Identified Funding Source: \$1,400,000 Rule 20A/32

Project Description:

This project will underground the existing overhead utilities along West Leland Road from Railroad Avenue to Burton Avenue.

The project requires obtaining several easements for electrical boxes.



G-25: EAST 8TH STREET UNDERGROUND UTILITIES (Railroad Avenue to Harbor Street)

Project No.

To be determined

Status:

Awaiting Funding

Estimated Project Cost:

\$840,000

Project Limits:

E. Eighth Street

Funding Sources:

Eligible Funding Source: Rule 20A

Identified Funding Source: None

Project Description:

This project will remove overhead utilities and place them underground along East Eighth Street and the linear park from Railroad Avenue to Harbor Street.

PITTSBURG POWER PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
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SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

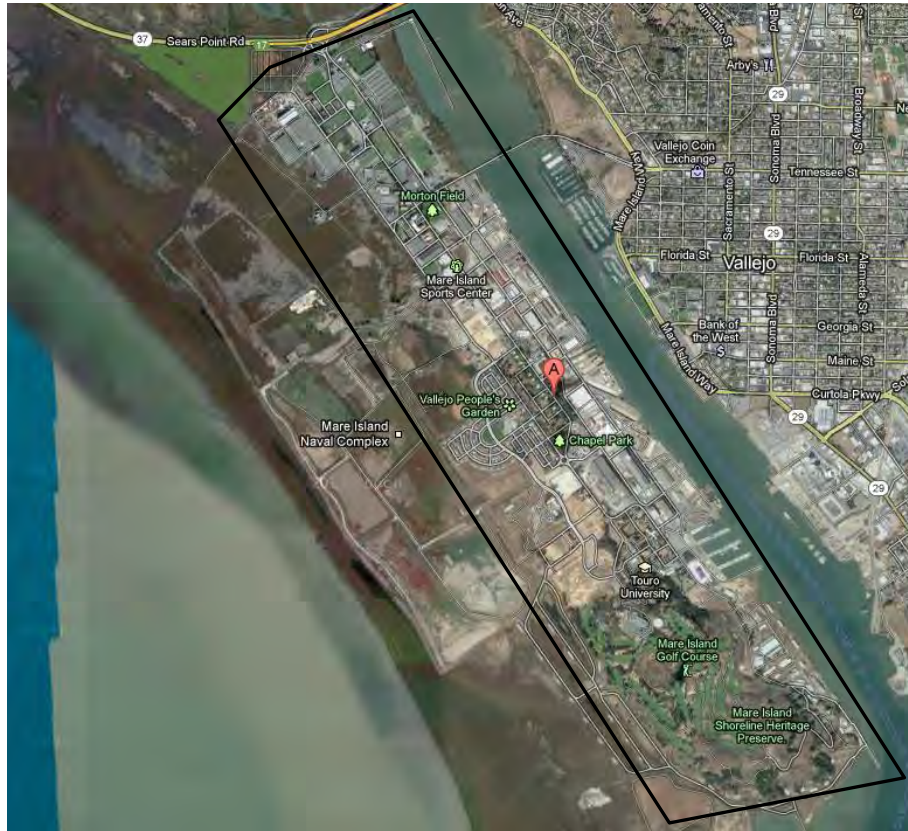
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



PP- 1 : FY2017-2018 CABLE REPLACEMENT

Project No.:

5814

Status:

Estimated Project Cost:

\$250,000

Project Limits:

Island Energy Service Territory

Operation and Maintenance

Funding Sources

Eligible Funding Source: Island Energy Reserves

Identified Funding Source: \$250,000 Island Energy Reserves

Project Description:

This project will replace approximately 6,000 feet of electrical cable. This project is expected to improve system reliability.



PP-2: DUCT BANK AND VAULT REPLACEMENTS

Project No.
TBD

Status:

Estimated Project Cost:
\$400,000

Project Limits:
Island Energy

Funding Sources

Eligible Funding: Island Energy Fund (IE)

Identified Funding: \$400,000 IE

Project Description:

Specific sections of the Island energy system have been identified for duct bank and vault replacement as being critical for system reliability and “backbone” expansion. The project supports the Lennar waterfront development and the Mare Island “North End” – which includes existing ALCO and EPS customers, and the anticipated City of Vallejo master development north of G Street.



PP-3: UPGRADE STATION 'M' (BLDG 577)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
\$180,000

Project Limits:
Railroad Ave. @ H St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: None

Project Description:

Upgrade Island Energy Station “M” (Mare Island Building 577; 7400sqft) for greater crew accessibility, functionality, security, improved appearance and additional materials / tool storage.

Island Energy (“IE”) controls the Station M property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. Upgrade of Station M is consistent with the grant of easement.

The project scope contemplates and may include architectural assessment and treatments, siding repair/painting, roof repair/painting, window/door replacement and other facility repair or upgrade including new internal/external lighting and security.

Internal space planning will include the addition of crew facilities – changing room, showers, restroom, laundry area and potentially meeting and break area (all potentially indoor-modular applications). A structural deck, in the north-end area above existing inside switchgear and planned crew facilities, will be constructed for materials and tools storage.



PP-4: RE-PURPOSE STATION ‘E’ (BLDG 801)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
\$260,000

Project Limits:
Nimitz Ave. @ 7th St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: None

Project Description:

Re-purpose Island Energy Station “E” (Mare Island Building 801) from that of an electrical shop, tool and materials storage facility to that of Island Energy’s business offices. Materials would be relocated to other IE controlled facilities (Bldgs 516, 577) and the current “Quarter P” business office lease with Lennar would cease.

Island Energy (“IE”) controls the Station E property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. We interpret IE utility office use as being consistent with the easement.

Station E consists of three elements: Shop and storage building of approximately 1,344sqft, an open-air substation, and a secondary building of approximately 1,248sqft.

The project scope includes architectural assessment and treatments, space planning, permitting, addition of windows, doors, skylights and internal build-out to include offices, meeting areas, break room, indoor plumbing, HVAC and related personnel and office appurtenances. Build-out and related costs is estimated at approximately \$100/sqft.



PP-6: RE-PURPOSE STATION ‘N’ (BLDG 777)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
\$225,000

Project Limits:
Azuar Drive @ O St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: None

Project Description:

Re-purpose Island Energy Station “N” (Mare Island Building 777) from that of a former substation for use by Island Energy for vehicle, equipment and materials storage.

Island Energy (“IE”) controls the Station N property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. We interpret IE utility office use as being consistent with the easement.

The Station N easement footprint, although ill-defined, is conservatively estimated at approximately 41000sqft. The only existing site encumbrance is the switchgear building (Building 777) of approximately 400sqft.

The project scope includes permitting, site demo and civil works, fencing, yard and area lighting, site paving, foundations and slab floor, a [5000 sqft] modular structural steel building; internal build-out to include equipment/tools areas, crew room with indoor plumbing and facility security systems. Build-out and related costs is estimated at approximately \$45/sqft (building footprint as base for cost).



PP-7: STATION H KWH METERING EQUIPMENT

Project No.
TBD

Status:

Estimated Project Cost:
\$80,000

Project Limits:
Azuar Drive at O Street. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy (IE)

Identified Funding Source: \$80,000 IE

Project Description:

Installation of new KWH per-phase circuit metering devices to better assess Island Energy system load demands and losses. This provides functionality for balancing Island Energy system loads and promote a more structured plan for addressing new loads and system expansion.



PP-25: GAS LINE REMOVAL AND REPLACEMENT

Project No.
TBD

Status:

Estimated Project Cost:
\$150,000

Project Limits:
Island Energy

Funding Sources

Eligible Funding Source: Island Energy (IE)

Identified Funding Source: \$150,000 IE

Project Description:

Remove gas line adjacent to Veteran Affairs (VA) clinic and replace with a line 100 yards south, connecting to existing four-inch pipe adjacent to Murigenics building. Remove steel pipe attached to building 599 and remove above ground steel filter from VA parking area.

MARINA PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

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B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



M-3: 2017-2027 MARINA MAINTENANCE DREDGING (FORMERLY RIVERVIEW BASIN DREDGE PROJECT)

Project No.
5400

Status:

Estimated Project Cost:
\$10,500,000

Project Limits:
Pittsburg Marina

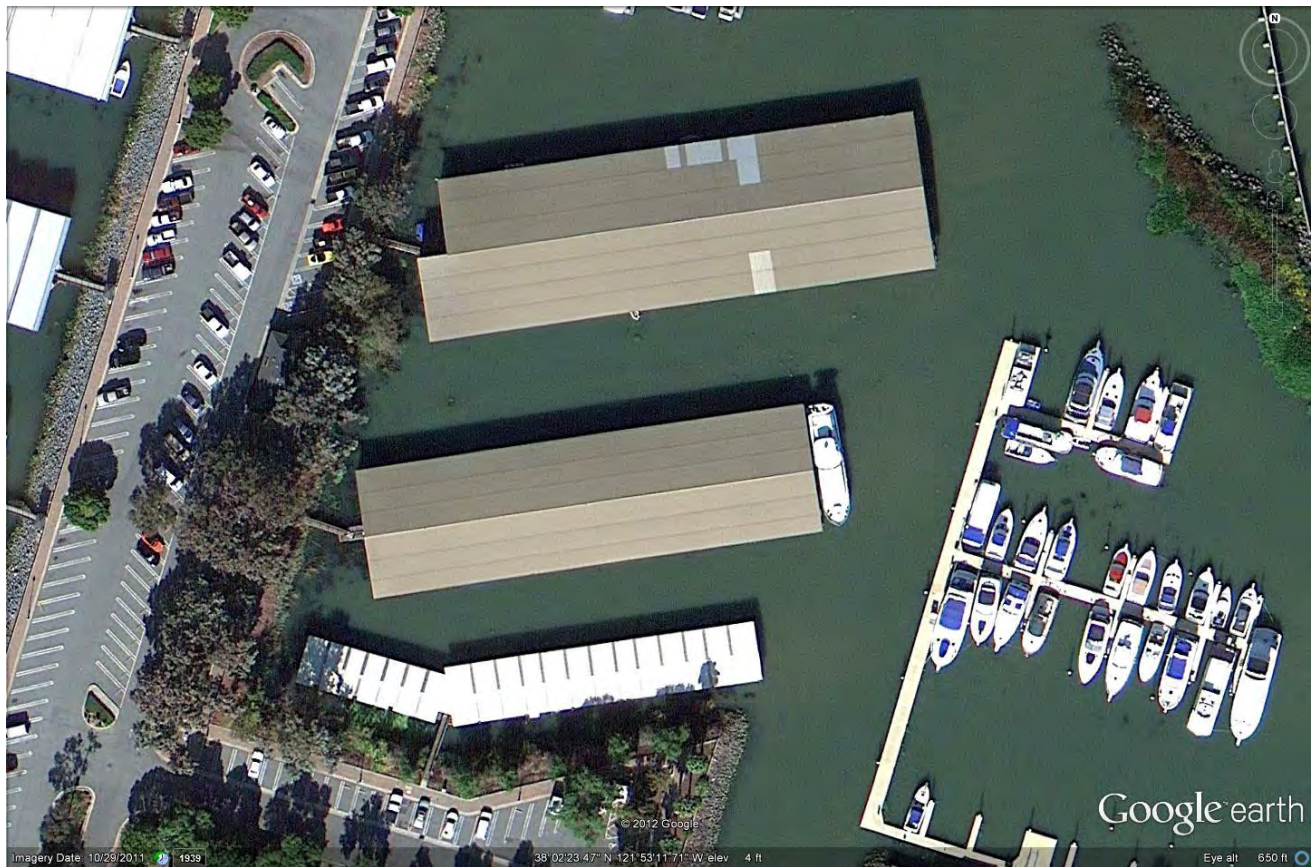
Funding Sources

Eligible Funding Source: Marina Enterprise (ME),
Waterfront Operations (WO), Grants

Identified Funding: \$250,000 ME, \$70,000 WO
(new funding) and \$65,000 WO, \$41,208 ME
(previously funded)

Project Description:

This general dredge project consists of six areas that will be completed in phases as funding is available and as a need for dredging arises. These areas are Lowy Basin, Riverview Basin, Central Harbor, the public launch ramps, outfalls stemming from the Pittsburg Waterfront, and the New York Landing HOA Residential Channel.



M-4: REPLACE COVERED BERTHS IN CENTRAL HARBOR (SHEDS 1, 2, & 3)

Project No.

Status:

Awaiting Funding

Estimated Project Cost:
\$425,000

Project Limits:
Central Harbor of the Marina

Funding Sources:
Eligible Funding Source:
Identified Funding Source:

Project Description:

Sheds 1, 2, & 3, are the oldest structures in the Marina. They are estimated to be well over 50 years old. In addition to their age, the shed heights create a problem for modern boats with taller fly bridges. The Marina has a waiting list for the newer covered berths, while these older sheds do not fill up. This project will replace deteriorating covered berths in the Central Harbor.



M-5: REMODEL RESTROOMS AND SHOWERS IN RIVERVIEW BASIN

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
\$225,000

Project Limits:
Riverview Marina

Funding Sources:
Eligible Funding Source:
Identified Funding Source:

Project Description:

As there has been an increase in the live-aboard population at the Marina, the use of facilities has expanded beyond the original design. The number of toilets, sinks, and showers need to be re-assessed. This project will remodel and rehabilitate the showers and restrooms at the Riverview Marina.



M-6: REPLACE RESTROOMS AT THE LAUNCH RAMP

Project No.

Status:

Awaiting Funding

Estimated Project Cost:

\$225,000

Project Limits:

Public Launch Ramp

Funding Sources:

Eligible Funding Source:

Identified Funding Source:

Project Description:

The launch ramp public restrooms are in bad condition. This project will replace the restrooms at the public launch ramp off of Marina Boulevard with an approximately 200 square foot restroom facility.



M-7: RESTROOM/SHOWER FACILITY FOR CENTRAL HARBOR

Project No.

Status:

Awaiting Funding

Estimated Project Cost:
\$250,000

Project Limits:

Central Harbor of the Marina

Funding Sources:

Eligible Funding Source: Marina Enterprise Fund

Identified Funding Source: TBD

Project Description:

This project will construct restroom and shower facilities for the Central Harbor. This work was originally included with the dock replacement project, but was removed due to funding shortfall.



M-8: MARINA SOUTH PARKING LOT IMPROVEMENTS

Project No.
TBD

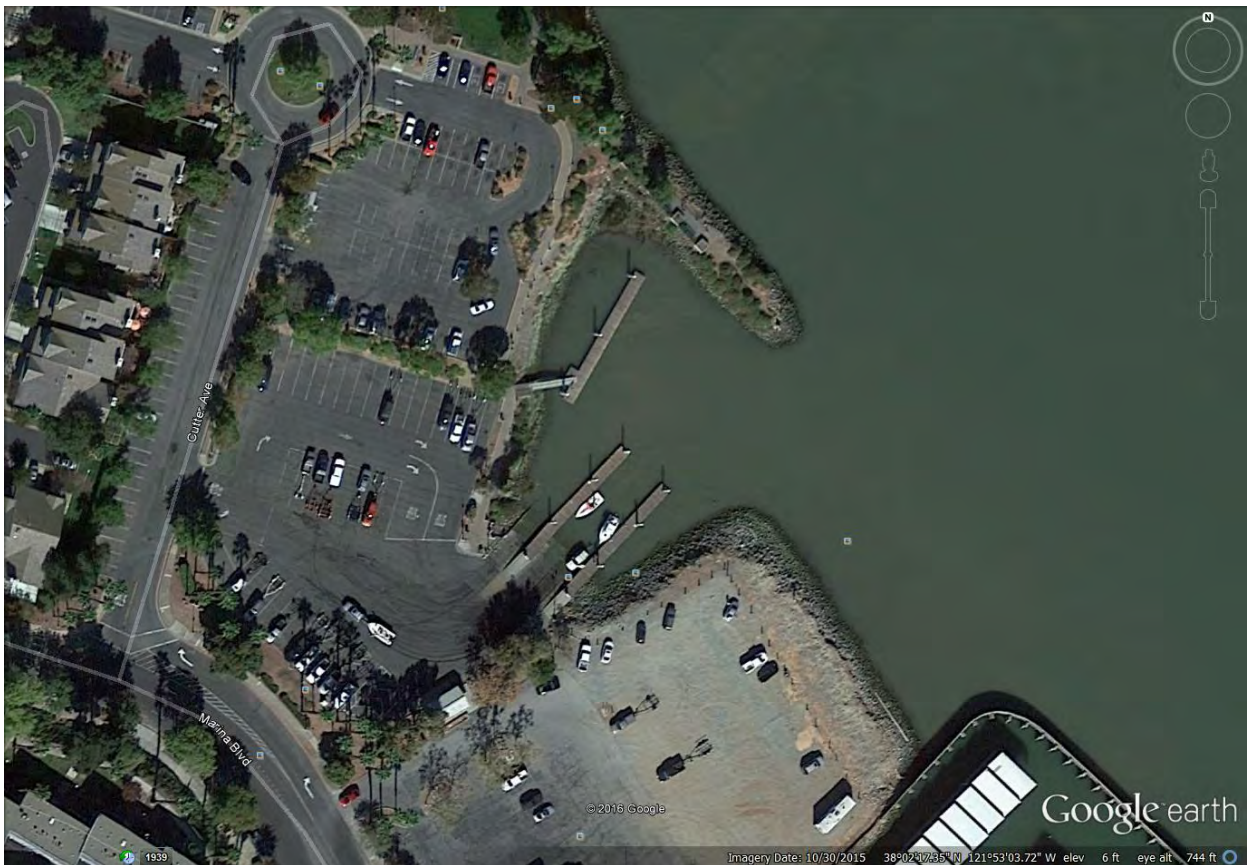
Status:
Concept Plan only

Estimated Project Cost:
\$50,000

Project Limits:
City Marina's Southern Parking Lot on Marina Boulevard

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
Repave or seal parking lot A.C. pavement and repair failed areas. Install signage, pavement markers and markings to accommodate vehicles with boat trailers. Project may include removal of trees and construction of concrete curbs.



M-9: LAUNCH RAMP MAINTENANCE DREDGING

Project No.

Status:
unfunded

Estimated Project Cost:
\$65,000

Project Limits:
Launch Ramp area

Funding Sources:
Eligible Funding Source: ME
Identified Funding Source:

Project Description:

This project will perform maintenance dredging at the Pittsburg Launch Ramp. This will remove accumulated silt and help prevent boats from touching the bottom of the area with the hull or propeller.



M-10: RIVERVIEW PARK DOCK REPAIRS

Project No.

Status:

Awaiting Funding

Estimated Project Cost:

\$75,000

Project Limits:

Riverview Park

Funding Sources:

Eligible Funding Source: Marina Enterprise Fund

Identified Funding Source: TBD

Project Description:

This project will increase ease of use for fishermen, enhance amenities like fishing pole holders, wind blockers, and benches, and address damages at the Riverview Park dock.



M-11: MARINA INFRASTRUCTURE REPAIR AND REPLACEMENT

Project No.
TBD

Status:
Planning

Estimated Project Cost:
\$500,000

Project Limits:
City maintained launch ramps and marinas, Lowy Basin, Central Harbor, and Riverview Basin

Funding Sources
Eligible Funding Sources: Grants, Waterfront Funds, Marina Funds
Identified Funding: \$20,000 of FY 18-19 Marina Funds

Project Description:
The establishment of this project is in anticipation for replacement and repair needs of Marina infrastructure above and beyond normal maintenance. Aging infrastructure includes wooden docks 1-3, electrical panels on guest docks, electrical meters, restrooms at Riverview Basin, and more.

**CITY OF PITTSBURG
CITY COUNCIL/AGENCY CONCURRENT MEETING MINUTES**

DATE: September 17, 2018

LOCATION: Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, CA 94565

CITY COUNCIL/AGENCY MEMBERS

Dwaine "Pete" Longmire, Mayor/Chair
Sal Evola, Vice-Mayor/Chair
Juan Antonio Banales, Council/Agency Member
Jelani Killings, Council/Agency Member
Marilyn Craft, Council/Agency Member
S.L. Floyd, Agency Member
Annie Hill Herring, Agency Member

APPOINTED OFFICIALS

Joe Sbranti, City Manager/Executive Director
Donna Mooney, City Attorney/Legal Counsel
Alice E. Evenson, City Clerk/Agency Secretary (elected)
Nancy Parent, City Treasurer (elected)

Vice Mayor Evola called the meeting of the City Council to order at 7:03 P.M. in the City Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, CA after convening at 6:00 P.M. for Closed Session for the following items:

1. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION FOR THE CITY OF PITTSBURG; Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9:

Two (2) cases

2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION FOR THE CITY OF PITTSBURG; Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9:

One (1) case

Vice Mayor Evola stated there was no reportable action taken in Closed Session.

ROLL CALL

Mayor Longmire was absent and excused.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITY MANAGER'S REMARKS

City Manager Sbranti stated that Item 13 on the Consent Calendar would be pulled and continued.

Assistant City Manager Evans reported on upcoming events throughout the city.

CITIZENS REMARKS

Bruce Ohlson, Pittsburg, thanked Council and staff for repair of the gate and fence on the northeast corner of Stoneman and Harbor.

PUBLIC HEARING

5. Introduction and Waive First Reading of an Ordinance Amending Section 3.26.030 of the Pittsburg Municipal Code Relating to Fiscal Sustainability and Reserve Funds

Vice Mayor Evola opened the Public Hearing. There being no one to speak to the item, Vice Mayor Evola closed the Public Hearing.

On motion by Member Killings, seconded by Member Craft to introduce and waive first reading of the Ordinance and approved by the following vote:

AYES: Banales, Craft, Evola, Killings

ABSENT: Longmire

6. Introduction and Waive First Reading of an Ordinance and Adoption of a Resolution Approving the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Vice Mayor Evola opened the Public Hearing.

Derek Cole, Pittsburg, a member of IBEW Local 302, spoke in favor of the project.

Tom Hansen, Pittsburg, spoke in favor of the project.

Bruce Ohlson, Pittsburg, spoke in favor of the project, and hoped a condition of approval would be added that the developer be financially involved in constructing the Great California Delta Trail in that area.

There being no one to speak further to the item, Vice Mayor Evola closed the Public Hearing.

On motion by Member Banales, seconded by Member Craft to introduce and waive first reading of the Ordinance and approved by the following vote:

AYES: Banales, Craft, Evola, Killings

ABSENT: Longmire

7. Adoption of a City Council Resolution Approving the 2017-2018 Community Development Block Grant Consolidated Annual Performance and Evaluation Report

Member Craft stated she would recuse herself from this item due to her financial interest. She left the dais at this time.

Vice Mayor Evola opened the Public Hearing. There being no one to speak to the item, Vice Mayor Evola closed the Public Hearing.

On motion by Member Killings, seconded by Member Banales to adopt and approved by the following vote:

AYES: Banales, Evola, Killings
ABSENT: Craft [Recused], Longmire

Member Craft returned to the dais at this time.

CONSIDERATION

8. By Minute Order Appoint Two Committee Members to an Ad Hoc Committee on Commissions and Council Procedures

On motion by Member Banales, seconded by Member Killings to appoint Members Craft and Evola to the committee and approved by the following vote:

AYES: Banales, Craft, Evola, Killings
ABSENT: Longmire

CONFLICT OF INTEREST STATEMENT

There were no conflict of interest statements. City Manager Sbranti noted a typographical error in Item 14 which was corrected and placed on the dais.

**COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION,
AND PITTSBURG POWER COMPANY CONSENT CALENDAR**

On motion by Vice Mayor/Chair Evola, seconded by Member Banales to adopt the Consent Calendar without Item 13, and approved by the following vote:

AYES: Banales, Craft, Evola, Killings
ABSENT: Longmire

9. Minutes of September 4, 2018

10. Adoption of a City Council Resolution Amending City's Conflict of Interest Code

11. Adoption of a City Council Resolution Approving Revisions to the City's Investment Policy

12. Adoption of a City Council Resolution to Create a Master Pay Schedule as Required by California Public Employees' Retirement System

13. Adoption of an Ordinance Amending Title 18 of the Pittsburg Municipal Code Related to Permitting Small Recycling Facilities and Mail Order or Direct Selling Establishments in the M District AP-17-1235 (RZ) - **CONTINUED**

14. Adoption of a City Council Resolution to Award FY 2018/19 Purchase Contract for Bulk Renewable Diesel

15. Adoption of a Resolution Authorizing the Executive Director to Execute a Sublease Agreement Between the Pittsburg Arts and Community Foundation, Inc. and David Doyal for 51 Marina Boulevard, Suite C

COUNCIL MEMBER REPORTS/REMARKS

Member Killings attended the League of California Cities Annual Conference in Long Beach. He reported the League was considering a ballot measure or a possible California Constitution Amendment to preserve local control over housing. Other topics of note were politics at the state and federal level, homelessness, and avenues for financing affordable housing.

Member Craft attended a press conference with Senator Glazer and Assemblymember Baker urging the Governor to veto AB 2923 which addresses affordable housing around BART stations and removing local control.

Vice Mayor Evola asked that everyone keep Mayor Longmire's family in their prayers and stated he would close this meeting in memory of Will Casey.

At the Vice Mayor's request, Chief Addington gave a brief summary of Will Casey's service to the community as Police Chief, City Manager, Council Member and Mayor, noting that he passed last Thursday at 80 years old.

ADJOURNMENT

The City Council meeting was adjourned at 7:46 P.M. to October 1, 2018 ***in memory of Will Casey.***

Respectfully submitted,

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/20/2018

TO: Mayor/Chair and Council/Agency Members

FROM: Joe Sbranti, City Manager/Executive Director

SUBJECT: Adoption of Both a City Council and Agency Resolution Allocating Funding, Accepting the Plans and Specifications, and Awarding Contract 2015-03, San Marco Boulevard Class I Trail Project

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

Contract 2015-03, San Marco Boulevard Class I Trail Project (the "Project"), is for the construction of a pedestrian bridge and widening of the sidewalk to construct the continuation of a Class 1 pedestrian/bicycle trail adjacent to San Marco Boulevard. The new trail will be constructed on the west side of San Marco Boulevard from approximately El Cajon Court to West Leland Road. These Resolutions will accept the plans and specifications for the Project, allocate funding, and authorize the City Manager to award a construction contract.

FISCAL IMPACT

The Project (Project 2014) is currently funded at \$265,000 (\$132,500 Measure J (Fund 204) and \$132,500 Transportation Development Act (TDA) Grant). Staff is requesting an additional allocation of \$50,000 from Park Dedication Fee (PDF)(Fund 304) and \$223,000 from Southwest Pittsburg Geological Hazard Abatement District II (GHAD II)(Fund 208) for a total Project budget of \$538,000.

Staff is also requesting that \$123,053 of the Measure J funding currently in the Project budget be replaced with PDF funds. The project is eligible for these funds as a new recreational facility. The resulting Project funding distribution would be \$132,500 TDA Grant funds, \$223,000 GHAD II funds, \$9,447 Measure J funds, and \$173,053 PDF funds. The total Project budget would continue to be \$538,000.

A Project Budget Summary is attached to this Staff Report.

RECOMMENDATION

That the City Council and the GHAD II Board adopt the attached Resolutions allocating additional funding (\$50,000 from PDF and \$223,000 from GHAD II), replacing \$123,053 of Measure J funds with PDF funds, accepting the plans and specifications, and authorizing the City Manager to award and execute Contract 2015-03 in the amount of \$354,335 with F. Loduca Company of Stockton, California for construction of the Project.

Staff further recommends that a construction contingency of \$48,000, approximately 15% of the contract amount be authorized for the Project. Staff further recommends that the City Engineer be authorized to approve contract change orders for this Project in a total amount not to exceed 50% of the contingency and the City Manager be authorized to approve change orders for this Project in a total amount not to exceed 100% of the contingency amount.

BACKGROUND

The Project will improve the safety of bicyclist traveling along San Marco Boulevard by providing them with a safer route on a class 1 pedestrian/bicycle trail instead of sharing the travel lanes along San Marco Boulevard. Additionally, this new bridge will allow bicyclists and pedestrians to cross a GHAD II owned drainage channel to connect the San Marco subdivision to San Marco Boulevard, Leland Road, and to the new Ray Giacomelli Community Park.

On March 3, 2014, City Council adopted Resolution 14-12096, authorizing the filing of an application for a TDA grant for the Project and declaring that local matching funds will be provided for the Project.

On July 18, 2016, City Council adopted Resolution 16-13214, adopting the City of Pittsburg Capital Improvement Program (CIP) for Fiscal Years 2016/17 through 2020/21. The approved CIP included Project ST-20, San Marco Boulevard Class I Trail. Resolution 16-13214, authorized the allocation of \$132,500 of Measure J and \$132,500 of TDA grant funds to the Project for a total Project budget of \$265,000.

On June 18, 2018, GHAD II Board adopted Resolution 18-13490, approving the budget plan for GHAD II and appropriating funds for fiscal year 2018-19. Funding for the Project in the amount of \$223,000 was included in the approved budget. If approved, the resolution will allocate the budgeted funds to the Project. No new funds are requested from the District.

Bids for the Project were opened on September 5, 2018, and F. Loduca Company of Stockton, California was the low bidder with a bid in the amount of \$354,335.

SUBCOMMITTEE FINDINGS

N/A

STAFF ANALYSIS

Construction of the bridge and trail will help to prevent pedestrians and bicyclists from crossing in the drainage swale on the GHAD II owned parcel that is adjacent to San Marco

Boulevard. This will reduce liability for the GHAD II due to unauthorized access onto the GHAD II parcel.

Staff received seven bid proposals for the construction of the Project. The bids received have been checked for arithmetical errors, completeness, and conformance with the bid requirements. F. Loduca Company of Stockton, California was the lowest responsive bidder with a bid of \$354,335.

Based on available funding and estimated project costs, Staff anticipates that an additional \$50,000 of funding is required to construct the Project.

Staff has determined that the low bid proposal submitted by F. Loduca Company is responsive to the requirements set forth in the bidding documents.

ATTACHMENTS: City Council Resolution
GHAD II Resolution
Project Funding Summary

Report Prepared By: Ronald A. Nevels, Senior Civil Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

A Resolution Allocating Funds,)
Accepting the Plans and) RESOLUTION NO. 18-
Specifications, and Awarding)
Contract 2015-03, San Marco)
Boulevard Class I Trail Project)

The City Council of the City of Pittsburg DOES RESOLVE as follows:

WHEREAS, Contract 2015-03, San Marco Boulevard Class I Trail Project (the "Project"), is for the construction of a pedestrian bridge and widening of the sidewalk to construct the continuation of a Class 1 pedestrian/bicycle trail adjacent to San Marco Boulevard; and

WHEREAS, on July 18, 2016, City Council adopted Resolution 16-13214, adopting the City of Pittsburg Capital Improvement Program (CIP) for Fiscal Years 2016/17 through 2020/21; and

WHEREAS, the approved CIP included Project ST-20, San Marco Boulevard Class I Trail. Resolution 16-13214, authorized the allocation of \$132,500 of Measure J and \$132,500 of TDA grant funds to the Project for a total Project budget of \$265,000; and

WHEREAS, on June 18, 2018, GHAD II Board adopted Resolution 18-13490, approving the budget plan for GHAD II and appropriating funds for fiscal year 2018-19. Funding for the Project in the amount of \$223,000 was included in the approved budget; and

WHEREAS, bids for construction of the Project were opened on September 5, 2018, and F. Loduca Company was the low bidder with a bid in the amount of \$354,335; and

WHEREAS, after all expenses during design, bidding, and estimated future costs, there currently are insufficient funds in the Project budget to award a construction contract to the low bidder; and

WHEREAS, Staff requests the allocation of an additional \$50,000 from Park Dedication Fee (PDF) to fully fund the Project; and

WHEREAS, Staff is also requesting that \$123,053 of the Measure J funding currently in the Project budget be replaced with PDF funds. The resulting Project funding distribution would be \$132,500 TDA Grant funds, \$223,000 GHAD II funds, \$9,447 Measure J funds, and \$173,053 PDF funds. The total Project budget would be \$538,000; and

WHEREAS, Staff requests that the City Manager be authorized to award a construction contract for the Project in an amount of \$354,335 to F. Loduca Company; and

WHEREAS, Staff recommends establishing a contingency in an amount \$48,000 (approximately 15% of the construction contract) for unforeseen expenses; and

WHEREAS, Staff further requests that the City Engineer or his designee be authorized to approve contract change orders for this Project in a total amount not to exceed 50% of the contingency and the City Manager be authorized to approve change orders for this Project in a total amount not to exceed 100% of the contingency amount.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Pittsburgh as follows:

Section 1. The City Council hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the City Council set forth below.

Section 2.
City Council hereby accepts the plans and specifications for the Project.

Section 3.
City Council hereby approves the allocation of \$50,000 from PDF fund to the Project.

Section 4.
City Council hereby approves the replacement of \$123,053 of the Measure J funding currently in the Project budget with PDF funds. The resulting Project funding distribution shall be \$132,500 TDA Grant funds, \$223,000 GHAD II funds, \$9,447 Measure J funds, and \$173,053 PDF funds. The total Project budget shall be \$538,000.

Section 5.
The City Council authorizes City Manager to award a construction contract in the amount of \$354,335 to F. Loduca Company.

Section 6.
The City Council authorizes a construction contingency in the amount of \$48,000 for unforeseen expenses.

Section 7.
The City Engineer is authorized to approve contract change orders for the Project for a total amount not to exceed 50% of the contingency and the City Manager shall be authorized to approve contract change orders for the Project for a total amount not to exceed 100% of the contingency amount.

Section 8.

The City Clerk shall certify to the adoption of this Resolution.

Section 9.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

BEFORE THE SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT
DISTRICT II

In the Matter of:

A Resolution Allocating Funds	)	
For Design and Construction of	)	RESOLUTION NO. 18-
Contract 2015-03, San Marco	)	
<u>Boulevard Class I Trail Project</u>	)	

The Board of Directors of the Southwest Pittsburg Geologic Hazard Abatement District II (GHAD II) DOES RESOLVE as follows:

WHEREAS, Contract 2015-03, San Marco Boulevard Class I Trail Project (the "Project"), is for the construction of a pedestrian bridge and widening of the sidewalk to construct the continuation of a Class 1 pedestrian/bicycle trail adjacent to San Marco Boulevard; and

WHEREAS, construction of the bridge and trail will help to prevent pedestrians and bicyclists from crossing in the drainage swale on the GHAD II owned parcel that is adjacent to San Marco Boulevard; and

WHEREAS, on July 18, 2016, City of Pittsburg City Council adopted Resolution 16-13214, adopting the City of Pittsburg Capital Improvement Program (CIP) for Fiscal Years 2016/17 through 2020/21; and

WHEREAS, the approved CIP included Project ST-20, San Marco Boulevard Class I Trail. Resolution 16-13214, authorized the allocation of \$132,500 of Measure J and \$132,500 of TDA grant funds to the Project for a total Project budget of \$265,000; and

WHEREAS, on June 18, 2018, GHAD II Board adopted Resolution 18-13490, approving the budget plan for GHAD II and appropriating funds for fiscal year 2018-19. Funding for the Project in the amount of \$223,000 was included in the approved budget; and

WHEREAS, bids for construction of the Project were opened on September 5, 2018, and F. Loduca Company was the low bidder with a bid in the amount of \$354,335; and

WHEREAS, after all expenses during design, bidding, and estimated future costs, there currently are insufficient funds in the Project budget to award a construction contract to the low bidder; and

WHEREAS, City of Pittsburg Staff is requesting that the City of Pittsburg City Council allocate an additional \$50,000 from Park Dedication Fee (PDF) at the meeting on October 1, 2018; and

WHEREAS, the GHAD II Manager requests the GHAD II Board allocate \$223,000 of the previously anticipated funding to the Project resulting in a combined total budget of \$538,000 for design and construction.

NOW, THEREFORE BE IT RESOLVED by the GHAD II Board as follows:

Section 1. The GHAD II Board hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the GHAD II Board set forth below.

Section 2.

GHAD II Board hereby approves the allocation of \$223,000 to the City of Pittsburg for design and construction of the Project.

Section 3.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the Board of Directors of the Southwest Pittsburg Geologic Hazard Abatement District II at a regular meeting on the 1st day of October, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

ATTEST:

Dwayne "Pete" Longmire, Chair

Alice Evenson, Clerk of the Board

Contract 2015-03, San Marco Boulevard Class I Trail
Project (2014)

Project Funding:	TDA Grant	\$132,500
	GHAD II (Fund 208)	\$223,000
	Measure J (Fund 204)	\$9,447
	Park Dedication Fee (Fund 304)	\$173,053
	Funding Total	\$538,000

Project Expenditures:

Design: (Code 2122)	Consultant Design	\$55,000
	Construction Support	\$6,600
	Subtotal	\$61,600
Miscellaneous: (Code 1399)	Advertising	\$1,000
	Reproduction	\$2,000
	Postage	\$500
	Subtotal	\$3,500
Construction: (Code 2281)	Construction	\$354,335
	Construction Contingency (15%)	\$48,000
	Material Testing	\$8,565
	Subtotal	\$410,900
Staff Time: (Code 1101)	Staff Time During Design	\$10,000
	Staff Time During Construction	\$21,000
	Subtotal	\$31,000
Admin: (Code 2372)	Staff Administrative Overhead During Design	\$10,000
	Staff Administrative Overhead During Construction	\$21,000
	Subtotal	\$31,000
	Expenditures Total	\$538,000



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/21/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution Accepting Plans and Specifications, Allocating Funding, Authorizing a Consultant Agreement Amendment, and Awarding a Contract for the North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project (the "Project") is for the seismic retrofit and maintenance of the bridge overpass at the intersection of Range Road, North Parkside Drive, and Willow Pass Road. This Resolution will accept the plans and specifications for the Project, allocate funds, authorize a consultant agreement amendment, and authorize the City Manager to execute a construction contract With Bridgeway Civil Constructors Company of Vacaville, California.

FISCAL IMPACT

The approved Project budget (Project 3382) of \$900,000 consists of \$19,182 from City funds, \$54,320 from Proposition 1B grant, and \$826,498 from a federal grant. Due to grant guidelines, the actual distribution of local, state, and federal funding was determined after design and bidding of the Project.

After opening bids Staff calculated the total cost of the Project including what costs are eligible for state and federal grants. As a result of this calculation, the total estimated Project cost of \$875,000 will be distributed as follows: \$176,359 from City funds, \$46,100 from state funds, and \$652,541 from federal funds.

Currently the approved Project budget includes \$19,182 of City funds. Staff is requesting a new allocation of \$157,177. These funds are requested to be allocated from Gas Tax (Fund 203) (\$35,173), Measure J (Fund 204) (\$61,388), and Capital Projects (Fund 802) (\$60,616) to fully fund the City's portion of the Project costs. A Project Budget Summary is attached to this report.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution allocating \$35,173 of Gas Tax (Fund 203), \$61,388 of Measure J (Fund 204) and \$60,616 of Capital Projects (Fund 802) of funding to the Project for a total additional allocation of \$157,177.

Staff recommends that the City Council accept the Project plans and specifications, authorize the City Manager to execute Consultant Agreement Amendment Number 2 with TRC Engineers for construction support in the amount of \$40,180, and execute a contract in the amount of \$466,984 with Bridgeway Civil Constructors Company for construction of the Project.

Staff also recommends that a construction contingency of \$47,000, approximately 10% of the contract amount, be authorized for the Project. Staff further recommends that the City Engineer be authorized to approve contract change orders for this Project in a total amount not to exceed 50% of the contingency and the City Manager be authorized to approve change orders for this Project in a total amount not to exceed 100% of the contingency.

BACKGROUND

The Project includes the seismic rehabilitation and maintenance of the bridge overpass at North Parkside Drive and Willow Pass Road (Bridge Number 28C-0165). The work also includes maintenance work to the bridge deck, railing posts, approach pavement, and installation of new guard rails.

In February 2011, Staff submitted to Caltrans a request for authorization to proceed with preliminary engineering. On April 25, 2011, the City received the authorization to proceed from Caltrans, which allowed Staff to begin the selection process for a structural design consultant for the Project.

The City entered into a contract for services with TRC Engineers on September 29, 2011, for a contract amount of \$96,538, for preparation of the required Seismic Retrofit Strategy Report.

Staff received an authorization from Caltrans dated May 1, 2014, to proceed with final design. On August 26, 2014, TRC Engineers submitted a proposal to prepare final design for construction of the Project in the amount of \$103,417.

On September 15, 2014, City Council adopted Resolution 14-12190 authorizing the City Manager to execute Consultant Agreement Amendment Number 1 with TRC Engineers for the final design in the amount of \$103,417, for a total Agreement amount of \$199,955.

On December 22, 2017, the City received the authorization from Caltrans to proceed with construction, which allowed Staff to begin bidding the Project.

On February 28, 2018, City advertised for bids on the project. The bid opening date was set as March 28, 2018. No bids were received during the bidding period.

On June 27, 2018, City advertised for bids on the project a second time. The bid opening date was set as July 25, 2018. Two bids were received. The lowest responsible bidder was Bridgeway Civil Constructors with a bid in the amount of \$466,984.

Staff consulted with Caltrans upon receiving the bids. Caltrans recommended that the City award the project. After awarding the project, the City will be eligible to receive the federal and state funds for construction.

Staff has received a proposal from TRC Engineers for support during construction in the amount of \$40,180. This additional amount is requested for Consultant Agreement Amendment 2, which would result in a revised total contract amount of \$240,134.

The Project is categorically exempt from the California Environmental Quality Act (CEQA) per Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 19. Categorical Exemptions, Section 15301. Existing Facilities.

SUBCOMMITTEE FINDINGS

N/A

STAFF ANALYSIS

This Project has qualified for state and federal grants and has been prioritized for construction as a safety improvement for the public and to bring the bridge into compliance with current standards. The work also includes preventative maintenance improvements to the bridge and replacement of the bridge approach guardrails to bring them to current design standards.

The seismic improvements are fully funded by federal and state funds. Federal funds will also pay for preventative maintenance improvements with a small (11.47 percent) contribution from City's funds. The Project will also use City funds to pay for the new guardrails.

Due to the structural nature of the seismic improvements, Staff will require consultant support during construction. Execution of Amendment 2 to the contract with TRC Engineers will provide a technical resource to Staff during construction for structural elements and other design related questions.

ATTACHMENTS: Resolution
Project Budget Summary

Report Prepared By: Ronald A. Nevels, Senior Civil Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

A Resolution Accepting Plans and	)	
Specifications, Allocating Funding,	)	RESOLUTION NO. 18-
Authorizing a Consultant Agreement	)	
Amendment, and Awarding a Contract	)	
For the North Parkside Drive	)	
Overcrossing Seismic Retrofit and	)	
<u>Preventative Maintenance Project</u>	)	

The City Council of the City of Pittsburgh DOES RESOLVE as follows:

WHEREAS, the North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project (the "Project") is for the seismic retrofit and maintenance of the bridge overpass at the intersection of Range Road, North Parkside Drive, and Willow Pass Road; and

WHEREAS, the work of the Project also includes maintenance work to the bridge deck, railing posts, approach pavement, and installation of new guard rails; and

WHEREAS, the approved Project budget (Project 3382) of \$900,000 consists of \$19,182 from City funds, \$54,320 from Proposition 1B grant, and \$826,498 from a federal grant. Due to grant guidelines, the actual distribution of local, state, and federal funding was determined after design and bidding of the Project; and

WHEREAS, in February 2011, Staff submitted to Caltrans a request for authorization to proceed with preliminary engineering. On April 25, 2011, the City received the authorization to proceed from Caltrans, which allowed Staff to begin the selection process for a structural design consultant for the Project; and

WHEREAS, the City entered into a contract for services with TRC Engineers on September 29, 2011, for a contract amount of \$96,538, for preparation of the required Seismic Retrofit Strategy Report; and

WHEREAS, Staff received an authorization from Caltrans dated May 1, 2014, to proceed with final design. On August 26, 2014, TRC Engineers submitted a proposal to prepare final design for construction of the Project in the amount of \$103,417; and

WHEREAS, on September 15, 2014, City Council adopted Resolution 14-12190 authorizing the City Manager to execute Consultant Agreement Amendment Number 1 with TRC Engineers for the final design in the amount of \$103,417, for a total Agreement amount of \$199,955; and

WHEREAS, on December 22, 2017, the City received the authorization from Caltrans to proceed with construction, which allowed Staff to begin bidding the Project; and

WHEREAS, on February 28, 2018, City advertised for bids on the project. The bid opening date was set as March 28, 2018. No bids were received during the bidding period; and

WHEREAS, on June 27, 2018, City advertised for bids on the project a second time. The bid opening date was set as July 25, 2018. Two bids were received. The lowest responsible bidder was Bridgeway Civil Constructors with a bid in the amount of \$466,984; and

WHEREAS, Staff consulted with Caltrans upon receiving the bids. Caltrans recommended that the City award the project. After awarding the project, the City will be eligible to receive the federal and state funds for construction; and

WHEREAS, after opening bids Staff calculated the total cost of the Project including what costs are eligible for state and federal grants. As a result of this calculation, the total estimated Project cost of \$875,000 will be distributed as follows: \$176,359 from City funds, \$46,100 from state funds, and \$652,541 from federal funds; and

WHEREAS, currently the approved Project budget includes \$19,182 of City funds. Staff is requesting a new allocation of \$157,177 from three sources: Gas Tax (Fund 203) (\$35,173), Measure J (Fund 204) (\$61,388), and Capital Projects (Fund 802) (\$60,616) to fully fund the City's portion of the Project costs. A Project Budget Summary is attached to this report; and

WHEREAS, Staff recommends that the City Manager be authorized to execute Consultant Agreement Amendment Number 2 with TRC Engineers for construction support in the amount of \$40,180; and

WHEREAS, Staff recommends that the City Council accept the Project plans and specifications and authorize the City Manager to execute a contract in the amount of \$466,984 with Bridgeway Civil Constructors Company for construction of the Project; and

WHEREAS, Staff recommends establishing a contingency in an amount \$47,000 (approximately 10% of the construction contract) for unforeseen expenses; and

WHEREAS, Staff further recommends that the City Engineer or his designee be authorized to approve contract change orders for this Project in a total amount not to exceed 50% of the contingency and the City Manager be authorized to approve change orders for this Project in a total amount not to exceed 100% of the contingency amount.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Pittsburg as follows:

Section 1.

The City Council hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the City Council set forth below.

Section 2.

City Council hereby accepts the plans and specifications for the Project.

Section 3.

The City Council hereby approves the allocation to the Project of \$35,173 from Gas Tax (Fund 203), \$61,388 from Measure J (Fund 204), and \$60,616 from Capital Projects (Fund 802) for a total revised Project budget of \$875,000.

Section 4.

The City Manager is authorized to execute a construction contract with Bridgeway Civil Constructors Company in the amount of \$466,984 for the Project.

Section 5.

The City Manager is authorized to execute a Consultant Agreement Amendment 2 with TRC Engineers in the amount of \$40,180 for support during construction of the Project.

Section 6.

The City Council authorizes a construction contingency in the amount of \$47,000 for unforeseen expenses.

Section 7.

The City Engineer is authorized to approve contract change orders for the Project for a total amount not to exceed 50% of the contingency and the City Manager shall be authorized to approve contract change orders for the Project for a total amount not to exceed 100% of the contingency amount.

Section 8.

The City Clerk shall certify to the adoption of this Resolution.

Section 9.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

Project Budget

Contract 1998-04, North Parkside Drive Overcrossing Seismic Retrofit and Preventative Maintenance Project

Project Funding (Project 3382)

Community Capital Improvement (Project 3382)	\$19,182
Federal Funds (Design)	\$202,911
Federal Funds (Construction) Estimated	\$449,630
Proposition 1B (Construction) Estimated	\$46,100
New Allocation Gas Tax (Fund 203)	\$35,173
New Allocation Measure J (Fund 204)	\$61,388
Capital Projects Fund (Fund 802)	\$60,616
Total	\$875,000

Project Expenditures:

Design:

(Code 2122)	Preliminary Strategy Report	\$96,538
	Final Design	\$103,417
	Lead Compliance Plan	\$15,785
	Construction Support	\$40,180
	Subtotal	\$255,920

Miscellaneous:	Advertising	\$2,500
(Code 1399)	Reproduction	\$0
	Postage	\$450
	Subtotal	\$2,950

Construction:

(Code 2281)	Construction Contract	\$466,984
	Contingency (10%)	\$47,000
	Material Testing	\$8,146
	Subtotal	\$522,130

Admin Overhead	Administrative Overhead During Design	\$32,000
(Code 2372)	Administrative Overhead Cost During Construction	\$15,000
	Subtotal	\$47,000

Staff Time:	Staff Cost During Design	\$32,000
(Code 1101)	Staff Cost During Construction	\$15,000
	Subtotal	\$47,000

Project Total **\$875,000**



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/4/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of an Ordinance Amending Section 3.26.030 of the Pittsburg Municipal Code Relating to Fiscal Sustainability and Reserve Funds

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The Proposed Fiscal Sustainability Ordinance ("Ordinance") amendment will clarify the definition of the purpose of the existing General Fund Reserve that make up the established minimum unappropriated reserve balances at 30% of operating expenses for City's General Fund.

FISCAL IMPACT

There is no direct fiscal impact from adopting the proposed Ordinance Amendment. However, through adoption of the Amendment, the City is helping to ensure there will be sufficient funds available in the event of an emergency and to ensure one-time revenues are available to help balance future budgets.

RECOMMENDATION

City Council move to adopt the Fiscal Sustainability Ordinance amending the designation of General Fund Reserves for Economic Uncertainty Reserves at 20% and Emergency Reserves at 10%.

BACKGROUND

Through Resolution 05-10414 the City Council created a Budget Stabilization Fund for the City's General Fund in FY 2004-05 with one-time savings to be used in the future as "rainy day" funds to help offset negative financial impacts caused by economic downturns. This resolution established a minimum General Fund reserve of 15% of the annual General Fund operating budget. The Government Finance Officers Association (GFOA) recommends reserves equal to at least 15% of operating expenses.

Beginning with the FY 2010-11 budget process, staff developed a multi-year General Fund balancing plan (currently called the 7-year General Fund Balancing Plan) that projected General Fund expenditures and revenues using somewhat conservative assumptions and programmed the amount of Budget Stabilization Funds the City could annually draw down to balance future General Fund budgets. During the FY 2011-12 budget process, the City Council established that the City could not use more than \$2 million from the Budget Stabilization Fund to balance the General Fund budget in any given fiscal year. The goal of the multi-year General Fund balancing plan has been to gradually balance the City's General Fund budget.

In June of 2017, Council adopted language clarification language to Section 3.26.030 by adding paragraphs C, D and E. The proposed amendment to Section 3.26.030 paragraph C further defines the purpose for the reserves as follows:

CURRENT PMC PROVISIONS: Section 3.26.030 General Fund Reserves

C. The thirty percent (30%) minimum funding level within the General Fund Reserve of the City's General Fund Operating Expenses shall consist of the following:

1. A minimum of two-thirds of the 30% (i.e., 20%) shall be held in cash and liquid investments consistent with the City's Investment Policy; and
2. An amount not to exceed one-third of the 30% (i.e., up to 10%) may be held in real property owned and designated by the City, where such real property has an appraised value of at least 125% of the dollar amount which the real property constitutes within the City's General Fund Reserve.

PROPOSED AMENDMENT (changes noted in red):

C. The thirty percent (30%) minimum funding level within the General Fund Reserve of the City's General Fund Operating Expenses shall consist of the following and be restricted as per the City's policy:

- A Reserve for Economic Uncertainty (20% of the 30% minimum funding level within the General Fund Reserve) – funds designated to mitigate periodic revenue shortfalls due to downturn in economic cycles, thereby avoiding the need for service-level reductions within the fiscal year, and
- An Emergency Reserve (10% of the 30% minimum funding level within the General Fund Reserve) – funds designated to mitigate costs of unforeseeable emergencies and natural disasters.

The composure of the reserves shall consist of:

1. A minimum of two-thirds of the 30% (i.e., 20%) shall be held in cash and liquid investments consistent with the City's Investment Policy; and
2. An amount not to exceed one-third of the 30% (i.e., up to 10%) may be held in real property owned and designated by the City, where such real property has an appraised value of at least 125% of the dollar amount which the real property constitutes within the City's General Fund Reserve.

SUBCOMMITTEE FINDINGS

The Finance Committee reviewed the proposed Ordinance change at its meetings on both October 18, 2017 and August 30, 2018 and recommended that staff bring it to the City Council for review and adoption.

STAFF ANALYSIS

The existing Fiscal Sustainability Ordinance established the minimum unappropriated reserves at 30% of operating expenses for the General Fund Balance and further restricted the reserve amount to be held from money as per paragraph B above, "money from the General Fund shall be unappropriated, and shall be deposited into the General Fund Reserve".

The proposed Fiscal Sustainability Ordinance amendment will clarify the purpose of the reserves, while maintaining the restrictions previously imposed upon by the ordinance.

This proposed Ordinance Amendment requires adoption of a City Council resolution by a 4/5 vote from the City Council to vary the policies established within the established ordinance.

ATTACHMENTS: Amended Fiscal Sustainability Ordinance

Report Prepared By: Brad Farmer, Director of Finance

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

An Ordinance of the City of Pittsburgh)
Amending Chapter 3.26.030 of the Pittsburgh)
Municipal Code Relating to Fiscal)
Sustainability and Reserve Funds)

ORDINANCE NO. 18-

The City Council of the City of Pittsburgh DOES ORDAIN as follows:

SECTION 1. Recitals.

- A. In order to ensure the fiscal sustainability of the City, the City desires to protect its revenues and ensure proper fiscal responsibility; and
- B. The City desires to maintain a reserve funds in case of an emergency; and
- C. The City desires to maintain a minimum balance in the City's Budget Stabilization Fund; and
- D. By ensuring minimum funding levels for reserve funds, the City desires to minimize the need to rely on one-time measures and funding sources to balance its budget, while protecting the City from major deficits and over spending.

SECTION 2. Adding Chapter 3.26 "Fiscal Sustainability and Reserve Funds" to Title 3 "Revenue and Finance" of the Pittsburgh Municipal Code

Title 3 "Revenue and Finance" of the Pittsburgh Municipal Code is hereby amended to include Chapter 3.26 "Fiscal Sustainability and Reserve Funds," which shall read as follows:

Section 3.26.010 Purpose and Definitions.

A. The purpose of this chapter is to establish policies and procedures to ensure the City maintains unappropriated fund balances, "Reserves" in the City's funds.

B. For purposes of this Ordinance, the following terms shall have the following meanings:

1. "City's Operating Expenses" shall mean the City's General Fund operating expenses of the City as set forth in the City's annual budget which generally includes staff costs and operating expenses of the City and excludes the capital project appropriations.

2. "One-time Revenues" shall mean those revenues that the City receives on a one-time or non-regular basis. For example, such revenues may include, but are not limited to, proceeds from the sale of surplus land, one-time unexpected sales tax allocations associated with capital improvements from local retailers, grants, lump sum payments of project fees, non-reoccurring sales tax of fee revenue, etc.

3. "Unappropriated Reserves" shall mean unappropriated operating revenues excluding capital project and program appropriations which originate from funding sources that are restricted to projects or programs.

Section 3.26.020 General Fund Account

There is established a "General Fund" into which all sums of money collected by the City for any purpose whatsoever shall be deposited, unless otherwise provided by ordinance or resolution directing the deposit into a specific fund other than the General Fund.

Section 3.26.030 General Fund Reserves

- A. There is established within the General Fund, a "General Fund Reserve", which shall be used for emergencies, including for example, natural disasters and costs associated with such natural disasters.
- B. At each and every budget cycle, commencing with FY 2013-14, and every year thereafter, money from the General Fund shall be unappropriated, and shall be deposited into the General Fund Reserve. The minimum funding level within the General Fund Reserve shall be thirty percent (30%) of the City's General Fund Operating Expenses. However, the City Council shall, on a best efforts basis, take such steps as necessary to achieve the minimum General Fund Reserve level during the budget process each year through fiscal year 2017/18. Afterward, the minimum funding levels will become mandatory as defined by this ordinance.
- C. The thirty percent (30%) minimum funding level within the General Fund Reserve of the City's General Fund Operating Expenses shall consist of the following and be restricted as per the City's policy:
 - A Reserve for Economic Uncertainty (20% of the 30% minimum funding level within the General Fund Reserve) – funds designated to mitigate periodic revenue shortfalls due to downturn in economic cycles, thereby avoiding the need for service-level reductions within the fiscal year, and
 - An Emergency Reserve (10% of the 30% minimum funding level within the General Fund Reserve) – funds designated to mitigate costs of unforeseeable emergencies and natural disasters.

The composition of the reserves shall consist of:

1. A minimum of two-thirds of the 30% (i.e., 20%) shall be held in cash and liquid investments consistent with the City's Investment Policy; and
 2. An amount not to exceed one-third of the 30% (i.e., up to 10%) may be held in real property owned and designated by the City, where such real property has an appraised value of at least 125% of the dollar amount which the real property constitutes within the City's General Fund Reserve.
- D. Before the City sells, or otherwise encumbers in such a manner as to significantly impair the value of, any real property referenced in Section C.2 above, the City shall comply with Section E hereof and:
1. Identify replacement real property prior to the sale or encumbrance of the current designated property, provided that the City Council approves such replacement;

2. Direct proceeds from the sale or encumbrance of the current designated property into the General Fund Reserve to maintain the minimum required funding;
 3. Increase the amount held in cash or liquid investments to maintain the minimum required funding; or
 4. Take any combination of the above actions, such that the City maintains the minimum required funding.
 5. Should the sale of any property result in the General Fund Reserve balance being greater than the 30% minimum funding level, the proceeds in excess of the 30% minimum funding level will be deposited into the Budget Stabilization Fund or handled in accordance with the requirements of the Ordinance.
- E. To designate real property as being held to satisfy the City's minimum General Fund Reserve requirement under Section C.2 above, the City shall identify the property by APN and/or address by a resolution adopted at a public hearing at a duly noticed regular City Council meeting. The City may remove the real property from this designation only by a subsequent resolution adopted at a public hearing at a duly noticed regular City Council meeting.

Section 3.26.040 Budget Stabilization Fund

- A. There is established a "Budget Stabilization Fund" which shall provide the City a cushion to help absorb costs during economic downturns and/or budget shortfalls.
- B. The target minimum funding level within the Budget Stabilization Fund shall be no less than \$2.0 million dollars or five percent (5%) of the City's General Fund Operating Expenses, whichever is greater. The City Council shall, on a best efforts basis, take such steps as necessary to meet the minimum funding level during the budget process each year.
- C. The target maximum funding level for the Budget Stabilization Fund shall be no more than \$7.5 million dollars or twenty-five percent (25%) of the annual City's General Fund Operating Expenses, whichever is greater.
- D. Additional Deposits into the Budget Stabilization Fund shall include:
 1. One-time General Fund Revenues and/or projected recurring revenues that exceed ten percent (10%) or more from the previous fiscal year shall be deposited into the Budget Stabilization Fund.
 2. Fiscal year-end General Fund surpluses shall also be deposited into the Budget Stabilization Fund.
- E. Appropriations from the Budget Stabilization Fund require a majority vote of the City Council and may be made in order to balance the General Fund budget.

Section 3.26.050 Infrastructure Repair and Replacement Fund

- A. There is established an "Infrastructure Repair and Replacement Fund" which shall provide funding for additional repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.
- B. Once the Budget Stabilization Fund reaches the maximum funding level, seventy five percent (75%) of the available, excess revenues that would normally be placed into the Budget Stabilization Fund shall be deposited into the Infrastructure Repair and Replacement Fund.

- C. Appropriations from the Infrastructure Repair and Replacement Fund shall require a majority vote of the City Council.

Section 3.26.060 Other Post-employment Benefits (OPEB) Fund

- A. There is established an “Other Post-employment Benefits (“OPEB”) Fund” which shall be available to provide funding to reduce the City’s General Fund’s portion of unfunded OPEB liabilities, including for example, retiree health benefits.
- B. Once the Budget Stabilization Fund reaches the maximum funding level, twenty five percent (25%) of the available, excess revenues that would normally be placed into the Budget Stabilization Fund shall be deposited into the OPEB Fund.
- C. Appropriations from the OPEB Fund shall require a majority vote of the City Council.

Section 3.26.070 Internal Service Fund Reserves

- A. The City maintains the following Internal Service Funds which provides funding to allocate costs for services provided to all City departments:
 - 1. Information and Communication Systems
 - 2. Fleet Maintenance
 - 3. Building Maintenance
 - 4. Fringe Benefits
 - 5. Liability Insurance
- B. It is established within each of these Internal Services Funds an Unappropriated Reserve which shall be used for emergencies, including for example, natural disasters and costs associated with such natural disasters. At each and every budget cycle, commencing with FY 2013-14, and every year thereafter, the unappropriated reserve level within Internal Services Funds shall be thirty percent (30%) of the Internal Services Funds’ annual budget excluding capital project and equipment appropriations. However, the City Council shall, on a best efforts basis, take such steps as necessary to achieve the minimum Internal Services Funds’ Reserve levels during the budget process each year through fiscal year 2017/18. Afterward, the minimum funding levels will become mandatory as defined by this ordinance. The thirty percent (30%) reserve level may be exceeded.

Section 3.26.080 Enterprise Fund Reserves

- A. The City maintains the following enterprise funds for enterprise operations:
 - 1. Water
 - 2. Sewer
 - 3. Waterfront Operations
 - 4. Marina
- B. It is established within each of these Enterprise Funds an Unappropriated Reserve which shall be used for emergencies, including for example, natural disasters and costs associated with such natural disasters. At each and every budget cycle, commencing with FY 2013-14, and every year thereafter, the target unappropriated reserve level within each Enterprise Fund Reserves shall be thirty percent (30%) of each Enterprise Fund’s fiscal year operating expenses, excluding capital project

appropriations. However, the City Council shall, on a best efforts basis, take such steps as necessary to achieve the minimum Enterprise Funds' Reserve levels during the budget process each year through fiscal year 2017/18. Afterward, the minimum funding levels will become mandatory as defined by this ordinance. The thirty percent (30%) reserve level may be exceeded.

Section 3.26.090 Council Action Required

Except as otherwise stated in this Chapter, any variance from the policies established within this Ordinance, shall require adoption of a City Council resolution by a 4/5 vote of the City Council. The Council resolution shall set forth the following:

- A. A statement of findings supporting the appropriation of reserves or temporary modification of funding levels required by this ordinance; and
- B. A plan for replenishing the reserves within a reasonable time period when the appropriation causes a reserve to fall below minimum funding levels; and
- C. A description of the circumstances or event constituting an emergency.

SECTION 3. Effective Date

This ordinance shall be in full force and effective thirty (30) days after its adoption.

SECTION 4. Publication

The City Clerk shall either (a) have this ordinance published once within 15 days after adoption in a newspaper of general circulation or (b) have a summary of the ordinance published twice in a newspaper of general circulation, once 5 days before its adoption and again 20 days after adoption.

The foregoing ordinance was introduced at a meeting of the City Council of the City of Pittsburgh held on September 17, 2018 and was adopted and ordered published at a meeting of the City Council held on October 1, 2018 by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

ATTEST:

Dwaine "Pete" Longmire, Mayor

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/21/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager/Executive Director

SUBJECT: Adoption of a City Council Resolution Authorizing the Acceptance and Appropriation of State of California Office of Traffic Safety Grand Funds for Selective Traffic Enforcement

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The Pittsburg Police Department is seeking City Council authorization to accept and appropriate grant funds from the State of California Office of Traffic Safety (OTS).

FISCAL IMPACT

The grant funds will reimburse the City for overtime costs associated with the program. The Pittsburg Police Department will receive a total reimbursement of \$90,000.00 to cover overtime costs for supervisors, uniformed officers and civilian staff to conduct (4) DUI Checkpoint operations, (10) DUI roving patrols, (5) distracted driving operations, (8) specialized traffic enforcement details, (2) night-time seatbelt enforcement details, (2) Pedestrian/Bicycle safety operations, (1) Motorcycle safety operation and (2) traffic safety education presentations. State funds allocated under this agreement shall not exceed \$90,000.00.

RECOMMENDATION

Staff recommends that the City Council approve the request of the Chief of Police to accept and appropriate funds from the Office of Traffic Safety.

BACKGROUND

The goal of the Selective Traffic Enforcement Program is to reduce the number of victims killed and injured in all automobile crashes. This includes alcohol related and all other primary collision factor incidents. The Pittsburg Police Department will conduct selective traffic enforcement operations, DUI roving patrols, and a motorcycle safety operation as well

as provide additional training related to DUI enforcement during a twelve month grant period to meet this goal.

SUBCOMMITTEE FINDINGS

N/A

STAFF ANALYSIS

The goal of the “Selective Traffic Enforcement Program” is prevention. The key to deterring impaired driving is highly visible enforcement in the form of roving patrols, traffic enforcement and sobriety checkpoints. These operations are very effective forms of enforcement; it increases the perception of the risk of arrest if they are adequately publicized and highly visible to the public.

ATTACHMENTS: Resolution

Report Prepared By: Brian Addington, Chief of Police

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Authorizing Acceptance and Appropriation)
of California Office of Traffic Safety Grant)
Funds for Selective Traffic Enforcement)

RESOLUTION NO. 18-

The Pittsburg City Council DOES RESOLVE as follows:

WHEREAS, the Pittsburg Police Department has been awarded grant funds not to exceed \$90,000.00 for the Selective Traffic Enforcement Program allocated from the State of California Office of Traffic Safety; and,

WHEREAS, the grant funds are intended to pay the City's overtime costs for supervisors, uniformed officers and civilian staff to conduct selective traffic enforcement operations, DUI checkpoints, warrant sweeps, DUI roving patrols, court stings, and DUI enforcement training during the one year grant period; and,

WHEREAS, staff recommends that the City accept these funds and authorize their use for local law enforcement actions as proposed in the grant application and in this resolution.

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. The City Council finds and determines that the above recitals are true and correct and are incorporated herein.

Section 2. The Pittsburg Police Department is authorized to accept and utilize the State of California Office of Traffic Safety Funds to pay overtime costs associated with conducting specialized enforcement, including DUI and traffic enforcement actions in an effort to reduce the number of victims killed and injured in automobile crashes.

Section 3. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/11/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Receive and File the Response to the Contra Costa County Civil Grand Jury FY 2017-2018 Report

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The Contra Costa County Civil Grand Jury issued one report for Fiscal Year 2017-2018 that required the City of Pittsburg's response. The report and response are attached herewith. They are: Grand Jury Report No. 1808, "Joint Powers Authorities."

FISCAL IMPACT

There is no fiscal impact to receive and file the City's response to the FY 2017-2018 Grand Jury Report.

RECOMMENDATION

The City Council receive and file the attached response to the Contra Costa County Civil Grand Jury FY 2017-2018 Report.

BACKGROUND

Contra Costa County's Grand Jury consists of 19 citizens. A new Grand Jury is impaneled each year. Grand Jurors are officers of the court, and function as an independent body under the guidance of a Superior Court judge.

Apart from the investigations mandated by the California Penal Code, each county's Grand Jury decides what it will investigate. Investigations may be initiated in response to letters from citizens, newspaper articles and personal knowledge.

The Grand Jury issues its findings and recommendations in written reports. At least 12 members of the Grand Jury must approve each report. Within 60 to 90 days following the

issuance of a report, officials responsible for matters addressed in the report must respond in writing to the supervising Judge.

SUBCOMMITTEE FINDINGS

This report did not require subcommittee review.

STAFF ANALYSIS

The Contra Costa County Civil Grand Jury prepares and issues reports throughout their tenure on a Fiscal Year basis. The reports often, but not always, require responses from the City. The Grand Jury issued 10 reports for Fiscal Year 2017-2018, one of which required a response from the City of Pittsburg.

ATTACHMENTS: Contra Costa County Civil Grand Jury Report No. 1808
Response to Report No. 1808

Report Prepared By: Alice E. Evenson, City Clerk

June 6, 2018

City of Pittsburg
65 Civic Ave
Pittsburg, CA 94565



CITY CLERK

JUN 11 2018

Dear City of Pittsburg:

Attached is a copy of Grand Jury Report No. 1808, "Joint Powers Authorities" by the 2017-2018 Contra Costa Grand Jury.

In accordance with California Penal Code Section 933 et seq., we are submitting this report to you as the officer, agency or department responsible for responding to the report. As the responding person or person responding on behalf of an entity, you shall report one of the following actions in respect to each finding:

- (1) You agree with the finding.
- (2) You disagree with the finding.
- (3) You partially disagree with the finding.

(Pen. Code, § 933.05(a).) In the cases of both (2) and (3) above, you shall specify the portion of the finding that is disputed, and shall include an explanation of the reasons thereof.

In addition, Section 933.05(b) requires you to reply to each recommendation by stating one of the following actions:

1. The recommendation has been implemented, with a summary describing the implemented action.
2. The recommendation has not yet been implemented, but will be implemented in the future, with a time frame for implementation.
3. The recommendation requires further analysis. This response should explain the scope and parameters of the analysis or study, and a time frame for the matter to be prepared for discussion. This time frame shall not exceed six months from the date of the publication of the Grand Jury Report.
4. The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation thereof.

After reviewing your response to ensure that it includes the above-noted mandated items, please send (1) a hard copy of the response to the Grand Jury at P.O. Box 431, Martinez, CA 94553; and (2) a copy in Word by e-mail to ctadmin@contracosta.courts.ca.gov. Your response must be submitted to the Grand Jury, in the form described by the above-quoted Government Code, no later than **September 11, 2018**.

Finally, please note that this report is being provided to you at least two working days before it is released publicly. Section 933.05 specifies that no officer, agency, department or governing body of a public agency shall disclose any contents of the report prior to its public release.

Please immediately confirm receipt of this letter and the attached report by responding via e-mail to ctadmin@contracosta.courts.ca.gov.

Sincerely,

Mario Gutierrez, Foreperson
2017-2018 Contra Costa County Civil Grand Jury

cc: Joe Sbranti, City Manager

**A REPORT BY
THE 2017-2018 CONTRA COSTA COUNTY GRAND JURY**
725 Court Street
Martinez, California 94553

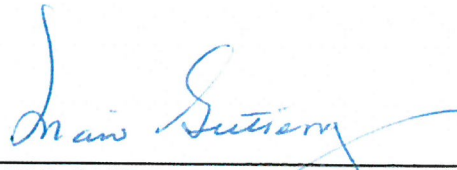
Report 1808

Joint Powers Authorities

Transparency and Accountability

APPROVED BY THE GRAND JURY

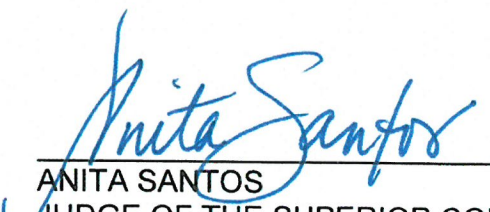
Date MAY 31, 2018



MARIO GUTIERREZ
GRAND JURY FOREPERSON

ACCEPTED FOR FILING

Date June 5, 2018



ANITA SANTOS
JUDGE OF THE SUPERIOR COURT

Contra Costa County Grand Jury Report 1808

Joint Powers Authorities

Transparency and Accountability

**TO: Contra Costa County Auditor-Controller;
Local Agency Formation Commission;
City Councils of the following cities: Antioch, Brentwood,
Clayton, Concord, Danville, El Cerrito, Hercules, Lafayette,
Martinez, Moraga, Oakley, Orinda, Pinole, Pittsburg, Pleasant Hill,
Richmond, San Pablo, San Ramon, and Walnut Creek**

SUMMARY

When you review your property tax bill, have you ever questioned why there was a particular assessment? Was this on a ballot? Was there public disclosure? The majority of tax assessments are approved by the voters. However, assessments can also be made without voter approval by cities that are members of Joint Powers Authorities.

Local governments have used Joint Powers Authorities (JPA) as a flexible, easy to form, cost-effective means to carry out specific functions. JPAs have been used to cover a wide range of functions, such as: fire protection, recreational programs, construction projects, and transportation.

As of December 2017, the 19 incorporated cities in Contra Costa County (County) reported to the Contra Costa Civil Grand Jury (Grand Jury) that they were members of at least one of 157 JPAs established in the County. The Grand Jury could not confirm that this was the total number of JPAs established. The Grand Jury also found that the 19 cities in the County have issued bonds, with an estimated cumulative value that exceeds \$1.5 billion. (www.standardandpoors.com, Dec 2017)

The Grand Jury investigated the use of JPAs by the cities. Due to the level of debt generated, the Grand Jury focused on financial type JPAs and specifically on their oversight, transparency, and financial accountability.

Based on our findings, the Grand Jury recommends the County Auditor post on their website all documents received from all JPAs associated with Redevelopment Agencies

(RDA) and their Successor Agencies. All cities should confirm their compliance with Gov. Codes 6500, and 33400 et seq. To demonstrate full transparency, cities should consider reporting all JPA financial information separate from their city budgets. The cities should also consider submitting periodic financial reports directly to the County Auditor, and increasing their efforts to provide the public an opportunity to understand and comment on planned debt actions pertaining to JPAs.

METHODOLOGY

In the course of its investigation, the Grand Jury:

- Interviewed Contra Costa Auditor-Controller senior staff
- Interviewed Contra Costa Tax Collector senior staff
- Interviewed Local Area Formation Commission (LAFCO) senior staff
- Interviewed Finance Directors of three representative cities within the County
- Submitted two Requests for Information to the 19 cities in the County
- Researched financial data published by Standard and Poor's

BACKGROUND

The California State Legislature passed the Joint Powers Authority Act in 1921. California Government Code (Gov. Code) statutes for JPA laws are set forth in Sections 6500 - 6599. A JPA is formed when two or more public agencies agree on creating a function/service that benefits all JPA members. JPAs are not formed by voter initiative or voted on by the electorate, but by the action of the agencies' governing bodies.

To form a JPA, the organization members post a formal notice, hold a public meeting, and solicit comments from the public and stakeholders. The members formalize the agreement and appoint a Board of Directors. The JPA can then enter into contracts and incur debt to finance projects.

The intent of a JPA is to provide services efficiently, resulting in financial benefit to the taxpayers. By sharing resources and combining services, the member agencies save time, create efficiencies, and reduce overlapping functions and costs. JPAs allow governments to conduct selected public projects without voter approval of financial commitments or key operational decisions. JPAs can be formed for many reasons: acquisition of land, construction and maintenance projects, financing, insurance pooling, and operations of facilities.

When multiple jurisdictions decide a new project is needed, they can form a JPA. Otherwise they would have to take the lengthy approach to get a measure on the ballot, secure majority-voter approval, and sell revenue bonds to private investors to raise capital to fund the project.

Gov. Code, Section 6547 allows JPAs to issue revenue bonds without voter approval provided each of the member agencies adopts a separate local ordinance to issue such bonds. Voters have a 30-day period to call for a referendum election on the local ordinances, but this rarely occurs.

JPAs and Special Districts

JPAs are sometimes confused with Special Districts, which are another legal entity established to provide specific functions. The difference is that a Special District is an independent entity with its own governing body that delivers services to a dedicated community. Special Districts rely on different State laws for their legal authority and are governed by elected boards.

While counties and cities must provide basic services in accordance with federal and state law, Special Districts provide specific services and must be approved by the Local Agency Formation Commission (LAFCO) and the voters. Some examples include fire districts, water districts, and pest abatement. LAFCOs are responsible for "...overseeing the establishment, expansion and organization of cities and special districts and their municipal services in meeting current and future community needs" Gov. Code Section 56000 et seq.

In 2017, SB 1266 created a formal reporting process connecting JPAs and LAFCOs.

Types of Joint Powers Authorities

JPAs can be categorized into five broad groups based on the type of services they provide ("Governments Working Together: A Citizens Guide to Joint Powers Agreements," Cypher & Grinnell, 2007):

- Financial services: financing construction of public works such as city halls, bridges, and flood control projects
- Public services: transportation, police and fire protection
- Insurance pooling and purchasing discounts: pooling for lower insurance rates
- Planning Services: addressing and planning for topics of regional importance that go beyond city and county limits
- Regulatory enforcement: ensuring that member agencies adhere to state and federal laws and procedures by conducting educational seminars, formulating enforcement procedures, and maintaining an oversight role

DISCUSSION

The Grand Jury requested a list of all JPAs in Contra Costa County from the County Auditor-Controller and the State Controller's offices. Neither the County nor the State could provide a consolidated list of all the JPAs operating in the County. The State

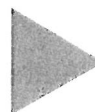
Controller publishes an annual report on its website combining all relevant financial JPA information with Special Districts. The Grand Jury's attempts to identify JPA-specific data was not possible because the data was mixed in with Special Districts' data.

To secure JPA-specific data, the Grand Jury submitted a Request for Information to each of the 19 incorporated cities in the County to which all responded.

A total of 157 JPAs were reported. Because multiple cities participate in the same JPA (e.g., State Route 4 Bypass Authority), the number of individual JPAs is 66.

JPAs in Contra Costa County

JPAs			
Antioch	8	Oakley	5
Brentwood	10	Orinda	5
Clayton	10	Pinole	8
Concord	9	Pittsburg	9
Danville	10	Pleasant Hill	10
El Cerrito	7	Richmond	11
Hercules	9	San Pablo	5
Lafayette	4	San Ramon	18
Martinez	4	Walnut Creek	8
Moraga	7		
TOTAL			157



JPA TYPES	
Public	35
Financial	23
Insurance	4
Regulatory	3
Planning	1
TOTAL	66

Source: RFI responses from 19 cities

The Grand Jury determined that due to the number of JPAs in the County and the amount of bonds issued, the investigation would focus on Financial JPAs (see chart above). The investigation addressed three areas of transparency and accountability: organization, reporting, and oversight.

Organization

RDAs were originally formed by California cities to fund their urban renewal programs. The California Community Redevelopment Law and Redevelopment Agencies were dissolved by Assembly Bill (ABx1.26) effective October 1, 2011. This was done to support the state's budget deficit and address issues with RDAs. After losing an appeal, California RDAs were officially dissolved on February 1, 2012. Their assets and liabilities transferred to Successor Agencies and Successor Housing Agencies. The Government Codes addressing RDAs and their Successor Agencies as a result of ABx1.26 are set forth in Gov. Codes Sections 33500, 33600, 34161, and 34170 et seq.

Numerous Successor Agencies now operate under a JPA. The Grand Jury identified 23 financial JPAs: nine with multiple cities, two without RDA, and 12 formed between a city and its RDA, creating the RDA's Successor Agency. Three JPAs that have been labeled

“Defunct” by the respective cities have ongoing financial obligations (such as repayment of bonds). The 12 Financial JPAs with RDA are:

- Antioch Public Finance Authority between the City of Antioch and its RDA
- Antioch Public Facilities Financing between the City of Antioch and its RDA
- Brentwood Infrastructure Finance Authority between the City of Brentwood and its RDA
- Concord Financing Authority between the City of Concord and its RDA
- El Cerrito Public Financing Authority between the City of El Cerrito and its RDA
- Hercules Public Financing Authority between the City of Hercules and its RDA
- Lafayette Public Facilities Financing Authority between the City of Lafayette and its Successor Agency to the RDA (Defunct)
- Pinole Financing Authority between the City of Pinole and its RDA
- Pleasant Hill Financing Authority between the City of Pleasant Hill and its RDA (Defunct)
- Richmond Financing Authority between the City of Richmond and its RDA
- San Pablo Financing Authority between the City of San Pablo and its Successor Agency to the RDA
- San Ramon Public Financing between the City of San Ramon and its Successor Agency to the RDA (Defunct)

The Gov. Codes Sections 34161, and 34170 et seq. required the closing of RDAs and the formation of Successor Agencies. The Successor Agencies were prohibited from taking on new redevelopment or debt and were required to dissolve and pay off their existing debt under a conservator’s guidance and State oversight. The Successor Agency was to terminate once the debt is fully paid off.

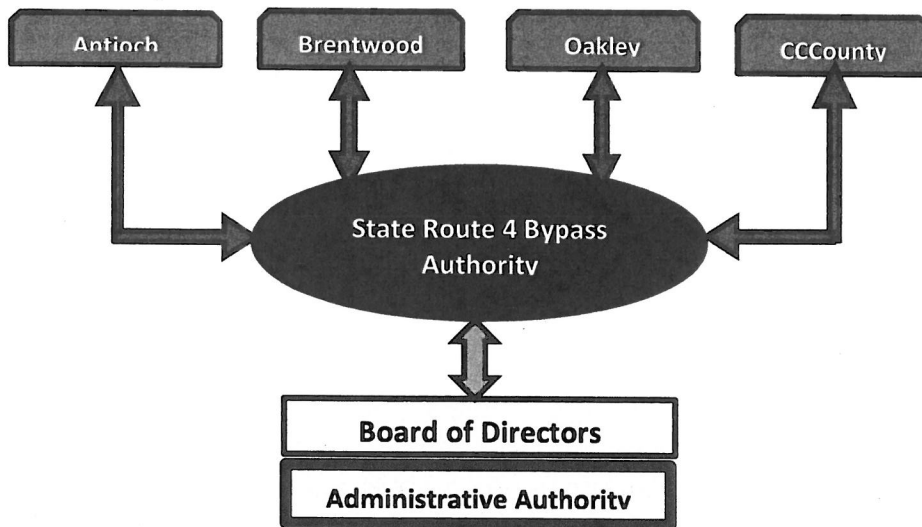
Numerous city councils elected themselves to be the Successor Agency conducting their own oversight. Eleven cities, listed above, formed JPAs consisting of the city council and the Successor Agency. These new JPAs may be invalid if they take on new debt (Gov. Codes Sections 34161, and 34170 et seq.).

The Grand Jury determined that, based on their characteristics, JPAs can be divided into two distinct organizational models: Direct and Circular.

Direct Organizational Model

The Direct model supports shared services: insurance pools, transportation, communications systems, worker’s compensation and flood protection. The JPA members are composed of similar entities that share a mutual challenge or opportunity.

Each member delegates a function of their authority to a JPA to either improve the service that is provided or to reduce the cost through a joint effort. If the JPA does not provide positive results or improvements, any member can withdraw from the JPA. This structure has checks and balances and allows for self-correction and accountability. In addition to each member providing inputs, the public has access to the JPA at the City Council member and JPA's Board levels. The majority of JPAs maintain this organizational structure and comply with the intent of the statute (Gov. Codes, Sections 6505, 6547 et seq.). The following is a simplified model of one JPA, The State Route 4 Bypass Authority.



Circular Organizational Model

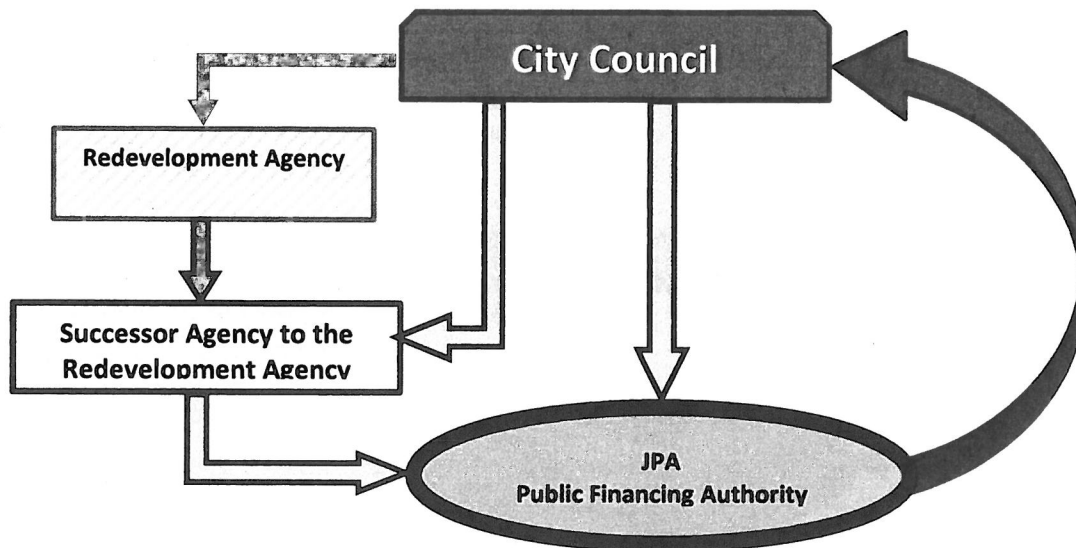
The Circular model is not made up of independent entities like the Direct model but is one entity using internal staff or departments. The members of this JPA are controlled by a single authority, such as the city council. Because JPAs can issue revenue bonds without voter approval, there is no public access or independent party to review financial accountability.

The 12 Financial JPAs with RDA use this Circular model. The city council now has authority over the city, its RDA, and the financing JPA. The reporting structure is circular as shown in the diagram below. The Grand Jury reviewed several Financial JPAs' charters and noted that the City Manager and City Clerk were signatories for both the city and the RDA. In one case, the same individual signed for both the city and its RDA. Since all its members are from a single entity, the Circular model does not have the same checks and balances and accountability as the Direct JPAs.

The circular model presents a potential risk to the public due to the absence of checks and balances resulting in a loss of transparency and accountability to its citizens.

In the event that a JPA falls short of its ability to repay debt, a member could utilize its General Fund or other internal sources to avoid the risk of defaulting on the bond. JPA protocols allow such actions by the city council without voters' approval. If the debt

increase is unchecked, a negative outcome can be damaging to the reputation of the city and its credit rating, and may result in higher costs to taxpayers.



Reporting

State Law SB 282 requires the State Controller to annually publish financial information of Special Districts, JPAs and public benefit corporations, excluding school districts. The Grand Jury was not able to accurately document JPA finances because the State Controller's report did not separate JPA data from Special District data. The Grand Jury also requested JPA information from the County Auditor-Controller's Office. They provided information only on JPAs with which the County was directly involved.

Health and Safety Code Sections 34182-34188.8 requires the Auditor-Controller to review JPAs' compliance with ABx1.26 (dissolution of redevelopment agencies and the designation of Successor Agencies) to determine any violation.

In 2017, SB1266 was amended to require JPAs to send a copy of their agreement to LAFCO. LAFCO was designated only to be a repository of filings with no authority over JPAs, they focus on municipal ground services and not JPAs formed for the purpose of financing.

Without a consolidated and useful way to track JPA financial reporting, there is a loss of transparency and accountability to the public.

Oversight

No State or County agency directly oversees the use and operation of JPAs in Contra Costa County. The Secretary of State, State Controller, the California Debt and Investment Commission and LAFCO serve only as a repository of JPA reports.

JPA's that fail to report their financial information to the State or county violate Gov. Codes Section 6505(a), which requires that "...an annual audit of the accounts and records of every agency or entity." Gov. Codes Section 6505(c) requires that when an audit is made, "...a report thereof shall be filed as public record with each of the contracting parties to the agreement and also with the county auditor of the county where the home office of the joint powers is located."

Because JPAs are easy to create, they facilitate the sharing of services and financing. If they are mismanaged, JPAs may present a burden for taxpayers. The estimated \$1.5 billion bonds issued by cities in the County may provide needed services and financial benefit to the taxpayers. However, the latitude allowed by State statutes creates the potential for JPAs to acquire debt that exceeds the ceiling imposed on government entities.

JPA's provide a legal process that gives cities the ability to remain compliant with California Constitution Article XVI, Section 18 "Debt." Article XVI prohibits cities, counties and school districts from borrowing an amount that exceeds the income and revenue for each year, unless approval is obtained from at least two-thirds of the voters. Since JPAs are separate legal entities formed by two members, such as the City Council and a Successor JPA, they are not bound by this prohibition on city, county and school debt. Gov. Codes Sections 6547 et seq, does not require voter approval on a JPA ordinance to issue revenue bonds, unless voters initiate a referendum to contest the action during the 30-day referendum period. If there is no referendum, the JPA can then issue revenue bonds that can exceed a cities' annual debt limit imposed by Article XVI, Section 18.

JPAs have no direct State or County oversight and minimal reporting requirements. As a result, Some JPAs, such as those defined as circular, are a mechanism whereby cities may take on debt that is not independently monitored.

FINDINGS

- F1. In the Direct JPA model, each member delegates to the JPA a function that each member has the legal authority to provide. This shared approach results in cost savings and better efficiency on behalf of taxpayers.
- F2. The Circular JPAs with a single controlling entity, such as a city council, have the potential to avoid legal debt limits and provide limited disclosures to taxpayer.
- F3. In Contra Costa County, there are 12 Circular JPAs created by cities with RDAs that no longer exist. These JPAs may no longer be valid because each is a member of another Financial JPA which may take on new debt without the prohibition (Gov. Codes Sections 6505 3416/34170 et seq,) placed on Successor Agencies.

- F4. Cities that have created the 12 Financial JPAs do not provide JPA-specific financial information in their budget document. As a result, the public may have difficulty evaluating JPA's financial performance.
- F5. The Contra Costa Auditor-Controller's office maintains information only on JPAs of which the County is a member. The County Auditor could not verify that all JPAs in the County have filed an audit in accordance with Gov. Codes Sections 6505 et seq.
- F6. LAFCO has no JPA oversight and acts as a repository only for municipal services JPAs that choose to voluntarily file. This limits LAFCO's ability to review Financial JPAs.

RECOMMENDATIONS

- R1. All cities with JPAs in the County should confirm their compliance with Gov. Codes Sections 6505 by submitting the required audit report to the County Auditor by December 31, 2018.
- R2. The Auditor-Controller under Health and Safety Code Sections 34182-34188.8, should consider a review of JPAs under ABx1.26 (dissolution of redevelopment agencies and the designation of Successor Agencies) by June 30, 2019 to determine any violation of the prohibition on taking on new redevelopment or debt.
- R3. The Auditor-Controller should consider posting on its website all financial and organizational data received from JPAs associated with an RDA or their Successor Agency in a manner readily available to the public by September 30, 2018.
- R4. The 11 cities that are members of a JPA associated with an RDA or their Successor Agencies should consider confirming their compliance with the provisions of Abx1.26 (Gov. Codes Sections 34177 et seq.) and report their findings and any corrective actions to the Auditor-Controller's office by December 31, 2018.
- R5. All cities with JPAs should consider making special efforts, such as special mailings to taxpayers, website postings and announcements in local media, to communicate JPA debt decisions and audit reports to the public beyond simple notifications by December 31, 2018.
- R6. Contra Costa County LAFCO should consider seeking funds to expand their focus to include County Financial JPAs by September 1, 2019.

REQUIRED RESPONSES

	Findings	Recommendations
Cities of Antioch, Brentwood, Clayton, Concord, Town of Danville, El Cerrito, Hercules, Lafayette, Martinez, Town of Moraga, Oakley, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, Walnut Creek	F1	R1, R5
Contra Costa County Auditor-Controller	F2, F3, F4, and F5	R2 and R3
Cities of Antioch, Brentwood, Concord, El Cerrito, Hercules, Lafayette, Pinole, Pleasant Hill, Richmond, San Pablo, San Ramon	F2, F3, and F4	R4
Local Agency Formation Commission (LAFCO)	F6	R6

These responses must be provided in the format and by the date set forth in the cover letter that accompanies this report. An electronic copy of these responses in the form of a Word document should be sent by e-mail to ctadmin@contracosta.courts.ca.gov and a hard (paper) copy should be sent to:

Civil Grand Jury – Foreperson
725 Court Street
P.O. Box 431
Martinez, CA 94553-0091



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

September 10, 2018

Mario Gutierrez, Foreperson
Contra Costa County Grand Jury
725 Court Street
P.O. Box 431
Martinez, Ca 94553

Also via email to ctadmin@contracosta.courts.ca.gov

RE: City of Pittsburg Response to Grand Jury Report No. 1808, "Joint Powers Authorities"

Dear Foreperson Gutierrez,

Pursuant to California Penal Code Section 933 et seq., this letter responds to the Contra Costa County Grand Jury Report No. 1808, "Joint Powers Authorities: Transparency and Accountability." Below, please find the City of Pittsburg's responses to the report's findings and recommendations.

Grand Jury Findings

Finding 1:

In the Direct JPA model, each member delegates to the JPA a function that each member has the legal authority to provide. This shared approach results in cost savings and better efficiency on behalf of taxpayers.

Response:

The City of Pittsburg agrees with the Finding.

Grand Jury Recommendations

Recommendation 1:

All cities with JPAs in the County should confirm their compliance with Gov. Codes Sections 6505 by submitting the required audit report to the County Auditor by December 31, 2018.

Response:

The recommendation has not yet been implemented, but will be implemented in the future, prior to December 31, 2018. The City will confirm its compliance with the relevant sections of the State Government Code with respect to the JPAs in which the City participates.

Recommendation 5:

All cities with JPAs should consider making special efforts, such as special mailings to taxpayers, website postings and announcements in local media, to communicate JPA debt decisions and audit reports to the public beyond simple notifications by December 31, 2018.

Response:

The recommendation will not be implemented except as to wholly controlled JPAs. JPAs are distinct, separate local entities. It is the responsibility of the JPA to communicate its debt decisions and audit reports to the public on its website and other means.

Please do not hesitate to contact me if you have any questions or require additional information concerning the above responses. You can reach me at (925) 252-4850.

Sincerely,



Joe Sbranti
City Manager

cc: Pittsburg City Council



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/20/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District 2017-1 (Fire Facilities and Fire Safety and Emergency Services)

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The City currently has four community facilities districts (“CFDs”) that provide funds primarily for certain authorized services, including public safety, park maintenance and fire safety services. Two of the four districts allow future annexations for new developments located anywhere within the City limits. This action would make this designation consistent among all the CFDs and allow an expedited annexation procedure for parcels that are required to annex into one or more of these CFDs in the future.

FISCAL IMPACT

Parcels can annex into each of the four existing CFDs from the future annexation area related thereto via a Unanimous Approval form, signed by the owner of the applicable parcel and delivered to the City. This is a short-form method of annexation that does not require further public hearings or Council actions, which saves staff time and resources. The only cost of the expansion of the future annexation areas for CFD 2017-1 is legal costs to special outside counsel, Jones Hall. These costs would be paid by the district.

RECOMMENDATION

City Council adopt the Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District No. 2017-1 (Fire Facilities and Fire Safety and Emergency Services).

BACKGROUND

The City currently has four community facilities districts (“CFDs”) that provide funds primarily for certain services, including:

- Community Facilities District No. 2005-1 (Public Safety Services)
- Community Facilities District No. 2007-1 (Park Maintenance Services)
- Community Facilities District No. 2016-1 (Maintenance of Project Facilities)
- Community Facilities District No. 2017-1 (Fire Facilities and Fire Safety and Emergency Services)

The City Council established the districts pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of division 2, Title 5, commencing at Section 53311, of the California Government Code (the “Act”), which authorizes the City Council to establish a future annexation area and to add territory thereto.

Each of these 4 CFDs contains a “future annexation area” from which parcels can annex into the CFD and be levied a special tax to pay for authorized services. The future annexation area for each of CFD No. 2005-1 and CFD No. 2007-1 extends City-wide. The future annexation area for CFD No. 2017-1 does not.

Staff proposes to add territory to the existing future annexation area for CFD 2017-1 to also make the future annexation areas City-wide, to be consistent among all four CFDs. If approved, the change will allow for an expedited annexation procedure for parcels that annex into one or more of these CFDs in the future.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

As noted above, staff recommends approval of this resolution to be consistent among all four CFDs and expedite future annexations. If approved, this resolution is the first step in the process of adding territory to the future annexation area previously established for CFD No. 2017-1. Upon adoption of this Resolution, the City Clerk shall certify the Map Adding Territory to CFD 2017-1 , which will then be recorded in the Office of the County of Contra Costa Clerk-Recorder.

Staff anticipates returning to the City Council at its regularly scheduled meeting to be held on November 5, 2018, with a request the City Council take the following actions:

- Conduct the public hearing
- Consider adoption of Resolution Adding Territory to CFD 2017-1

ATTACHMENTS: Resolution
Future Annexation Area Map for CFD 2017-1

Report Prepared By: Jolan Longway
Clean Water Program Coordinator

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a City Council Resolution)
of Intention to Add Territory to Future)
Annexation Area of Community)
Facilities District No. 2017-1 (Fire)
Facilities and Fire Safety and)
Emergency Services))

RESOLUTION NO. 18-_____

The Pittsburg City Council DOES RESOLVE as follows:

WHEREAS, this City Council (this "Council") of the City of Pittsburg (the "City") has conducted proceedings to establish Community Facilities District No. 2017-1 (Fire Facilities and Fire Safety and Emergency Services) (the "CFD") and a Future Annexation Area (the "Future Annexation Area") related thereto pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code; and

WHEREAS, under the Act, this Council, as the legislative body for the CFD, is empowered with the authority to add territory to the Future Annexation Area of the CFD, and now desires to undertake proceedings to add territory to the Future Annexation Area of the CFD.

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. Findings. This Council hereby finds and determines that public convenience and necessity require that territory be added to the Future Annexation Area of the CFD.

Section 2. Territory Described. The name of the existing CFD is "City of Pittsburg Community Facilities District No. 2017-1 (Fire Facilities and Fire Safety and Emergency Services)." The territory originally included in the existing CFD and the Future Annexation Area is set forth in the map of the CFD heretofore recorded on March 24, 2017 in the Contra Costa County Clerk-Recorder's Office in Book 85 at Page 48 of Maps of Assessment and Community Facilities Districts, to which map reference is hereby made.

The territory now proposed to be added to the Future Annexation Area of the CFD is as shown on the Map Adding Territory to Future Annexation Area, on file with the City Clerk, the boundaries of which territory are hereby preliminarily approved and to which map reference is hereby made for further particulars. The City Clerk is hereby directed to cause to be recorded such map, showing the territory to be added to the Future Annexation Area, in the office of the Clerk-Recorder of the County of Contra Costa within 15 days of the date of adoption of this resolution.

Parcels within the Future Annexation Area shall be annexed to the CFD only with the unanimous approval (each, a “Unanimous Approval”) of the owner or owners of each parcel or parcels at the time that parcel or those parcels are annexed, without any requirement for further public hearings or additional proceedings.

Section 3. The Services and Facilities. The types of public services and facilities financed by the CFD and pursuant to the Act consist of those municipal services (the “Services”) and municipal facilities (the “Facilities”) as described in Exhibit A to the Resolution of Formation with respect to the CFD adopted by the Council as Resolution No. 17-13311 on April 17, 2017 (the “Resolution of Formation”). It is presently intended that the Services and Facilities will be provided, without preference or priority, to the existing territory in the CFD and the territory proposed to be added to the Future Annexation Area of the CFD.

Section 4. Special Tax. Except to the extent that funds are otherwise available to the CFD to pay for the Services or Facilities, a special tax sufficient to pay the costs thereof is intended to be levied annually within the CFD and collected in the same manner as ordinary *ad valorem* property taxes; provided, that the City may also hand-bill parcels in the CFD for the Special Tax.

The component of the special tax proposed to pay for Services to be supplied within the territory proposed to be annexed in the future from the Future Annexation Area will be equal to the special taxes levied to pay for the same Services in the CFD, except that a higher or lower tax may be levied within the territory proposed to be annexed in the future from the Future Annexation Area to the extent that the actual cost of providing the Services in that territory is higher or lower than the cost of providing those Services in the CFD.

Nothing herein shall be construed to limit the levy of a special tax within the territory to be annexed to the CFD in the future to provide new or additional Services beyond those supplied within the existing territory of the CFD or to pay for new or additional Facilities.

The existing rate and method of apportionment of special tax (the “Rate and Method”) among the parcels of real property within the existing territory of the CFD, as described in Exhibit B to the Resolution of Formation, will not be altered in connection with the proposed annexation and the territory proposed to be annexed. The proposed rate and method of apportionment of the special tax among the parcels of real property within the CFD, as now in existence and following the annexation proposed herein, in sufficient detail to allow each landowner within the territory proposed to be annexed to the CFD to estimate the maximum amount such owner will have to pay, are described in the Rate and Method.

A special tax shall be levied in the Future Annexation Area only with the Unanimous Approval of the owner or owners of each parcel or parcels at the time that

parcel or those parcels are annexed, without any requirement for further public hearings or additional proceedings.

Section 5. Public Hearing. Monday, November 5, 2018 at 7:00 p.m. or as soon as possible thereafter, in the City Council Chambers, Pittsburg Civic Center, 65 Civic Avenue, Pittsburg, California 94565, be, and the same are hereby appointed and fixed as the time and place when and where this Council, as legislative body for the CFD, will conduct a public hearing on the matters described in this Resolution.

Section 6. Notice. The City Clerk is hereby directed to cause notice of said public hearing to be given by publication one time in a newspaper of general circulation in the area of the CFD, including the area to be added to the Future Annexation Area to the CFD. The publication of said notice shall be completed at least 7 days before the date herein set for said hearing. The City Clerk may also cause a copy of such notice and a copy of this Resolution to be mailed to each landowner within the territory proposed to be added to the Future Annexation Area, which notice and resolution shall be mailed at least 15 days before the date of said hearing. Such notice shall be substantially in the form specified in Section 53339.4 of the Act, with a summary form specifically authorized.

Section 7. Effective Date. This Resolution shall take effect upon its adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

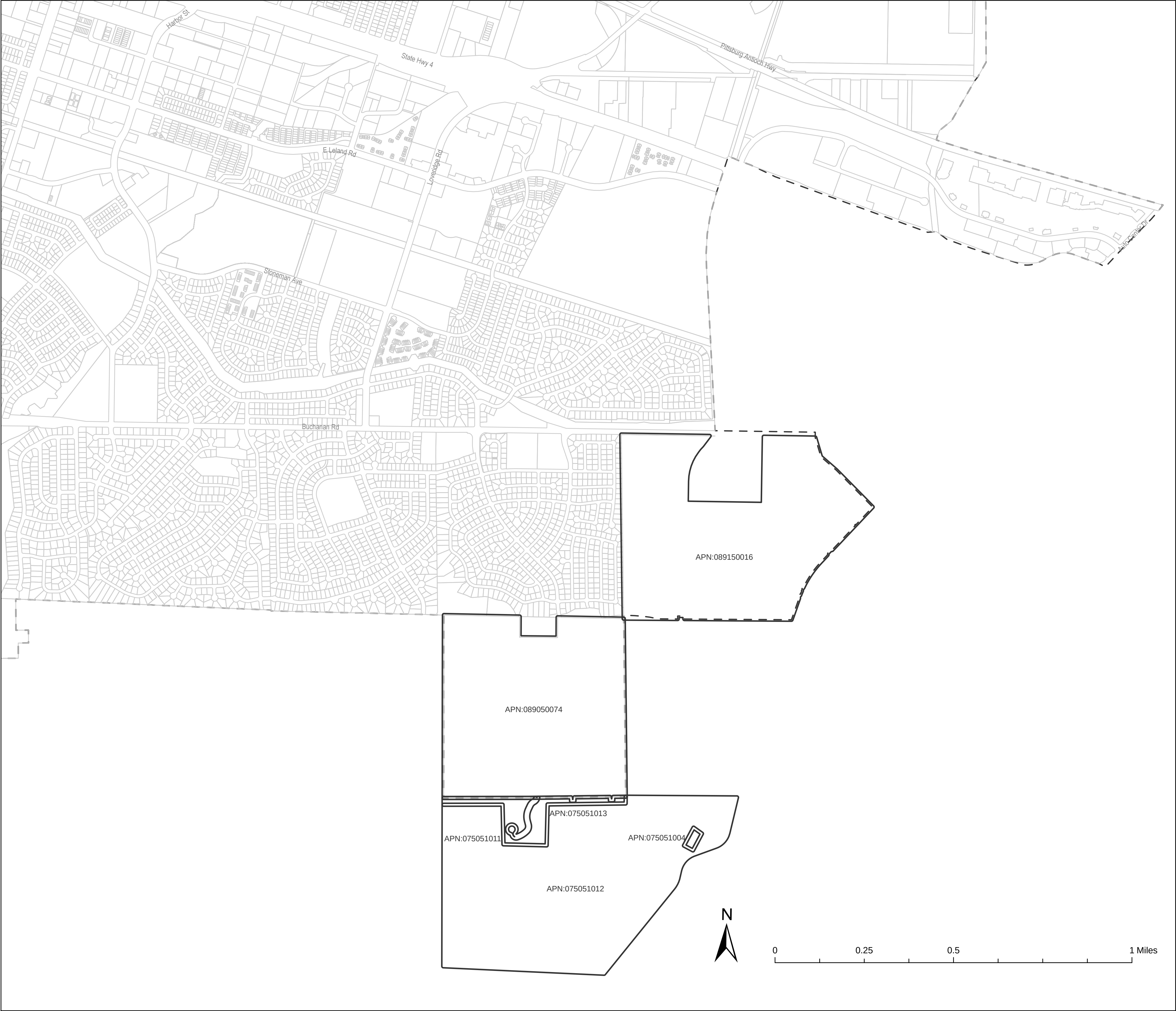
Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2017-1
FIRE PROTECTION AND EMERGENCY SERVICES

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



REFERENCE IS HEREBY MADE TO THAT CERTAIN MAP ENTITLED PROPOSED BOUNDARIES OF CITY OF PITTSBURG COMMUNITY FACILITIES DISTRICT NO. 2017-1 (FIRE PROTECTION AND EMERGENCY SERVICES), COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA," FILED THE ____ AT THE HOUR OR ____ IN BOOK 5 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE ____, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WHICH THIS ANNEXATION MAP AFFECTS.

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF PITTSBURG THIS ____ DAY OF ____ 20__

CITY CLERK

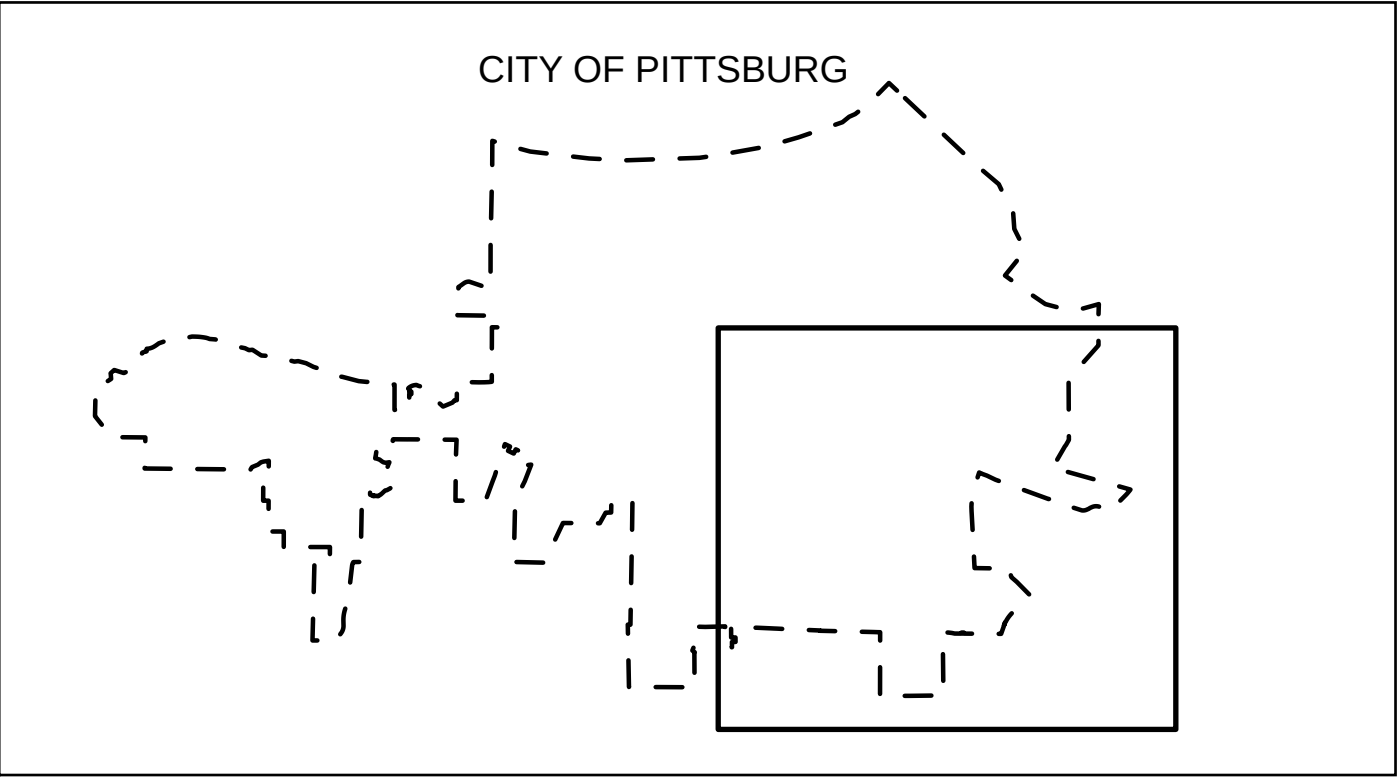
I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF TERRITORY TO BE ADDED TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG COMMUNITY FACILITIES DISTRICT NO. 2017-1 (FIRE PROTECTION AND EMERGENCY SERVICES), COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF PITTSBURG, AT A MEETING THEREOF, HELD ON THE ____ DAY OF ____ 20____. BY ITS RESOLUTION NO ____ .

CITY CLERK

FILED THIS ____ DAY OF ____, 20 __. AT THE HOUR OF ____ O' CLOCK ____ 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.

COUNTY RECORDER,
COUNTY OF CONTRA COSTA

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA.

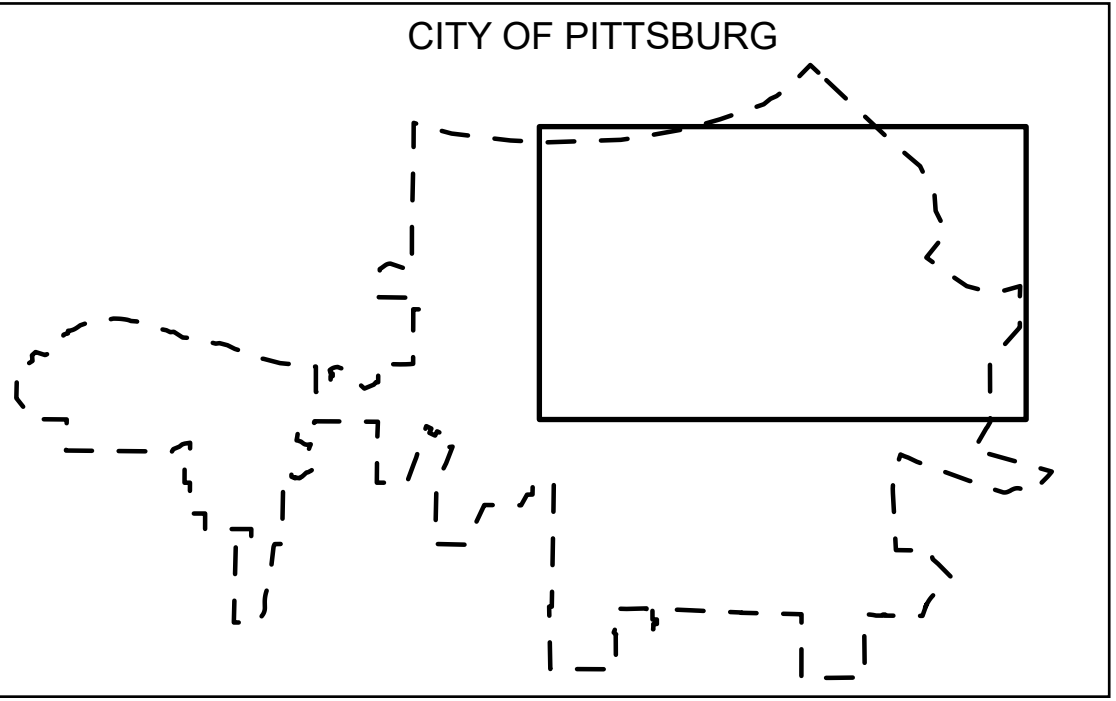
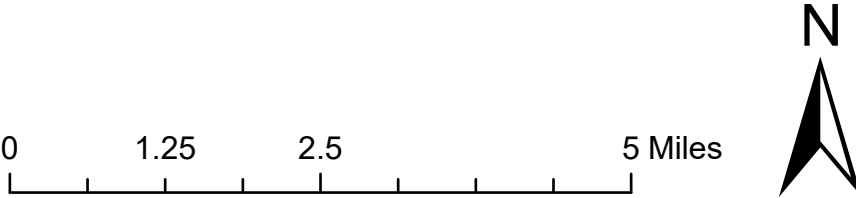


- Parcel Lines
- Territory for future annexation area
- Territory already included in CFD 2017-1

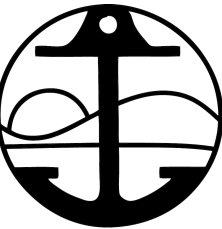


MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2017-1
FIRE PROTECTION AND EMERGENCY SERVICES

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



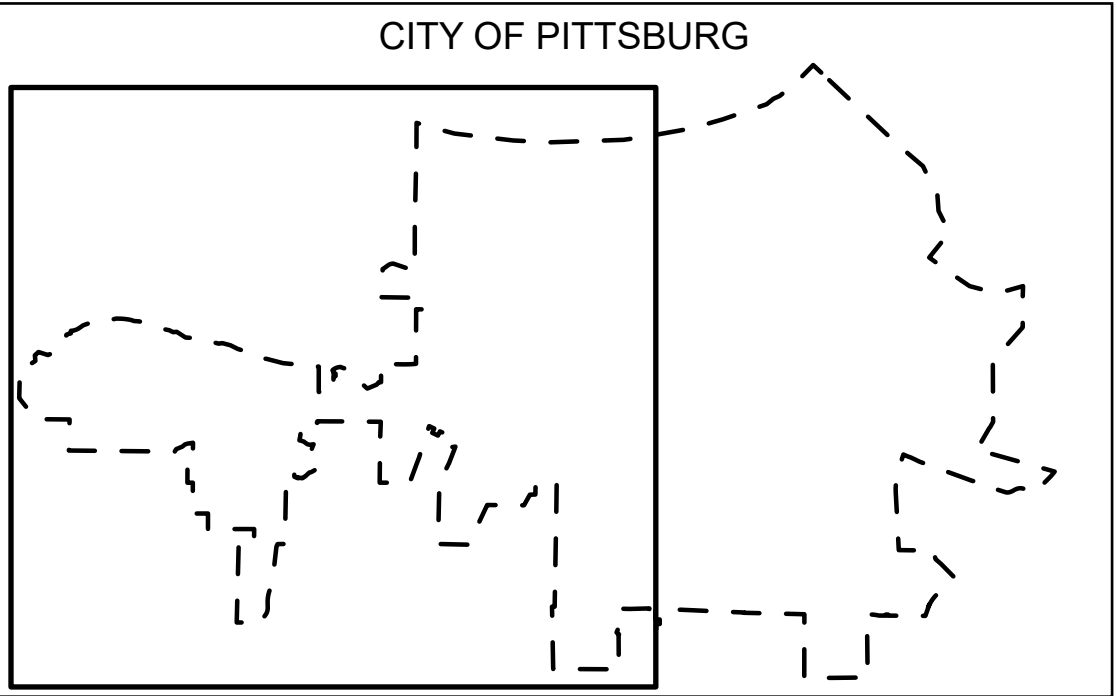
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City of Pittsburg

MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2017-1
FIRE PROTECTION AND EMERGENCY SERVICES

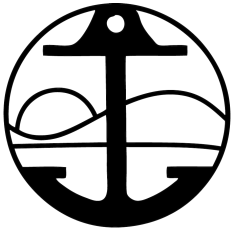
CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



- Parcel Lines
- Territory for future annexation area
- Territory already included in CFD 2017-1



0 0.5 1 2 Miles



City of Pittsburg



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/21/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution to Establish a Salary Range for Information Technology Manager, Amend AFSCME-MPC MOU, and Staffing Allocation

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The City Manager, upon recommendation from the Director of Human Resources, has added the classification of Information Technology Manager. In accordance with the City's Personnel Rules, the City Council is asked to establish the salary range and allocate the position by adding one full-time regular Information Technology Manager.

FISCAL IMPACT

The total cost for the remainder of Fiscal Year 2018/19 for one Information Technology Manager with fringe benefits is estimated to be \$93,000. The position will be funded through a use of fund balance from the Information/Communication Fund (Fund 601) partially offset by a reduction of contractual services.

RECOMMENDATION

The City Council adopt a resolution to establish the salary range for Information Technology Manager, amend the AFSCME Management/Professional/Confidential bargaining agreement, and amend the authorized positions by adding one full-time regular Information Technology Manager position.

BACKGROUND

The City of Pittsburg has a need for an in-house Information Technology Manager to plan, assign and monitor the work of staff assigned to the division. The incumbent will be responsible for development, administration and maintenance of the City's computer and local area network systems including security, integrity, documentation, internet access and establishing system standards and the development of long-range technology plans.

Staff conducted a salary survey of comparable Information Technology Manager classification specifications. The average top step salary of agencies surveyed was per \$10,876 month. Staff recommends aligning the salary range of the proposed Information Technology Manager to the City's Finance Division Manager and Housing Manager which is \$8,985 through \$10,921 per month.

Human Resources staff met and conferred with AFSCME Management/Professional/Confidential representatives on the proposed Information Technology Manager class specification and salary range. The union found both to be acceptable and signed the attached side letter to the bargaining agreement.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

In accordance with the City's Personnel Rule 13.1, the City Council is asked to establish salary ranges. Salary ranges are set for each class by the City Council. In accordance with Personnel Rule 3.4, the City Council is asked to allocate one full-time regular Information Technology Manager position.

Human Resources will be conducting a promotional and open recruitment to fill the Information Technology Manager position by January 2019.

ATTACHMENTS: Resolution
Exhibit A Information Technology Manager classification specification
Exhibit B AFSCME Management/Professional/Confidential Side Letter of Agreement

Report Prepared By: Griselda Clift, Senior Human Resources Analyst

INFORMATION TECHNOLOGY MANAGER

*Class specifications are only intended to present a descriptive summary of the range of duties and responsibilities associated with specified positions. Therefore, specifications **may not include all** duties performed by individuals within a classification. In addition, specifications are intended to outline the **minimum** qualifications necessary for entry into the class and do not necessarily convey the qualifications of incumbents within the position.*

DEFINITION:

Under direction of the Department Director, plans, coordinates, supervises and performs responsible computer hardware and software support activities to the City including system analysis, design, development, installation, operations and maintenance, need and feasibility analysis, data communications and database management; performs other duties as required.

DISTINGUISHING CHARACTERISTICS:

The **Information Technology Manager** is a division head classification responsible for planning, assigning and monitoring the work of staff assigned to the Information Technology division. The incumbent is responsible for development, administration and maintenance of the City's computer and local area network systems including security, integrity, documentation, internet access and establishing system standards and the development of long-range technology plans.

SUPERVISION RECEIVED/EXERCISED:

Receives general supervision from the Department Head or their designee. Exercises direct supervision over assigned staff.

TYPICAL TASKS: *(include but are not limited to the following)*

- Plans, coordinates, and administers operations of the assigned division.
- Assigns work to division staff; monitors work activities to ensure work quality and accuracy; ensures compliance to applicable rules, policies, and procedures.
- Recommends goals and objectives; assist in the development of policies and procedures.
- Directs, oversees and participates in the development of the Division work plan; assigns work activities, projects and programs; monitors work flow; implements policies and procedures; reviews and evaluates work products, methods and procedures.
- Participates in the recommendation of appointment of personnel; provides or coordinates staff training; works with employees to correct deficiencies; implements discipline procedures; recommends employee terminations.

- Coordinates or performs systems analysis and design, program development and testing, documentation and program maintenance.
- Coordinates and oversees the operation and performance of all local area networks and computer systems City-wide; troubleshoots hardware and software problems and errors for information processing staff; determines causes of error or system failure and takes corrective action.
- Manages the operation of network servers, personal computers, micro-computers and networked systems, including PC-based data-communication and telecommunications systems; maintains standards of operational capacity and ease of work flow.
- Participates in planning and research to develop improved computerization capabilities; confers with City departments to evaluate information needs; researches, develops and recommends solutions.
- Coordinates maintenance of servers, communication systems, personal computer hardware and peripheral equipment, performing routine maintenance and contacting service vendors as necessary.
- Coordinates, reviews, and tests computer hardware and software; remains current on new hardware and software products.
- Confers with vendors to assess applicability to City's needs; recommends hardware; confers with contracted computer service vendors to determine feasibility and cost effectiveness of alternative systems design; serves as liaison between vendors and departments.
- Responds to questions and concerns from employees regarding networks or software problems; provides information as is appropriate and resolves complaints; develops curriculum and training aids; schedules and conducts training sessions.
- Coordinates and oversees the installation maintenance and updates hardware and software; maintains system security and confidentiality, including all system passwords and access codes.
- Establishes positive working relationships with representatives of community organizations, state/local agencies, City management and staff, and the public.
- Participates in the development of the division's annual budget including forecast of funds for purchasing equipment, training and monitoring approved budget, discusses and resolves budget issues with appropriate staff.

MINIMUM QUALIFICATIONS: *(The following are minimal qualifications necessary for entry into the classification)*

Education and/or Experience:

A Bachelor's degree, from an accredited university, in computer science, information technology or a related field and four years of directly related experience in supporting a multi-user, multi-functional data management system preferably in a municipal government setting, of which at least two years is at a supervisory level.

License/Certificate:

May require a valid class C California driver's license.

Other Requirements:

Physically and mentally capable of performing the functions of the job, including but not limited to those summarized in Typical Tasks.

KNOWLEDGE/ABILITIES/SKILLS *(The following are a representative sample of the KAS's necessary to perform typical tasks of the position)*

Knowledge of:

Personal computer hardware and software, network operating systems and peripheral equipment; data-communications and telecommunications systems; principles and techniques for computer systems analysis, design and administration; principles and techniques for work planning, scheduling, measurement and reporting; current hardware and software supply sources, pricing, and quality; basic programming languages, programming techniques and a variety of operating systems, protocols, cabling methods and networking techniques; basic principles of supervision.

Ability to:

Analyze computer operations and organize their component parts into logical systems; analyze user needs and develop cost effective resolutions utilizing appropriate technology; read and interpret complex manuals, documentation and reports relative to proper computer and systems operations; install telecommunication and data-communication equipment; conduct training on systems operations; prepare clear and concise written instructions on systems operations; work with various current operation platforms and systems; understand and interpret technical information (oral and written); supervise others in the accomplishment of tasks; adapt to rapidly changing technology; communicate clearly and concisely, both orally and in writing; and establish and maintain effective working relationships.

Skill to:

Operate, maintain and repair network servers, UNIX Systems, networked PCS, stand alone PC computers, printers and a variety of peripheral hardware as well as customized software applications and standardized packages.

Amendment #1
To the Memorandum of Understanding
Between the City of Pittsburgh and AFSCME MPC Unit
July 1, 2018 through June 30, 2020

This will confirm an understanding reached between the City of Pittsburgh and the American Federation of State, County and Municipal Employees (AFSCME), MPC Unit.

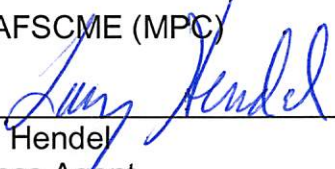
Exhibit B. Current Salary Range

The monthly salary range for employees in the classification below:

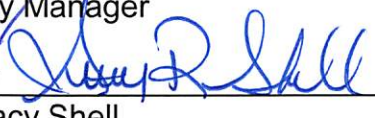
Classification	Step A	Step B	Step C	Step D	Step E
Information Technology Manager	8,985	9,434	9,906	10,401	10,921

Date: 9/14/18

FOR AFSCME (MPC)

By 
Larry Hendel
Business Agent

FOR CITY OF PITTSBURGH

By 
Joe Spranti
City Manager
By 
Stacy Shell
Director of Human Resources

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a City Council Resolution to)
Establish a Salary Range for Information)
Technology Manager, Amend AFSCME-)
MPC MOU, and Staffing Allocation)

RESOLUTION NO. 18-

The Pittsburgh City Council DOES RESOLVE as follows:

WHEREAS, the City Manager, upon recommendation from the Director of Human Resources has established the class specification of Information Technology Manager; and

WHEREAS, the incumbent will be responsible for development, administration and maintenance of the City's computer and local area network systems including security, integrity, documentation, internet access and establishing system standards and the development of long-range technology plans.

WHEREAS, the City's Personnel Rules calls for the City Council to establish the salary ranges of classifications; and

WHEREAS, the City Manager recommends the classification be placed in the AFSCME Management, Professional, Confidential Bargaining Agreement.

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. The recitals set forth above are true and correct statements and are hereby incorporated in conjunction with the staff report.

Section 2. The City Council adopt this Resolution approving the amendment to the AFSCME-MPC Bargaining Agreement, and salary schedule by adding Information Technology Manager with a salary range of \$8,985 through \$10,921 per month.

Section 3. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

ATTEST:

Dwaine "Pete" Longmire, Mayor

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/19/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for Traffic Signal Synchronization on Loveridge Road and Bailey Road

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) Operations Committee recently approved a grant in the amount of \$38,780 award to the City of Pittsburg through its Program for Arterial System Synchronization (PASS), FY 18/19 Cycle, to improve travel time and travel time reliability along Loveridge Road and Bailey Road travel corridors. The attached resolution approves a Waiver of Claims and Indemnification Agreement Between MTC and City of Pittsburg, which is required as part of MTC's PASS, FY 18/19 Cycle, grant program.

FISCAL IMPACT

MTC recently approved a \$38,780 grant award to the City through their PASS, FY 18/19 Cycle, grant program. A local match in the amount of \$16,220 is needed. The total project cost is estimated to be \$55,000. Matching funds will come from Measure J, Local Street Maintenance Funds.

RECOMMENDATION

The City Council adopt a resolution accepting the \$38,780 PASS grant and authorize \$16,220 in Measure J, Local Street Maintenance Funds for local matching funds.

City Council approve the attached "Waiver of Claims and Indemnification Agreement Between Metropolitan Transportation Commission and City of Pittsburg" and authorize the City Manager to execute all documents pertaining to this program.

BACKGROUND

On April 30, 2018, staff applied for PASS FY 18/19 grant funding to synchronize traffic signal timings along the Loveridge Road and Bailey Road corridors.

On July 18, 2018, MTC notified the City that the PASS FY 18/19 grant application was approved, and the City was awarded a grant in the amount of \$38,780.

This project was recommended by staff and Caltrans.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

This project would address the inefficiencies in traffic signal timings along the Loveridge Road travel corridor (from Buchanan Road to Pittsburg-Antioch Highway) and the Bailey Road travel corridor (from Canal Road to West Leland Road) during peak hours.

The proposed improvements will help to reduce traffic congestion, travel times, and greenhouse gas emissions (GHG). They will also help improve travel time reliability and traffic safety.

ATTACHMENTS: Resolution
Local Agency Waiver Indemnification Agreement

Report Prepared By: Paul Reinders, Senior Civil Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

A Resolution Approving an Agreement)
with Metropolitan Transportation)
Commission for Traffic Signal)
Synchronization on Loveridge Road)
Bailey Road)

RESOLUTION NO. 18-

The City Council of the City of Pittsburgh DOES RESOLVE as follows:

WHEREAS, staff applied for, and the City has been awarded, a PASS FY18/19 Cycle grant from the Metropolitan Transportation Commission (MTC) in the amount of \$38,780 for retiming traffic signals along Loveridge Road and Bailey Road corridors; and

WHEREAS, MTC requires a Waiver of Claims and Indemnification Agreement be executed as part of the PASS FY 18/19 Cycle grant; and

WHEREAS, the PASS grant requires matching funds from the City. The amount of matching funds needed are in the amount of \$16,220; and

WHEREAS, staff requests that the City Council adopt a resolution accepting the \$38,780 PASS FY18/19 grant, approving a Waiver of Claims and Indemnification Agreement with MTC, and authorizing \$16,220 in matching local funds from Measure J, Local Street Maintenance Funds (Fund 204).

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1.

The City Council hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the City Council set forth below.

Section 2.

The City Council hereby approves the attached Waiver of Claims and Indemnification Agreement between Metropolitan Transportation Commission and City of Pittsburgh and authorizes the City Manager to execute

Section 3.

The City Council hereby accepts MTC's PASS FY18/19 grant in the amount of \$38,780 and approves \$16,220 in local matching funds from the Measure J, Local Street Maintenance Funds.

Section 4.

The City Clerk shall certify to the adoption of this Resolution.

Section 5.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 1st day of October 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

WAIVER OF CLAIMS AND INDEMNIFICATION AGREEMENT
Between METROPOLITAN TRANSPORTATION COMMISSION
And CITY OF PITTSBURG

THIS AGREEMENT is made and entered into as of October 1, 2018, by and between the Metropolitan Transportation Commission, a regional transportation planning agency established pursuant to California Government Code § 66500 *et seq.*, (herein called "MTC"), and the City of Pittsburgh (herein called "CITY"/"COUNTY"/"TOWN").

WITNESSETH

WHEREAS, MTC has entered or will enter into technical services agreements with several consulting firms (herein called "the Consultants"), under which the firms will provide assistance to various Bay Area jurisdictions in the retiming of traffic signals in those cities (herein called "the Project"); and

WHEREAS, CITY/COUNTY/TOWN is participating in the Project by receiving assistance from one or more of the Consultants (herein called "the Consultant"); and

WHEREAS, CITY/COUNTY/TOWN may obtain from MTC a copy of the applicable Consultant agreement(s); and

WHEREAS, the relevant provisions concerning Consultant's indemnification and insurance obligations are reproduced and attached hereto as Attachment A; and

WHEREAS, the parties wish to define CITY's/COUNTY's/TOWN's obligations to MTC respecting waiver of claims and indemnity;

NOW, THEREFORE, the parties hereto agree as follows:

1.0 WAIVER OF CLAIMS AGAINST MTC

CITY/COUNTY/TOWN waives all claims by CITY/COUNTY/TOWN, its directors, supervisors, officers, employees, or agents against MTC, its commissioners, officers, and/or employees for damages, loss, injury and/or liability, direct or indirect, resulting from CITY's/COUNTY's/TOWN's participation in the Project and/or the services provided to CITY/COUNTY/TOWN by the Consultant under contract to MTC.

CITY's/COUNTY's/TOWN's waiver shall not apply to liability arising from and caused by the gross negligence or willful misconduct of MTC, its commissioners, officers, and/or employees.

2.0 INDEMNIFICATION AND DEFENSE

CITY/COUNTY/TOWN agrees to indemnify, hold harmless and defend MTC, its commissioners, officers, and employees from any and all third party claims, demands, lawsuits, liability, loss, damages, injury and/or liability, direct or indirect (including any and all costs and expenses in connection therewith), resulting from or in connection with provision of services to CITY/COUNTY/TOWN by the Consultant under contract with MTC, to the extent such claims, demands, etc. are not covered by the Consultant's indemnification of MTC in the Consultant's contract with MTC. CITY's/COUNTY's/TOWN's indemnification obligation shall not apply to liability arising from and caused by the gross negligence or willful misconduct of MTC, its commissioners, officers, agents, and employees.

3.0 TERM

The term of this Agreement shall continue indefinitely, applying to multiple Consultant contracts, unless superseded by another Indemnification Agreement.

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto.

METROPOLITAN TRANSPORTATION
COMMISSION

AGENCY NAME

Steve Heminger, Executive Director

Name of Authorized Signator, Title

Approved as to form:

Name, City/County/Town Attorney

ATTACHMENT A
PROGRAM FOR ARTERIAL SYSTEM SYNCHRONIZATION (“PASS”)
CONSULTANT INDEMNIFICATION AND INSURANCE REQUIREMENTS

9. INDEMNIFICATION

CONSULTANT agrees to indemnify and hold harmless MTC and those entities (if any) identified as additional insureds in Attachment E, Insurance and Financial Security (Bond) Provisions, and their commissioners, directors, officers, agents, and employees (collectively “MTC Indemnified Parties”) from and against any and all claims, demands, actions, causes of action, damages, liability, obligation, costs and expenses (including attorneys’ fees and costs) of any kind whatsoever, including (without limitation) those for personal injuries (including, but not limited to death, bodily injuries, emotional or mental distresses and losses of consortium), property damages or pecuniary, financial or economic losses of any kind whatsoever (collectively “Claims and Losses”) if the Claims and Losses arise out of, pertain to, or relate to CONSULTANT’s recklessness, willful misconduct, or negligent services performed under this Agreement. It is understood and agreed that Consultant has no obligation to indemnify and hold the MTC Indemnified Parties harmless to the extent that the Claims and Losses are caused by the negligence of the MTC Indemnified Parties.

CONSULTANT further agrees to immediately defend the MTC Indemnified Parties with respect to any Claims and Losses if such Claims and Losses are alleged to arise out of, pertain to, or relate to any allegations of CONSULTANT’s recklessness, willful misconduct, or negligent services performed under this Agreement. As part of this defense obligation, CONSULTANT agrees to either retain counsel to defend the MTC Indemnified Parties or pay charges of the MTC Indemnified Parties’ attorneys with regard to the Claims and Losses.

CONSULTANT’s reasonable defense costs (including attorney and expert fees), incurred in providing a defense for the MTC Indemnified Parties shall be reimbursed by MTC except to the extent such defense costs arise, under principles of comparative fault, from CONSULTANT’s (a) negligent acts or omissions; (b) recklessness; or (c) willful misconduct.

The provisions set forth in this Article are intended to be applied to the fullest extent allowed under the law and, if any portion of it is found to be void or unenforceable, the remainder is to be severable and enforceable. This indemnification shall survive termination or expiration of this Agreement.

...

ATTACHMENT E
Insurance and Financial Security (Bond) Provisions

1. INSURANCE

A. Minimum Coverages. The insurance requirements specified in this section shall cover CONSULTANT’s own liability and the liability arising out of work or services performed under this Agreement by any subconsultants, subcontractors, suppliers, temporary workers, independent contractors, leased employees, or any other persons, firms or corporations that CONSULTANT authorizes to work under this Agreement (hereinafter referred to as “Agents.”) CONSULTANT shall, at its own expense, obtain and maintain in effect at all times during the life of this Agreement the following types of insurance against claims, damages and losses due to injuries to persons or damage to property or other losses that may arise in connection with the performance of work under this Agreement.

CONSULTANT is also required to assess the risks associated with work to be performed by Agents under subcontract and to include in every subcontract the requirement that the Agent maintain adequate insurance coverage with appropriate limits and endorsements to cover such risks. To the extent that an Agent does not procure and maintain such insurance coverage, CONSULTANT shall be responsible for said coverage and assume any and all costs and expenses that may be incurred in securing said coverage or in fulfilling CONSULTANT's indemnity obligation as to itself or any of its Agents in the absence of coverage.

In the event CONSULTANT or its Agents procure excess or umbrella coverage to maintain certain requirements outlined below, these policies shall also satisfy all specified endorsements and stipulations, including provisions that CONSULTANT's insurance be primary without right of contribution from MTC. Prior to beginning work under this contract, CONSULTANT shall provide MTC with satisfactory evidence of compliance with the insurance requirements of this section.

1. Workers' Compensation Insurance with Statutory limits, and Employer's Liability Insurance with a limit of not less than \$1,000,000 per employee and \$1,000,000 per accident, and any and all other coverage of CONSULTANT's employees as may be required by applicable law. Such policy shall contain a Waiver of Subrogation in favor of MTC. Such Workers' Compensation & Employer's Liability may be waived, if and only for as long as CONSULTANT is a sole proprietor or a corporation with stock 100% owned by officers with no employees.

2. Commercial General Liability Insurance for Bodily Injury and Property Damage liability, covering the premises and operations, and products and completed operations of CONSULTANT and CONSULTANT's officers, agents, and employees and with limits of liability which shall not be less than \$1,000,000 combined single limit per occurrence with a general aggregate liability of not less than \$2,000,000, a products/completed operations aggregate liability limit of not less than \$2,000,000 and Personal & Advertising Injury liability with a limit of not less than \$1,000,000. Such policy shall contain a Waiver of Subrogation in favor of MTC.

Products and completed operations insurance shall be maintained for three (3) years following termination of this Agreement.

MTC and those entities listed in Part 3 of this Attachment E (if any), and their commissioners, directors, officers, representatives, agents and employees are to be named as additional insureds for ongoing and completed operations. Such insurance shall be primary and non-contributory, and contain a Separation of Insureds Clause as respects any claims, losses or liability arising directly or indirectly from CONSULTANT's operations.

3. Business Automobile Insurance for all automobiles owned (if any), used or maintained by CONSULTANT and CONSULTANT's officers, agents and employees, including but not limited to owned (if any), leased (if any), non-owned and hired automobiles, with limits of liability which shall not be less than \$1,000,000 combined single limit per accident.

4. Umbrella Insurance in the amount of \$1,000,000 providing excess limits over Employer's Liability, Automobile Liability, and Commercial General Liability Insurance. Such umbrella coverage shall be following form to underlying coverage including all endorsements and additional insured requirements.

5. Errors and Omissions Professional Liability Insurance for errors and omissions and the resulting damages, including, but not limited to, economic loss to MTC and having minimum limits of \$1,000,000 per claim.

The policy shall provide coverage for all work performed by CONSULTANT and any work performed or conducted by any subcontractor/consultant working for or performing services on behalf of

CONSULTANT. No contract or agreement between CONSULTANT and any subcontractor/consultant shall relieve CONSULTANT of the responsibility for providing this Errors & Omissions or Professional Liability coverage for all work performed by CONSULTANT and any subcontractor/consultant working on behalf of CONSULTANT on the project.

6. Property Insurance. Property Insurance covering CONSULTANT'S own business personal property and equipment to be used in performance of this Agreement, materials or property to be purchased and/or installed on behalf of MTC (if any), and builders risk for property in the course of construction (if applicable). Coverage shall be written on a "Special Form" policy that includes theft, but excludes earthquake, with limits at least equal to the replacement cost of the property. Such policy shall contain a Waiver of Subrogation in favor of MTC.

B. Acceptable Insurers. All policies will be issued by insurers acceptable to MTC, generally with a Best's Rating of A- or better with a Financial Size Category of VIII or better.

C. Self-Insurance. CONSULTANT's obligation hereunder may be satisfied in whole or in part by adequately funded self-insurance, upon evidence of financial capacity satisfactory to MTC.

D. Deductibles and Retentions. CONSULTANT shall be responsible for payment of any deductible or retention on CONSULTANT's policies without right of contribution from MTC. Deductible and retention provisions shall not contain any restrictions as to how or by whom the deductible or retention is paid. Any deductible or retention provision limiting payment to the Named Insured is unacceptable.

In the event that MTC seeks coverage as an additional insured under any CONSULTANT insurance policy that contains a deductible or self-insured retention, CONSULTANT shall satisfy such deductible or self-insured retention to the extent of loss covered by such policy, for any lawsuit arising from or connected with any alleged act of CONSULTANT, subconsultant, subcontractor, or any of their employees, officers or directors, even if CONSULTANT or subconsultant is not a named defendant in the lawsuit.

E. Claims Made Coverage. If any insurance specified above is written on a "Claims-Made" (rather than an "occurrence") basis, then in addition to the coverage requirements above, CONSULTANT shall:

- (1) Ensure that the Retroactive Date is shown on the policy, and such date must be before the date of this Agreement or the beginning of any work under this Agreement;
- (2) Maintain and provide evidence of similar insurance for at least three (3) years following project completion, including the requirement of adding all additional insureds; and
- (3) If insurance is cancelled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the Agreement effective date, CONSULTANT shall purchase "extended reporting" coverage for a minimum of three (3) years after completion of the work.

F. Failure to Maintain Insurance. All insurance specified above shall remain in force until all work or services to be performed are satisfactorily completed, all of CONSULTANT's personnel, subconsultants, subcontractors, and equipment have been removed from MTC's property, and the work or services have been formally accepted. CONSULTANT must notify MTC if any of the above required coverages are non-renewed or cancelled. The failure to procure or maintain required insurance and/or an adequately funded self-insurance program will constitute a material breach of this Agreement.

G. Certificates of Insurance. Prior to commencement of any work hereunder, CONSULTANT shall deliver to MTC Certificates of Insurance verifying the aforementioned coverages. Such certificates shall make reference to all provisions and endorsements referred to above and shall be signed on behalf of the insurer by an authorized representative thereof.

H. Disclaimer. The foregoing requirements as to the types and limits of insurance coverage to be maintained by CONSULTANT are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by CONSULTANT pursuant hereto, including, but not limited to, liability assumed pursuant to Article 9 of this Agreement.

2. FINANCIAL SECURITY (BONDS)

Not applicable.

3. ADDITIONAL INSURED

The following entities are to be named as Additional Insureds under applicable sections of this Attachment E and as MTC Indemnified Parties, pursuant to Article 9 of the Agreement.

- Metropolitan Transportation Commission (MTC)
- Bay Area Toll Authority (BATA)
- Bay Area Infrastructure Financing Authority (BAIFA)
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/20/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of an Ordinance Amending Title 18 of the Pittsburg Municipal Code Related to Permitting Small Recycling Facilities and Mail Order or Direct Selling Establishments in the M District AP-17-1235 (RZ)

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

On September 4, 2018, the City Council held a duly noticed public hearing to consider a zoning text amendment to add “small recycling facility” and “mail order or direct selling establishment,” as conditionally permitted uses in the M (Mixed Use) District.

FISCAL IMPACT

There is no fiscal impact on the City from the proposed ordinance. Standard business license fees would be collected on an annual basis for businesses in the City of Pittsburg.

RECOMMENDATION

City Council move to adopt Ordinance No. 18-1452 amending Title 18 Zoning, of the Pittsburg Municipal Code to add “small recycling facility” and “mail order or direct selling establishment,” as conditionally permitted uses in the M (Mixed Use) District.

BACKGROUND

The public hearing for this item was held before the City Council on September 4, 2018. After the close of the public hearing, the Council moved to introduce, waive further reading, and pass to second reading an Ordinance amending Title 18, Zoning, to add “small recycling facility” and “mail order or direct selling establishment,” as defined by PMC sections 18.08.080(27)(b) and 18.08.080(26)(e), as conditionally permitted uses in the M (Mixed Use) District.

The ordinance was scheduled for adoption by the City Council on September 17, 2018; however, it was pulled from the consent calendar during the meeting and continued to October 1, 2018, instead.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

After introducing an ordinance, the City Council must approve the action by adopting the ordinance by a majority vote at a subsequent meeting. The ordinance becomes effective 30 days after the date of its adoption.

ATTACHMENTS: 1. Proposed Ordinance

Report Prepared By: Cathy Munneke, Contract Planner

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Ordinance of the City of Pittsburgh Amending)
Title 18 of the Pittsburgh Municipal Code as)
It Relates to Permitting for Small Recycling)
Facilities and Mail Order or Direct Selling)
Establishments in the M District,)
AP-17-1235 (RZ))

ORDINANCE NO. 18-1452

The City Council of the City of Pittsburgh DOES ORDAIN as follows

SECTION 1. Recitals

- A. This is a proposal initiated by Mt. Diablo Resource Recovery to consider an amendment to Title 18, "Zoning," of the Pittsburgh Municipal Code (PMC) in order to facilitate a small recycling facility and mail order or direct selling in the M (Mixed Use) District, subject to limitations.
- B. On March 5, 2015, a proposal was presented to the Land Use Subcommittee by the applicant to request input on the potential use of the site as a recycling center which would include warehousing of reusable items with a retail component. The Subcommittee concurred with staff's recommended approach that the business owner submit a request for a zoning code amendment to allow a recycling facility ancillary to a secondhand clothing and appliance store within the M District, subject to approval of a use permit. During this meeting the Subcommittee voiced concerns about safety, security, outdoor storage/debris, and noise. Specific recommendations were made to address each of these issues and the applicant was in agreement with all Subcommittee recommendations discussed.
- C. On April 3, 2017, the applicant filed Zoning Text Amendment AP-17-1235 for the project. The project concept was modified from its 2015 iteration to include a "small recycling facility" and "mail order or direct selling establishment" (rather than a "secondhand clothing and appliance store") in order to better match the best fit land use classification as defined in PMC section 18.08.080. The proposal includes a zoning text amendment to allow both uses in the M District, but only in areas north of California Avenue and east of Harbor Street, subject to use permit approval.
- D. On April 10, 2017, the revised concept was presented to the Land Use Subcommittee for consideration. During this meeting, the Subcommittee continued to be supportive of the process as proposed by staff; however, the Subcommittee raised some additional concerns related to grocery carts that could accumulate in the area, scavengers picking through garbage bins in the nearby neighborhoods, and they suggested the zoning text amendment be limited to the commercial areas north of California Avenue east of Harbor Street. The applicant agreed to suggested operational conditions, including a limit on the days and hours of operation to minimize any nearby scavenging.

- E. On June 13, 2017, the Planning Commission held a public hearing to consider the proposed zoning text amendment related to “small recycling facilities” and “mail order and direct selling” in the M District. Following close of the public hearing, the Planning Commission voted 5-0, with two absent, to recommend City Council approval of the amendment as presented by staff.
- F. On July 17, 2017, the City Council held a public hearing to consider the proposed zoning text amendment. Following close of the public hearing, the City Council voted 2-1 to continue the public hearing to the August 7, 2017, City Council meeting. On August 7, 2017, the item was continued to the August 21, 2017, City Council meeting. On August 21, 2017, the item was continued to a date uncertain to allow the applicant time to meet with the neighbors to address concerns.
- G. On May 8, 2018, the applicant held an informational meeting and invited residents of the neighboring Stone Harbor subdivision to tour the site and discuss the project.
- H. On July 18, 2018, the project was once again brought before the Subcommittee to provide an update on the applicant’s outreach efforts and discuss potential conditions of approval related to the potential use permit application. During this meeting, Councilmembers Craft and Banales, as well as Commissioner Robinson, voiced their concerns regarding noise resulting from the recycling component. The applicant stated that recyclables would be collected in smaller containers within the existing building and proposed that the bins could be taken from the site by bin trucks, which are smaller trucks with a forklift like attachment, which would eliminate much of the noise resulting from recyclable materials being dumped into a standard truck bed. Councilmember Banales recommended a condition be added to address where the trucks would be loaded, and how trucks and other clients would enter the parking area of the facility.
- I. Before adoption of an ordinance, the City Council shall make findings that the proposed regulation is consistent with the policies of the general plan and the notice and hearing provisions of PMC Title 18, in accordance with PMC section 18.48.030.
- J. On or prior to August 10, 2018, notice of the August 20, 2018, public hearing to consider this application was posted at City Hall and on the ‘public notices’ page of the City’s website; was delivered to the Pittsburg Library; was published in the local newspaper (East Contra Costa County Times); and was mailed via first class mail or electronic mail to interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010, and Government Code section 65091.
- K. On August 20, 2018, the City Council voted 3-0 to continue this item to the September 4, 2018, City Council meeting.
- L. On September 4, 2018, the City Council held a continued public hearing on the proposed zoning text amendments, at which time oral and/or written testimony was considered.

- M. On September 17, 2018, the ordinance was scheduled for adoption by the City Council; however, it was pulled from the consent calendar during the meeting and continued to October 1, 2018, instead.

SECTION 2. Findings

- A. Based on the City Council Staff Report entitled, "Introduction and Waive First Reading of an Ordinance Amending Title 18 of the Pittsburg Municipal Code as it Relates to Permitting for Small Recycling Facilities and Mail Order or Direct Selling Establishments in the M District, AP 17-1235" and based on all the information contained in the Planning Division files, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the City Council finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. This project is exempt from the requirements of the California Environmental Quality Act under the general rule of applicability of the state CEQA Guidelines, section 15061, in that there is no possibility that the activity in question would have a significant negative physical impact on the environment. The amendment proposed is procedural in nature and consistent with the General Plan land use designations for the sites in question.
 3. The proposed amendment is consistent with the objectives, policies, general land uses and programs in the General Plan as the new uses are allowable uses within the Mixed Use General Plan land use designation that is applicable to all M District designated sites north of California Avenue and east of Harbor Street.
 4. The proposed land use regulations are compatible with uses and regulations of the land use district for which they are proposed, in that they will provide the community with additional recycling and retail options while still providing site development and operational controls through the use permit process to ensure that new businesses do not become a nuisance for the surrounding neighbors, nor the City as a whole.
 5. There is a community need for the change proposed as the proposed project fulfills the community's need for environmentally beneficial recycling options and keeping usable items out of the landfill, while further promoting the general welfare of the City by supporting the City's recycling goals by diverting useable items from the waste stream.
 6. The change will be in conformity with the public convenience as it would provide residents with additional easily accessible recycling and retail options within the M (Mixed Use) District designated areas located north of California Avenue and east of Harbor Street.

SECTION 3. Decision.

A. Based on the findings and the authority set forth above, the City Council hereby amends Title 18 of the PMC, as identified below:

1. The schedule in PMC section 18.53.020 is amended to add the following land use category under the “Recycling collection facility” heading, as follows (new text shown with underlines):

Recycling collection facility	
Reverse vending machine	P
<u>Recycling facility, small</u>	<u>L-148</u>

2. PMC section 18.53.020 “M District – Additional Use Regulations,” Limitation L-148, is amended to read as follows (new text shown with underlines):

“Permitted above ground floor level, except for small recycling facilities. Use permit required for any establishment occupying the ground floor level of a building constructed on a lot with frontage on Railroad Avenue, or California Avenue east of Harbor Street. Otherwise, prohibited.”

SECTION 4. Severability

If any section, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 5. Effective Date

This Ordinance shall be in full force and effective thirty (30) days after its adoption.

SECTION 6. Publication

The City Clerk shall either (a) have this ordinance published once within 15 days after adoption in a newspaper of general circulation or (b) have a summary of the ordinance published twice in a newspaper of general circulation, once 5 days before its adoption and again 20 days after its adoption.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Pittsburg held on September 4, 2018, and was adopted and ordered published at a meeting of the City Council held on October 1, 2018, by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/21/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of an Ordinance Approving an Overlay District Amendment for the Diablo Energy Storage Project, AP-17-1270 (RZ)

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

On September 17, 2018, the City Council held a duly noticed public hearing to consider an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit, for the Diablo Energy Storage project, located at 701 Willow Pass Road. Assessor's Parcel Number: 085-280-010.

FISCAL IMPACT

One-time revenues related to construction permits and other development fees and exactions are anticipated with this project. The applicant would also be required to pay a property tax and sales tax on an annual basis.

RECOMMENDATION

City Council move to adopt Ordinance No. 18-1456 approving a mitigated negative declaration and amending the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit, for the Diablo Energy Storage project.

BACKGROUND

The public hearing for this item was held before the City Council on September 17, 2018. After the close of the public hearing, the Council moved to introduce, waive further reading, and pass to second reading an Ordinance approving a mitigated negative declaration and an amendment to the existing Empire Business Park IP-O District for the Diablo Energy Storage project.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

After introducing an ordinance, the City Council must approve the action by adopting the ordinance by a majority vote at a subsequent meeting. The ordinance becomes effective 30 days after the date of its adoption.

ATTACHMENTS: Ordinance

Report Prepared By: Kristin Pollot, AICP, Planning Manager

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Ordinance Approving a Mitigated Negative	)	
Declaration and an Amendment to the	)	
Existing 'Empire Business Park' Overlay	)	ORDINANCE NO. 18-1456
Zoning District to Conditionally Allow a 'Major	)	
Utility' Use, for "Diablo Energy Storage	)	
Project, AP-17-1270 (RZ, UP, DR)."	)	

The City Council of the City of Pittsburg DOES ORDAIN as follows:

SECTION 1. Recitals.

- A. On September 1, 2017, Diablo Energy Storage LLC, filed Planning Application No. 17-1270, requesting approval of: 1) an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit; 2) a use permit for a Major Utility; and 3) design review approval of plans to install an energy storage project in three 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation. The project site covers a 12-acre portion of the 35-acre Empire Business Park parcel located at 701 Willow Pass Road in the IP-O (Industrial Park Overlay) District. Assessor's Parcel No. 085-280-010.
- B. The proposed Diablo Energy Storage is governed by the applicable goals and policies of the Pittsburg General Plan, and the Pittsburg Municipal Code (PMC).
- C. The project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the project. Based on the analysis in that study, the Planning Manager determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a draft Mitigated Negative Declaration (MND) was prepared.
- D. On February 9, 2018, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). The review period was extended to March 23, 2018 to accommodate additional public review. Public distribution of the NOI consisted of delivery to the State Clearinghouse, County Clerk's Office, posting on the City's website, and direct mailing to all interested parties and owners/occupants of properties directly contiguous with the project, in accordance with CEQA Guidelines section 15072.
- E. On August 14, 2018, after conducting a duly noticed public hearing the Planning Commission adopted Resolution No. 10095, recommending approval of the requested mitigated negative declaration, an amendment to the 'Empire Business Park' Overlay Zoning District, use permit, and design review.

- F. Before adoption of an ordinance, the City Council shall make findings that the proposed amendment is consistent with the policies of the General Plan and the notice and hearing provisions of PMC Title 18, in accordance with PMC section 18.74.070, Chapter 18.48.
- G. On or prior to Friday, September 7, 2018, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.B and D, a "Notice of Public Hearing," for the September 17, 2018, public hearing on this item was published in the East County Times; was posted at City Hall; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies whose services might be affected by this project, and to individuals who had previously filed written request for such notice.
- H. On September 17, 2018, the City Council held a duly-noticed public hearing to: 1) introduce and waive further reading of this ordinance approving a mitigated negative declaration and proposed amendment to the Empire Business Park Limited Overlay District; and 2) adopt resolution approving the use permit and design review, at which time oral and/or written testimony was considered.

SECTION 2. Findings.

- A. Based on the City Council Staff Report entitled, "Introduction and Waive First Reading of an Ordinance and Adoption of a Resolution Approving the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)," dated September 17, 2018, and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the public hearing, the City Council finds that:
 - 1. All recitals above are true and correct and are incorporated herein by reference.
 - 2. The Mitigated Negative Declaration for the project was prepared in compliance with Public Resources Code section 21000 et seq. and the City Council has independently reviewed and considered the information contained therein.
 - 3. The proposed overlay amendment is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district, in that the Zoning Ordinance currently does not have a land use classification for "Battery Storage" projects. This is a new technology which is important in promoting sustainable energy goals by providing a means of storing energy in non-daylight hours.
 - 4. The proposed amendment is consistent with the General Plan, specifically policy 2-P-77, in that it will facilitate the continued development of a business commercial complex between Willow Pass Road and the BNSF Railroad track, east of the PG&E transmission corridor.

5. The proposed amendment generally complies with the land use and development regulations of the base IP (Industrial Park) zoning district, in that it will permit a light industrial use with limited customer presence and no industrial activities.
6. The proposed amendment will allow development of an energy storage project which will support California's renewable energy goals by providing a means of storing electrical energy including renewable energy produced by existing solar and wind resources in the region. The project will help meet a community and statewide need to reduce greenhouse gas emissions, consistent with Assembly Bill (AB) 32 targets. The proposed overlay amendment will allow development of a battery storage facility that will improve the efficiency of the electric grid and help reduce energy costs and greenhouse gas emissions. This project will be in keeping with measures other jurisdictions have taken to promote sustainable energy production in their communities.

SECTION 3. Decision.

Based on the findings and the authority set forth above, the City Council hereby:

- A. Approves the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program contained in Exhibits B and C of this ordinance; and
- B. Amends the land use regulations of the Empire Business Park IP-O (Industrial Park Overlay, Ordinance No. 04-1214, as amended by Ordinance No. 07-1284) District by adding the "Major Utility" classification to the land use table, subject to a use permit as described in the attached Exhibit A. The overlay map, land use and development regulations tables from Ordinance No. 04-1214, as amended by Ordinance No. 07-1284, shall be replaced in its entirety by the new map and tables depicted in the attached Exhibit A.

SECTION 4. Effective Date

This Ordinance shall be in full force and effective thirty (30) days after its adoption.

SECTION 5. Publication.

The City Clerk shall either (a) have this ordinance published once within 15 days after adoption in a newspaper of general circulation or (b) have a summary of the ordinance published twice in a newspaper of general circulation, once 5 days before its adoption and again 20 days after its adoption.

The foregoing ordinance was introduced at a meeting of the City Council of the City of Pittsburg held on September 17, 2018, and was adopted and ordered published at a meeting of the City Council held on October 1, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

ATTEST:

Dwaine "Pete" Longmire, Mayor

Alice E. Evenson, City Clerk

Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
OVERLAY ZONING MAP

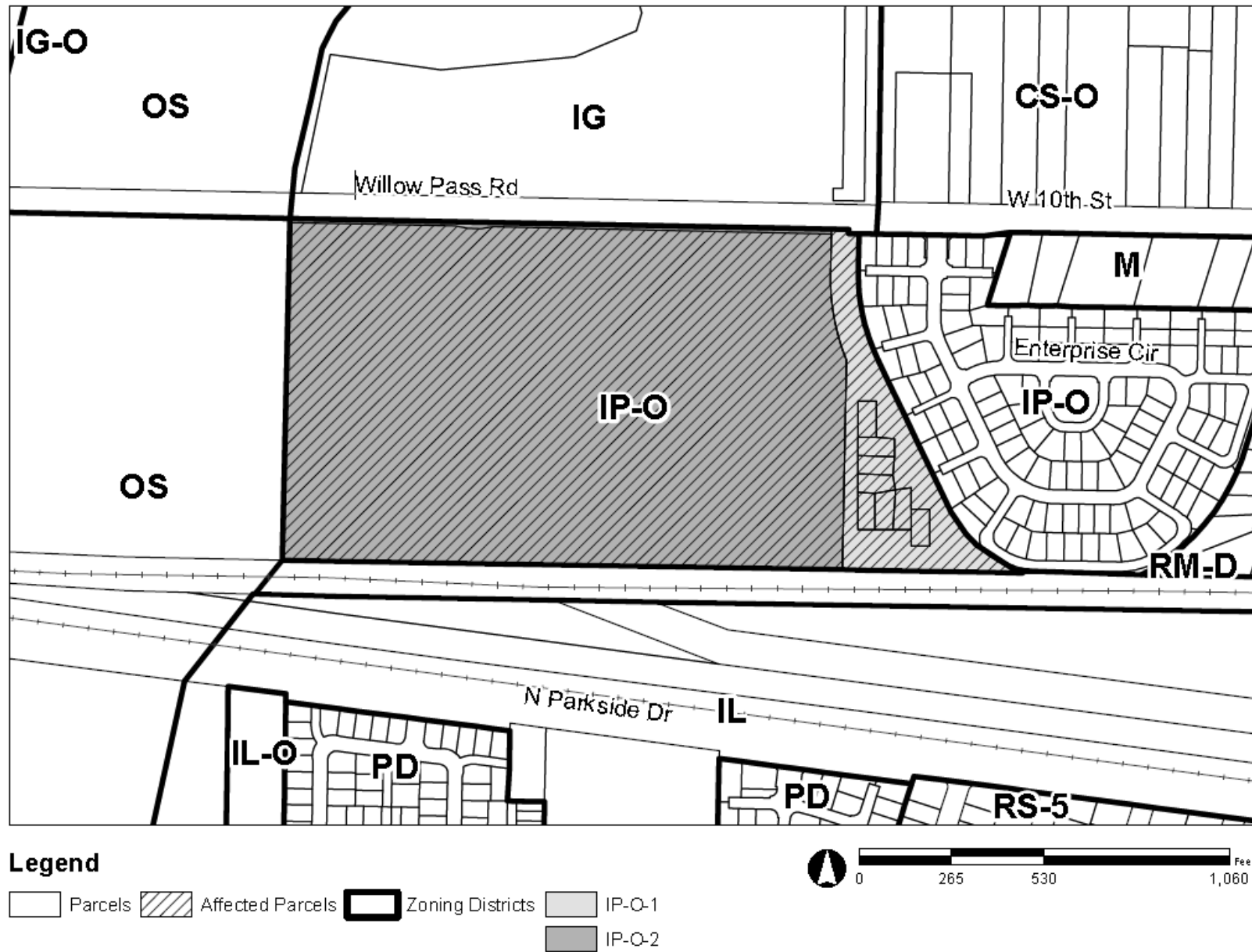


Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

Land Use Regulations

In the following schedule, the letter “P” designates permitted use classifications. The letter “L” designates use classifications subject to certain limitations prescribed by the “Additional Use and Development Regulations” that follow after the schedule. The letter “U” designates use classifications permitted on approval of a use permit (Chapter [18.28](#) PMC). The letter “T” designates temporary use classifications permitted on approval of a temporary activity permit. The letter “Z” designates accessory use classifications permitted on approval of the zoning administrator. Any use classifications not specifically listed on this table are considered not allowed in the district.

Land Use Regulations Schedule

P = Permitted
U = Use Permit, Planning Commission
Z = Use Permit, Zoning Administrator
T = Temporary Activity Permit
L = Limited (See Additional Use Regulations)

	IP-O-1	IP-O-2
Governmental and Quasipublic		
Club and lodge	U	U
College, public or private	L-32	L-32
Day care, general	L-31	L-31
Government office	U	U
Hazardous waste facility:		
On-site facility	U	U
Single-user off-site facility	U	U
Transfer facility	U	U
Maintenance and service facility	U	U
Park and recreation facility	U	U
Public parking facility	U	U
Public safety facility	U	U

Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

	IP-O-1	IP-O-2
Public transit terminal	U	U
Religious assembly	U	U
Telecommunication facility	P	P
Utility, major	–	U
Utility, minor	P	P
Commercial		
Ambulance service	U	P
Animal sales and service:		
Animal boarding	U	U
Animal Grooming	U	P
Animal Hospital	U	U
Animal Retail Sales	U	P
Artists' studio	P	P
Bakery, commercial	--	–
Bank and savings and loan:		
ATM	P	P
Commercial filming and communications	U	U
Commercial recreation and entertainment within building	L-5	L-5
Eating and drinking establishment:		
Restaurant, full-service	L-16	L-16
Restaurant, self-service	L-16	L-16
Food and beverage sales:		
Grocery	--	U
Specialty food market	--	L-17
Food Shop	--	P
Catering service	P	P

Exhibit A of Ordinance No. 18- 1456
 Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

	IP-O-1	IP-O-2
Funeral and interment services	--	L-18
Horticulture limited	--	U
Laboratory limited	P	P
Maintenance and repair service	P	P
Marine sales and services	--	U
Office, business and administrative	P	P
Personal Improvement Service	P	--
Printing and publishing services:		
Commercial	P	P
Limited	--	P
Recycling collection facility:		
Reverse vending machine	P	P
Recycling facility, small	Z	P
Recycling facility, large	U	U
Research and development services	P	P
Retail and wholesale sales	P	P
Lumber and building material yard	U	L-22
School, commercial	U	U
Vehicle sales and service:		
Automobile rental	--	P
Automobile and recreational vehicle repair, major	U	U
Automobile repair, limited	--	P
Automobile washing	--	L-20
Recreational vehicle and mobile home sales	U	–
Service station	--	L-21
Vehicle storage	U	U

Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

	IP-O-1	IP-O-2
Warehousing and storage limited	U	L-35
Industrial		
Food and drug processing	U	P
Industrial services:		
Contractor	P	P
Contractor yard	U	U
Laboratory	U	P
Laundry	U	U
Repair/jobbing service	U	U
Manufacturing:		
Limited	U	L-22
Custom	P	P
Research and development production	U	P
Transportation/distribution:		
Commercial/personal transport services	U	U
Truck terminal	L37	L37
Wholesaling and storage:		
Interior operation	L-23	P
With exterior storage	U	U
Accessory Uses		
Accessory uses	P	P
Primary Live-work Residence	L-36	--
Accessory structures:		
Nonresidential accessory structure	P	P
Caretaker's quarters	L-36	P
Temporary Uses		
Animal show	T	T

Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

	IP-O-1	IP-O-2
Christmas tree sales	T	T
Circus and carnival	T	T
Commercial filming limited	P	P
Real property sales	P	P
Religious assembly	T	T
Retail sales, outdoor	T	T
Storage, outdoor	T	T
Trade fair	T	T

ADDITIONAL USE AND DEVELOPMENT REGULATIONS

L-5	Limited to tennis/racquetball courts or health/fitness clubs/gyms, subject to a use permit
L-15	Use permit and heliport permit from California Department of Transportation, Division of Aeronautics, are required. No heliport may be located within 1,000 feet of an R district, except for ancillary helipads of a public or quasipublic use.
L-16	Permitted as a secondary use within a building for employee dining.
L-17	Permitted as an ancillary use to wholesale operations.
L-18	Limited to crematories, columbariums or mausoleums.
L-19	Businesses are not permitted that typically provide on-site customer or patient services, such as medical-dental, counseling, real estate or insurance brokerage offices.
L-20	Limited to truck, tractor or construction equipment washing.
L-21	Limited to stations offering specific services to individual uses within the base zoning district, subject to a use permit.
L-22	Use permit required for exterior activities.
L-23	Use permit required for more than two truck docks.
L-28	Limited to an accessory use only, subject to a use permit.

Exhibit A of Ordinance No. 18- 1456
Empire Business Park IP-O (Industrial Park Overlay) District
LAND USE & DEVELOPMENT REGULATIONS

L-30	Permitted as an ancillary use for employees.
L-32	Use permit required for private institution; public schools permitted.
L-35	Storage related to commercial and business operations is permitted. Person/self-storage ("Mini-storage") requires a use permit.
L-36	Use limited to businesses occupying a minimum of 4,000 sq. ft. of interior ground floor area. Living space must be located above ground floor.
L-37	Use permit required for truck storage. Use permit not requires for distribution of goods.

Development Regulations

	IP-O-1	IP-O-2
PRIMARY BUILDING HEIGHT (max feet)	35	40
MAXIMUM LOT COVERAGE (percent)	40	60
FRONT YARD SETBACK (feet)	25	20 min., 25 or more average
SIDEYARD SETBACK (feet)	10	10
SIDEYARD SETBACK (facing street, feet)	25	25
REAR YARD (feet)	10	10
MAXIMUM FLOOR AREA RATIO (FAR)	0.5	1.0
MINIMUM LOT AREA (square feet)	15,000	15,000
MINIMUM LOT WIDTH (feet)	80	80
MINIMUM SITE LANDSCAPING (percent)	10	10

Review of Plans:

All projects require design review (chapter 18.36)

**CITY OF PITTSBURG
MITIGATED NEGATIVE DECLARATION**

Diablo Energy Storage, AP-17-1270 (RZ, UP, DR)

Adopted by the Pittsburg City Council on: _____

Notice is hereby given that the City of Pittsburg finds that no significant effect on the environment, as prescribed by the California Environmental Quality Act of 1970 (CEQA), as amended, will occur for the following proposed project:

Project Proponent: Kevin Johnson, Diablo Energy Storage LLC, 5000 Hopyard Road, Suite #480, Pleasanton, CA 94588

Project Description: This is a request for approval of: 1) an amendment to the existing 'Empire Business Park Overlay' zoning district (Ordinance Nos. 07-1284 and 04-1214; 2) a use permit; and 3) design review of plans to establish a battery storage project on a currently vacant site. The purpose of the proposed development is to reliably receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would consist of up to three buildings (each 60,000 square feet) constructed on a graded and vacant approximately 12 acre site, representing a portion of the property designated as the 35 acre Empire Business park. The buildings would house advanced energy storage equipment including inverters, transformers and a small onsite electric substation. The facility would be connected via a new electric tie-in line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the site. Three alternative routes are under consideration for the tie-in line to the PG&E Substation. The facility would be unoccupied and is designed for full remote operation.

Project Location: 701 Willow Pass Road, Pittsburg, CA. 94565 (Assessor's Parcel No. 085-280-010)

Finding: The project described above will not have a significant effect on the environment for the reasons stated below.

Statement of Reasons to Support the Finding:

Potentially Significant Impacts: The Initial Study prepared for the project identified potentially significant impacts if the West Tie-in alignment is selected in the following categories: Biological Resources, and Tribal Cultural Resources. However, no significant effects upon the environment would occur as a result of this project because mitigation measures identified in the Initial Study would be incorporated as conditions of approval of the project, if approved, in order to reduce the potentially significant impacts of the project to a less than significant level.

Other: All other impacts in the categories of Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Geology/Soils, Greenhouse Gas

Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, and Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance were found to be less than significant. Based on the Initial Study, the Planning Manager has determined that preparation of a Mitigated Negative Declaration is appropriate for the project described above.

Attachments: Initial Study

California Environmental Quality Act Initial Study Diablo Energy Storage Project

February 2018



Prepared For:
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Prepared By:

17911 Von Karman Avenue, Suite 400
Irvine, CA 92614

California Environmental Quality Act Initial Study Diablo Energy Storage Project

February 2018



Prepared For:
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Prepared By:



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Irvine, CA 92614

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APPENDICES

Appendix A	Detailed Project Description
Appendix B	CalEEMod Input and Output Summary
Appendix C	Sensitive Species Occurrences within Three Miles
Appendix D	Noise Technical Report
Appendix E	NAHC Correspondence

List of Acronyms and Abbreviations

Acronym	Name
ABAG	Association of Bay Area Governments
AC	Alternating Current
Applicant	Diablo Energy Storage, LLC
BAAQMD	Bay Area Air Quality Management District
BC	Business Commercial
BCC	USFWS Bird of Conservation Concern
BMPs	Best Management Practices
CaA	Capay Clay
CalEEMod	California Emission Estimator Model
CAISO	California Independent System Operator
CASQA	California Stormwater Quality Association
Cc	Clear Lake Clay
CCCFPD	Contra Costa County Fire Protection District
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
CHRIS	California Historical Resources Information System
CNDDDB	California Natural Diversity Data Base
CO ₂	Carbon Dioxide
CWA	Clean Water Act
dB	Decibel
DC	Direct Current
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
ESA	Endangered Species Act
FE	Federal Endangered
FEMA	Federal Emergency Management Agency
FT	Federal Threatened
FC	Candidate for Federal Listing
GhG	Greenhouse Gas
GQ	Governmental and Quasipublic
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
HVAC	Heating, Ventilation and Air Conditioning
IG	General Industrial
IPaC	Information for Planning and Consultation (USFWS website)
IP-O	Industrial Park-Limited Overlay
Ja	Joice muck
kV	Kilovolts
LUC	land use covenant
mg/L	Milligrams per liter
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NAVD 88	North American Vertical Datum of 1988
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
Ob	Omni silty Clay
PG&E	Pacific Gas & Electric Company
PM	Particulate Matter
POI	point of interconnection
QSP	Qualified SWPPP Practitioner

ROGs	Reactive Organic Gasses
RWQCB	Regional Water Quality Control Board
SE	State Endangered
SFP	State-Fully Protected
So	Sycamore silty clay loam
SR	State Route
SSC	Species of Special Concern
ST	State Threatened
SWPPP	Storm Water Pollution Prevention Plan
TCE	trichlorethylene
VHHSZ	Very High Fire Hazard Severity Zone
WL	Watch List Species
Zone AE	100-year flood zone

1.0 INTRODUCTION

1.1 Project Overview

Diablo Energy Storage, LLC (Applicant) has submitted to the City of Pittsburg (City) a request for approvals necessary for development of an approximately 12-acre project site (Site) within an approximately 35 acre parcel (APN 085-280-010) located at 701 Willow Pass Road, Pittsburg, California. One hundred percent of the Site has previously been graded and is currently occupied by paved access routes, maintained bare soil, and non-native grassland. The site is within the Empire Business Park Overlay District and would be leased by the Applicant.

The Applicant proposes to construct one to three single story buildings and associated electrical equipment onsite. The buildings would house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, would be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg substation located approximately 0.6 mile north of the Site. The facility would be unoccupied and is designed for full remote operation.

The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the PG&E Pittsburg substation are also within the HCP/NCCP area and a third alternate route being considered extends out of the HCP/NCCP area.

The parcel is designated Business Commercial (BC) in the General Plan and zoned Industrial Park-Limited Overlay (IP-O). Approvals from the City that would be necessary for the proposed development include: a zoning text amendment to amend the IP-O (Industrial Park With a Limited Overlay, Ord. No. 07-1284) District, or the “empire business park overlay district”, such that a “major utility” would be permitted with a use permit. In addition to the zoning text amendment, Diablo Energy Storage, LLC is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following a current tentative parcel map may also be pursued that would divide the Site from the existing 35 acre parcel.

1.2 California Environmental Quality Act

The Diablo Energy Storage project approvals being considered constitute a “project” as defined by the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the “CEQA Guidelines” (California Code of Regulations, Title 14, Section 15000 et seq), and is thereby subject to the requirements of CEQA. For purposes of CEQA, the term “project” refers to the whole of an action which has the potential to result in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378). As the principal public agency responsible for approval the Diablo Energy Storage project, the City is the “lead agency” overseeing and administering the CEQA environmental review process.

As set forth in various provisions of the CEQA Statute (e.g., Section 21080), before deciding whether to approve a project, public agencies must consider the potential significant environmental impacts of the project and must identify feasible measures to minimize these impacts. Pursuant to CEQA Guideline Section 15064, if any aspect of the proposed project,

either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, an Environmental Impact Report (EIR) must be prepared.

This Initial Study is a factual document, prepared in conformance with CEQA, and written for the purpose of making the public and decision-makers aware of the potential environmental consequences of the project. For any project impact that is considered potentially “significant,” the Initial Study identifies mitigation measures, where feasible, to reduce or avoid the significant effect. Before any action can be taken to approve the Diablo Energy Storage Project, the City must certify that it has reviewed and considered the information in the Initial Study/Proposed Negative Declaration and that this document has been completed in conformity with the requirements of CEQA. Approval of a Negative Declaration does not approve or deny the proposed project.

1.3 Environmental Review

Consistent with CEQA, this Initial Study is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of the proposed project and to recommend mitigation measures and/or standard conditions of approval to lessen or eliminate adverse impacts.

This Initial Study/Proposed Negative Declaration is available for public review for thirty days, during which time written comments on the Initial Study may be submitted to:

Kristin Pollot, AICP
Planning Manager
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
kpollot@ci.pittsburg.ca.us

2.0 PROJECT DESCRIPTION

The Site location is shown in Figure 1. The Site constitutes Parcel B of the existing Tentative Parcel Map for APN 085-280-010 as shown in Figure 2. The Site has previously been graded and is mostly covered with several feet of fill dirt. Figure 3 provides representative photographs of the Site and surroundings.

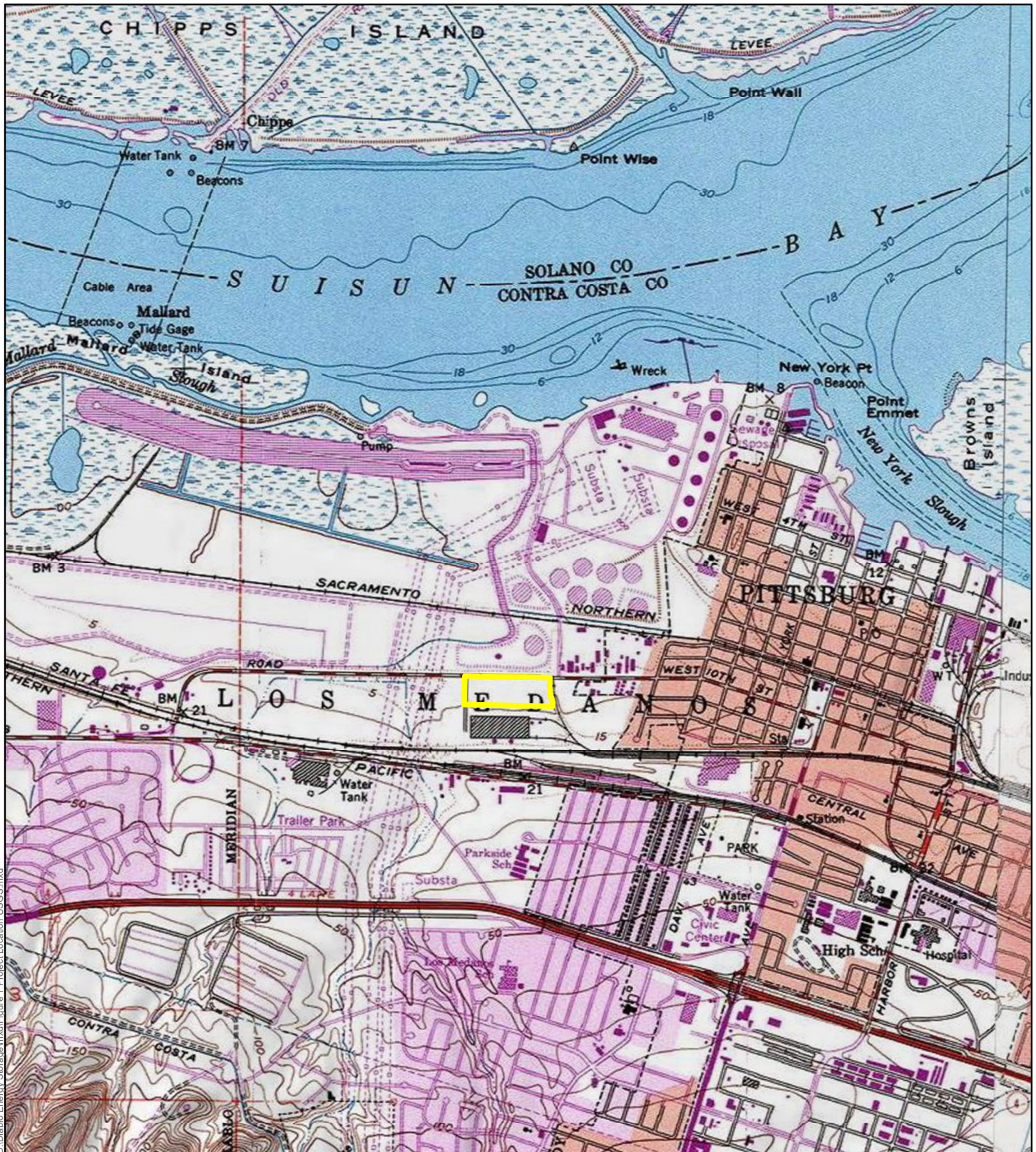
The facility would not generate electricity. Rather, it would provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. Following construction, the proposed use would not create emissions to air, would not require sanitary facilities, and would not require water except to maintain water efficient landscape to meet City requirements.

2.1 Purpose

The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator (CAISO)-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would interconnect to the CAISO-controlled grid at the nearby PG&E's Pittsburg Substation. Construction of the project would:

- Provide a new economic and reliable means of capturing and managing renewable energy;
- Provide economic benefit to the City of Pittsburg, Contra Costa County, the region, and the State, through construction jobs, property and sales taxes, and increased energy efficiency and reliability;
- Help stabilize the electric grid and increase the effectiveness of both conventional and renewable energy generation projects;
- Support the achievement of local, state and federal renewable energy goals; and
- Support State goals for energy storage.

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Legend

Project Site

Figure 1: Site Location
Diablo Energy Storage, LLC

Figure 2

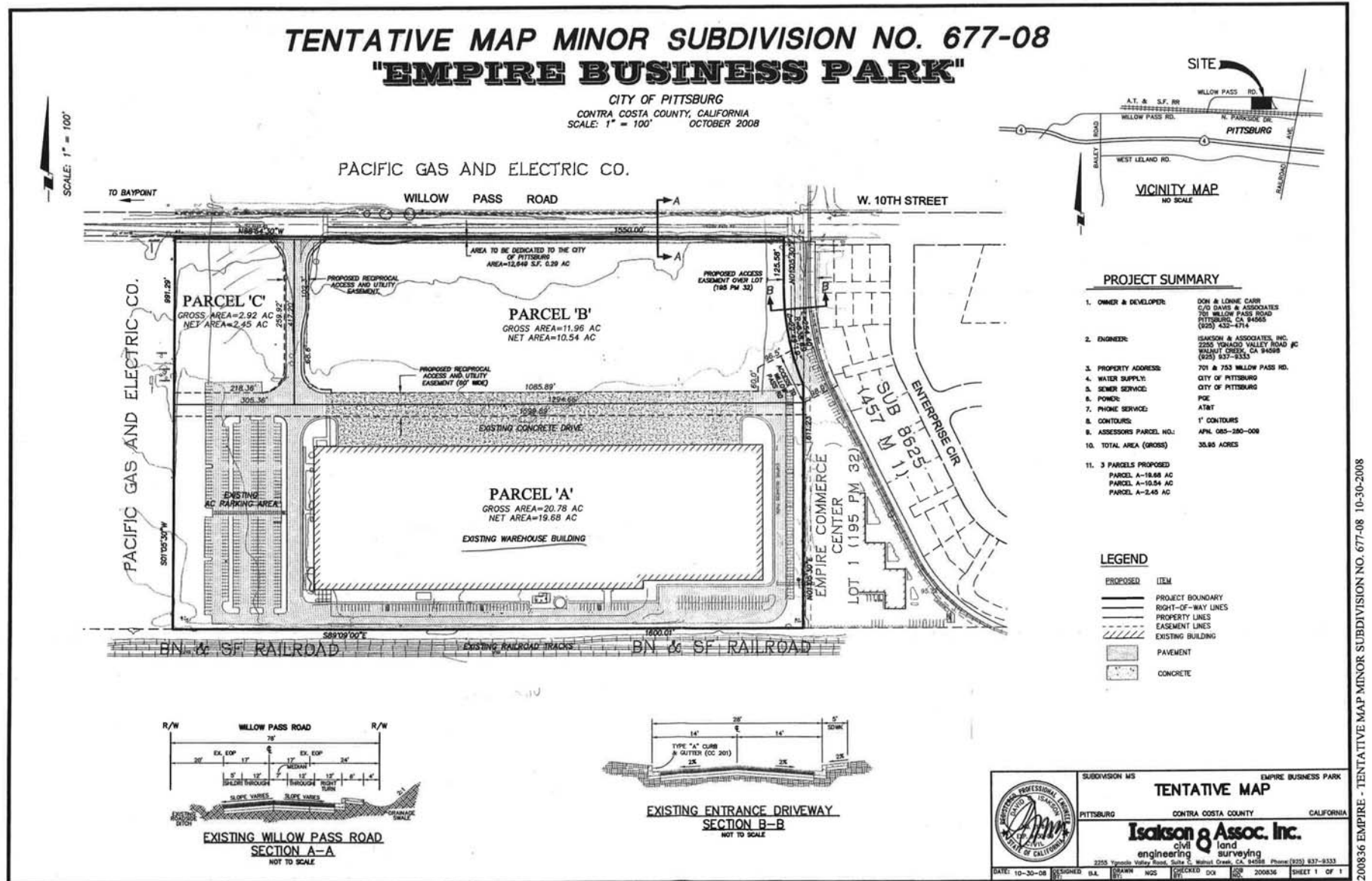


Figure 3: Site Photographs



1) Looking east from west end of the Site.

2) Looking north along the driveway east of the Site. Existing trees shield views from closest houses.





3) Looking east on the northern end of the Site.

4) Looking west from the east side of the Site.





- 5) Looking south along the driveway landscape just offsite, on the west side of existing driveway to be used for project access. West boundary of the site is generally along the driveway centerline. The onsite non-native grassland visible on the left side of the driveway would be developed with landscape to generally mirror that shown in the photo for aesthetics.
- 6) Looking north along the existing driveway to be used for project access. West boundary of the site is generally along the driveway centerline. The onsite non-native grassland visible on the right side of the driveway would be developed with landscape to generally mirror that shown on the left side of the driveway. Either the tie-line Middle or East Alignment routes, if used, would cut through the existing Tank farm visible in right-background.





- 7) Looking east down Willow Pass Road along the site frontage. Existing 12kV distribution lines occur adjacent to Willow Pass Road. Existing site fencing is visible at right. Project would install landscaping including trees and groundcover along the site frontage in place of non-native grass.
- 8) Looking west down willow pass road from west side of the site. The existing PG&E high voltage corridor is visible in the background. The tie-line West Alignment, if used, would extend along Willow Pass Road and beneath the existing transmission lines before turning north to parallel the existing lines to the PG&E Pittsburg Substation.



2.2 Project Design

The Project would develop up to three single-story 60,000 square foot industrial-type buildings for a total of 180,000 square feet of development. Battery systems would be housed inside buildings designed for aesthetic compatibility with the surrounding area. The buildings would have battery storage racks separated by aisles, with relay and communications systems for automated monitoring and managing of the batteries to ensure design performance and system life. Batteries operate with direct current (DC) electricity that must be converted to alternating current (AC) for compatibility with the existing electric grid. Power inverters to convert between AC and DC would be located outside the buildings along with transformers that would step up the voltage. A small onsite substation (Figure 5) with switchgear and an additional transformer would further step-up the voltage to the 230 Kilovolts (kV) needed for compatibility with the voltage of the point of interconnection to the electric grid.

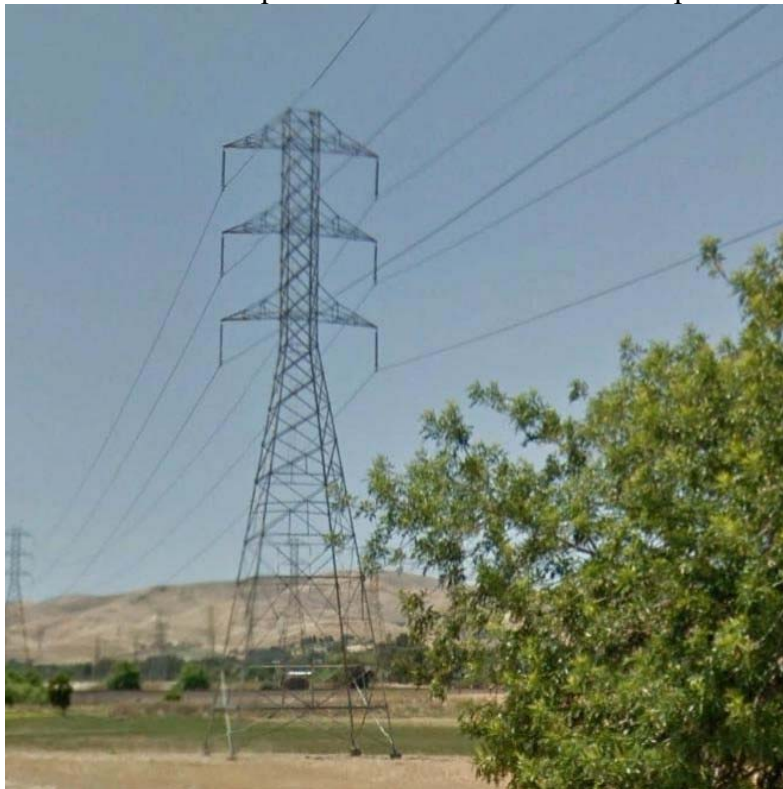
The substation area would be fenced in accordance with high voltage electric code requirements and would include an approximately 24-foot wide x 50-foot high H-frame structure with switches, lightning arrestors and metering equipment. The onsite substation would be connected to the existing PG&E Pittsburg Substation to the north via an overhead 230 kV electric tie-line. A photograph example of poles that would be used to support the 230 kV tie-line are shown in Figure 4, along with photograph example for lattice tower structures that may be needed for a portion of one alignment. The area between the Site and the Pittsburg Substation is extensively developed with industrial and utility infrastructure that prevents a direct tie-line route and limits feasible routes. The Applicant is requesting approval to use any of the following three alignments shown in Figure 5, designed following tight geometric and space constraints through existing infrastructure areas:

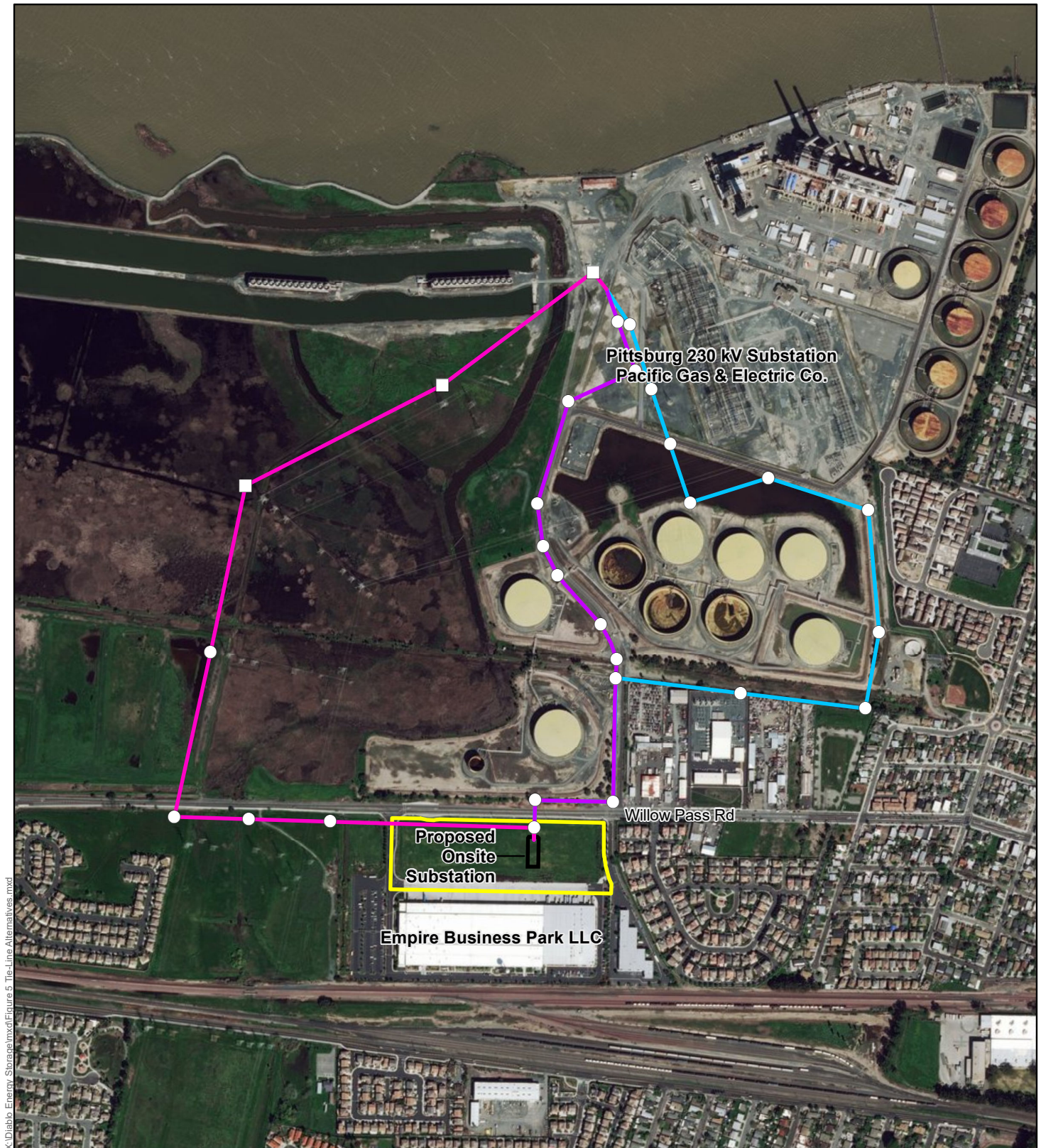
- The **West Alignment** would leave the Site westbound on the south side of Willow Pass Road and extend under an existing PG&E high voltage transmission corridor just west of the Site, and then turn north to follow the existing transmission corridor to the Pittsburg substation. This alignment is approximately 6,700 feet long and would require approximately eight support structures. Three of these structure locations may require lattice towers (Figures 4 and 5) where the alignment is alongside the existing PG&E high voltage corridor. The remaining structures would be approximately 77-95 foot high poles similar to the example pole in Figure 4. This alignment is located mostly on highly disturbed land, except for structures near the north end located in habitat that could be wetlands requiring permits from other jurisdictional agencies.
- The **Middle Alignment** heads north from the Site through an existing oil tank farm. This alignment is approximately 3,800 feet long and would require approximately twelve 77-95 foot high support poles located entirely on highly disturbed land.
- The **East Alignment** is the same as the Middle Alignment near the Site but extends around the east side of the existing oil tank farm. The length of this route is approximately 5,800 feet and would require approximately sixteen 77-95 foot high support poles, entirely located on highly disturbed land.

Figure 4: Example Tie-Line Structures



- 1) This 230 kV pole line is an example of what the project's approximately 77- to 95-foot high tie-line pole structures could look like.
- 2) If the West Alignment is used, approximately three lattice tower structures similar to that shown here could be required where the tie-line crosses possible wetlands.



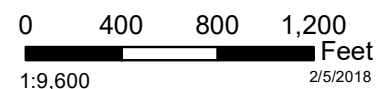


X:\Diablo Energy Storage\mxd\Figure 5 Tie-Line Alternatives.mxd

Legend

- Tie-Line Structure (Pole)
- Tie-Line Structure (Pole or Tower)
- West Alignment
- Middle Alignment
- East Alignment
- Project Site
- Proposed Onsite Substation

Figure 5: Tie-Line Alternatives
Diablo Energy Storage, LLC



2.3 Construction

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including stormwater controls and landscaping. Construction staging would occur onsite. Construction may be phased in response to market demands. Final grading and building plans would be subject to approval by the City Engineering Division.

It is estimated that Site grading and preparation would require the following equipment:

TYPE	QUANTITY
Bulldozer (e.g., CAT D7)	1
Grader (e.g., CAT D7)	1
Scraper (15-30 CY)	2
Water Truck (3,000- 5,000 gal)	1
Self-Propelled Compactor	1
Dump Truck	1
Tractor/Loader/Backhoe (e.g., Case 590)	1
Bobcat	1

Sanitary facilities during construction would be provided by portable self-contained units maintained by a licensed contractor.

Project construction would implement the following measures to control dust emissions during construction in accordance with Bay Area Air Quality Management District guidance:

- Water or another non-toxic dust palliative would be used during construction to control dust.
- Exposed soil areas would be watered two times per day when needed to control dust emissions;
- Haul trucks transporting soil, sand or other loose material offsite would be covered;
- Best Management Practices (BMPs) would be implemented to minimize track-out onto adjacent public streets;
- A 15 mile per hour speed limit would be used for roadways until stabilized with gravel or other treatment to minimize dust; and
- Disturbed surfaces would be stabilized as soon as practical.

Construction is expected to generate up to an estimated 75 construction jobs during peak construction periods. Deliveries of equipment and materials would generate an estimated 5 round trips per day during peak construction periods that would occur throughout the day.

2.4 Operations

The facility would operate year-round and would be available to receive or deliver energy 24 hours a day, 365 days a year. The Site would be secured with chain link fencing and equipped with security

cameras, alarms and other security and operational monitoring systems. Landscaping would include water-efficient trees, shrubs and groundcover that would provide aesthetics for views from Willow Pass Road. Existing trees and landscaping along the driveway east of the Site (See Figure 3) would provide visual screening between the project and residences to the east. At the west edge of the site, proposed landscaping along the edge of the existing driveway would include trees and ground cover to mirror the existing landscaping on the opposite (offsite) edge of the driveway. The electrical equipment, heating, ventilation, air conditioning, fire protection systems, and security would be automated and monitored remotely. The Site would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Periodically, batteries and various components would be replaced or renewed to ensure optimal operation.

Storm water treatment in accordance with City requirements would be provided by gravel yard surfacing and bioretention swales as shown in the Preliminary Design Drawings. Outdoor equipment would be sealed or enclosed and would not affect storm water quality.

Outdoor electrical equipment, cooling fans, and HVAC systems would generate low levels of noise during routine operations. The closest sensitive noise receptors are residences located east of the Site. The project is designed with a building at the eastern side that would block electrical equipment noise to these residential receptors. The facility would be designed comply with the noise standards at Section 12 of the General Plan.

At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved recycling partner(s) for dismantling, material processing and recovery. Other waste from Site maintenance would be removed from the Site as part of maintenance work and managed in accordance with applicable regulations. Oil filled equipment is operated closed and sealed.

2.5 Schedule

Construction would be scheduled to begin after receipt of requisite permits and is expected to take approximately 6 -12 months. The full project could be constructed initially or portions of the site could be constructed in phases. The building space at the east end of the Site would be built first to block noise to residences. The Preliminary Site Plans in the detailed project description in Appendix A provide a conceptual phasing plan.

3.0 CEQA INITIAL STUDY CHECKLIST

1. **Project title:** Diablo Energy Storage, LLC
2. **Contact person and phone number:**
Kristin Pollot
Planning Manager
City of Pittsburg
(925) 252-4941
kpollot@ci.pittsburg.ca.us
3. **Project location:** 701 Willow Pass Road, Pittsburg, CA 94565
4. **Project sponsor's name and address:**
Diablo Energy Storage, LLC
c/o Kevin R. Johnson
5000 Hopyard Road, Suite 480
Pleasanton, CA 94588
5. **General plan designation:**
Business/Commercial
6. **Zoning:** Industrial Park-Limited Overlay (IP-O) (*"Empire Business Park Overlay District"* Ord. No. 07-1284)
7. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**
A comprehensive Project Description including maps and Preliminary Site Plans is attached to this initial Study as Appendix A.
8. **Surrounding land uses and setting (briefly describe the project's surroundings):**
Willow Pass Road is adjacent to the north of the Site and lands north of Willow Pass Road are industrial. The adjacent land to the south of the Project Site is developed as an approximately 400,000 square foot commercial warehouse-style structure and associated parking and truck loading docks. Adjacent lands to the east of the Site consist of a paved commercial entrance road between the Project Site and a residential housing tract. Adjacent lands to the west of the Site are comprised of a paved entrance to the commercial development to the south, a graded but undeveloped area, and a high voltage electric transmission line corridor.

If the Middle or East Alignment of the tie-line were to be constructed, adjacent lands are industrial except that an approximately 1,200 foot long segment of the East tie-line that has adjacent uses including residential and recreational at distances of approximately 100 to 300 feet. If the West Alignment is used for the tie-line, it would be located within and adjacent to an existing high voltage transmission corridor that traverses open space.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
The proposed Project would be required to obtain coverage under the State General NPDES Permit for discharges of stormwater from construction projects. This permit is administered by the Regional Water Quality Control Board and is in place for use by applicants upon filing of a satisfactory Permit Registration Documents.

If the West Alignment is used for the tie-line, impacts to wetlands may occur that would require

a Fish and Game Code Section 1600 permit from California Department of Fish and Wildlife. In addition, if the West Alignment impacts federally jurisdictional wetlands, then a Clean Water Act (CWA) Section 404 Permit (Nationwide Permit No. 12 for Utilities) would be needed from U.S. Army Corps of Engineers as well as a CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board.

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Check marks are indicated by the following symbol: ☒

- | | | |
|--|---|--|
| ☒ Aesthetics | ☐ Agriculture and Forest Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials | ☒ Hydrology and Water Quality |
| ☒ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population/Housing | ☒ Public Services | ☐ Recreation |
| ☒ Transportation/Traffic | ☒ Utilities/Service Systems | ☒ Mandatory Findings of Significance |

3.2 Determination

(To be completed by the Lead Agency) On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: Joan Lamphier, Project Planner
Reviewed By: Kristin Pollot, Planning Manager

Signature

Date

3.3 Evaluation of Impacts

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
No Impact: The proposed Project is not located within any scenic vista or scenic resources area designated in the City or County General Plans. Furthermore, neither the proposed Site facilities nor the electric line would be visible from any State- or County-designated Scenic Highway or Scenic Route. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east. Considering these factors, the Project would not impact any scenic vista.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
No Impact: No designated or eligible State scenic highways occur in the vicinity. The nearest State scenic highway is State Route (SR) -24, located approximately 24 miles south of the proposed Project location. The Project area is not visible from SR 24. Therefore, the Project would not affect scenic resources within a State scenic highway corridor. The Site is relatively flat and has been previously graded. There are no rock outcroppings, historic buildings, scenic tree stands or other scenic resources on the Site or electric line route. Considering these factors, there would be no impact to scenic resources.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
Less than Significant Impact: The Site is relatively flat and has been previously graded. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east. Considering these factors, the Project would not impact any scenic vista. The proposed Project features would not be out of scale or out of character with surrounding uses. An existing driveway bordering the east side of the Site is landscaped with non-native trees that would provide visual screening between the Site and the residential development to the east (refer to Figure 2 in the Project Description). Considering these factors, the proposed Project would not degrade the existing visual character or quality of the site and its surroundings. Therefore, the impact would be less than significant. Landscaping that would be completed consistent with City standards in conjunction with the Project would enhance existing visual characteristics of the Site.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Less than Significant Impact: The Project would normally be unoccupied and the design does include new permanent night lighting. Motion-activated lighting may be used where needed for safety or security such as at access gates and doorways to buildings. If used, lighting would be directed downward and shielded to minimize visibility from offsite. As shown in the architectural renderings in Preliminary Site Plans, buildings would be single-story warehouse-type architecture that would not be a substantial source of glare. The electric tie-line would not have night lighting or large planar surfaces that could be a source of glare. Considering these factors, the Project would not create a new source of substantial light or glare that could affect day or nighttime views. Therefore, the impact would be less than significant.				
II. AGRICULTURE AND FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
agricultural use?				
No Impact: No farmlands occur in the vicinity of the proposed Project so no farmlands would be affected by the Project.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
No Impact: No lands zoned for agriculture occur in the vicinity of the proposed Project so no lands zoned for agriculture or under a Williamson Act contract would be affected by the Project.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
No Impact: No lands zoned forest land, timberland or timberland production occur in the vicinity of the proposed Project so no lands zoned forest land, timberland or timberland production would be affected by the Project.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
No Impact: No forest lands occur in the vicinity of the proposed Project so no forest lands would be affected by the Project.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
No Impact: The proposed Project comprises infill development in an urbanized area. The site has been previously graded. Access is via the existing paved Willow Pass Road. There are no farmlands or forest lands in the vicinity of the proposed Project that could be affected. The proposed Project does not include any action that would result in rezoning or conversion of agricultural or forest land. Therefore, there would be no impact.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Less than Significant Impact: The proposed Project would be located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The Project would not conflict with or obstruct implementation of any applicable air quality plan. The Project would not add dwelling units or structures that would generate operational emissions, or add full-time employees that would commute to and from the Projects on a daily basis. The Site would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Operations would not result in emissions to air other than exhaust emissions from vehicle use for these periodic visits. These emissions would be minor considering the small and infrequent level of activity. Therefore, operations emissions would be less than significant.

Project construction would result in dust and fuel-burning emissions. The BAAQMD significance thresholds for construction activities are provided in the following table along with maximum daily Project construction emissions as estimated by CalEEMod (Appendix B).

Criteria Pollutant	Average Daily Threshold (pounds)	Project Emissions (max pounds/day)	Significant?
Oxides of Nitrogen (NOx)	54	45.9	No
Reactive Organic Gasses (ROGs)	54	5.4	No
Exhaust Particulate Matter (PM10)	82	2.3	No
Exhaust Particulate Matter (PM2.5)	54	2.1	No

Source: BAAQMD CEQA Air Quality Guidelines, Updated May 2017.

The design for Project construction includes applying water to disturbed surfaces as needed to control dust (see Section 3.4 in Appendix A), and this control measure is reflected in the CalEEMod results in the table above. Consistent with BAAQMD guidelines (BAAQMD, 2012), unstabilized surfaces would be watered two times per day if needed. A nontoxic dust palliative may also be used. Furthermore, pursuant to the City Grading Ordinance (Section 15.88.060) during grading, all graded surfaces and materials are required to be wetted, protected or otherwise contained in such a manner as to prevent any nuisance from dust or spillage upon adjoining streets, and equipment and material on the site must be used in such a manner as to avoid excessive dust. Additional measures that would be implemented during construction to conform with grading ordinance requirements for dust control include: stabilizing disturbed surfaces as soon as practical; covering haul trucks transporting soil,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact																		
sand or other loose materials offsite; use of BMPs to minimize track-out; and implementing a 15 mile per hour speed limit for unstabilized roadways. Crushed rock would be used to stabilize road surfaces as needed for to meet CCCFPD requirements, and areas that are not graveled or occupied by foundations would be stabilized by re-vegetation, application of a non-toxic soil binder, or other means of stabilization (see Section 3.2 and Preliminary Design Drawings in Appendix A). The design for Project construction includes applying water to disturbed surfaces as needed to control dust. The following requirements as set forth in Title 13 of the California Code of Regulations for diesel-fueled construction equipment would additionally help to ensure that emission levels during construction do not conflict with or obstruct implementation of BAAQMD's air quality plans: - Individual diesel truck idling in excess of five consecutive minutes would be prohibited consistent with Title 13 of the California Code of Regulations §2485. - Diesel-power construction equipment would use low-sulfur diesel fuel pursuant to requirements of Title 13 of the California Code of Regulations §2281. Construction emissions are temporary and significance thresholds are based on peak daily emissions. Peak daily emissions for the proposed Project would occur during grading when diesel fuel-burning heavy earthmoving equipment is being used. It is estimated that Site grading and preparation would require the following equipment: <table border="1"> <thead> <tr> <th>TYPE</th> <th>QUANTITY</th> </tr> </thead> <tbody> <tr> <td>Bulldozer (e.g., CAT D7)</td> <td>1</td> </tr> <tr> <td>Grader (e.g., CAT D7)</td> <td>1</td> </tr> <tr> <td>Scraper (15-30 CY)</td> <td>2</td> </tr> <tr> <td>Water Truck (3,000- 5,000 gal)</td> <td>1</td> </tr> <tr> <td>Self-Propelled Compactor</td> <td>1</td> </tr> <tr> <td>Dump Truck</td> <td>1</td> </tr> <tr> <td>Tractor/Loader/Backhoe (e.g., Case 590)</td> <td>1</td> </tr> <tr> <td>Bobcat</td> <td>1</td> </tr> </tbody> </table> The Project site has been previously graded and is nearly flat. Estimated grading quantities are provided on Sheet C-1 in the Preliminary Site Plans. The estimated construction emissions are below significance thresholds. Therefore, it is concluded that construction emissions from the proposed project would be below significance thresholds. A summary of the CalEEMod input and output is provided in Appendix B.					TYPE	QUANTITY	Bulldozer (e.g., CAT D7)	1	Grader (e.g., CAT D7)	1	Scraper (15-30 CY)	2	Water Truck (3,000- 5,000 gal)	1	Self-Propelled Compactor	1	Dump Truck	1	Tractor/Loader/Backhoe (e.g., Case 590)	1	Bobcat	1
TYPE	QUANTITY																					
Bulldozer (e.g., CAT D7)	1																					
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Dump Truck	1																					
Tractor/Loader/Backhoe (e.g., Case 590)	1																					
Bobcat	1																					
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐																		
Less than Significant Impact: As described in Response IIIa, construction emissions would be temporary and would not exceed construction-related significance thresholds. Further, the Project would not add residential units or be growth-inducing. The Project would not diminish an existing air quality rule or future compliance requirement. As a result, the Project would																						

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>not violate any applicable federal or state air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the impact would be less than significant.</i>				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
Less than Significant Impact: BAAQMD is state and/or federal nonattainment for ozone and fine particulate matter (PM-2.5) and state nonattainment for coarse particulate matter (PM-10). Operation of the proposed Project would not generate notable particulate emissions. The particulate emissions from periodic Site visits would be too negligible to result in a cumulative net increase in PM-10 or PM-2.5 concentrations. Construction emissions would not exceed construction-related significance thresholds. These thresholds were designed to establish the level at which the BAAQMD believes emissions could cause significant environmental impacts under CEQA when considered in conjunction with other sources. The proposed Project would not conflict with any air quality plan or regulation. Considering these factors, the proposed Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant. Therefore, the impact would be less than significant.				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
Less than Significant Impact: Sensitive receptors are land uses that include members of the population that are particularly sensitive to the effects of air pollution such as children and the elderly and people with illnesses. Examples include residences, hospitals, schools, or convalescent homes. The nearest sensitive receptor is a residential community located east of the Site. The proposed Project would operate without pollutant emissions. Construction emissions would be less than significant as described in Response IIIa above. Considering these factors, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the impact would be less than significant.				
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Less than Significant Impact: Project operations would not be a source of odors. Diesel engine emissions during construction may be a potential source of odor, primarily during grading. However, emissions from grading and other construction emissions would be short-term and separation between offsite receptors and diesel fuel burning equipment on the site would result in dissipation of exhaust emissions so that, if odors are detectable offsite, they would not be substantial. Operation of the proposed Project would not be a source of odor emissions. Considering these factors, if odor is detectable offsite, any impact would be less than significant.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of the tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features that do not provide important habitat for any sensitive species. The Applicant completed a planning survey report to support the Application for coverage under the HCP/NCCP and proposes to comply with the HCP/NCCP for Project features within the HCP/NCCP area including mitigation fees for non-native grassland, and pre-construction surveys for burrowing owl, Swainson's hawk, Golden Eagle and other nesting birds. The portion of the tie-line West Alignment that is outside of the HCP/NCCP area is north of Willow Pass Road (Figure 5) where the ground surface is low and comprised of grassland and wetlands. A search of the CNDDDB and IPaC databases was conducted to evaluate the potential for occurrence of protected species for the West Alignment as well as the grassland and urbanized areas of the Project footprint. Together, the CNDDDB and IPaC databases indicated that 14 special status plant and 24 special status wildlife species have been recorded within a three-mile radius (Appendix C). Based on evaluation of habitat needs and habitats present at or adjacent to Project features, it was determined that none of these species are likely to occur within or adjacent to the Project footprint, except for where the West Alignment is located north of Willow Pass Road. Disturbance along this alignment could include up to 0.38 acre of long-term disturbance and an additional 1.09 acres of short-term (construction) disturbance in possible wetlands, all outside of the HCP/NCCP boundaries. In short term disturbance areas the surface would be stabilized by returning the disturbance to approximate pre-construction conditions. In the low lying portion of the West Alignment, six special status plant species and three special status wildlife species were determined to have at least a moderate potential to occur, as shown in following tables. Pittsburg and surrounding areas are broadly mapped as critical habitat for the Delta smelt. No aspect of the Project is expected to directly or indirectly impact waters providing Delta smelt habitat. Best Management Practices (BMP) measures required during construction under the State General Permit would protect water quality and prevent indirect impacts to this species.				

SPECIAL STATUS PLANT SPECIES WITH MODERATE OR GREATER POTENTIAL FOR OCCURRENCE ON OR ADJACENT TO THE WEST ALIGNMENT

Scientific Name Common Name	Status	Habitat Requirements	Potential for Occurrence
<i>Chloropyron molle</i> ssp. <i>molle</i> Soft salty bird's-beak	Fed: FE CA: SR CNPS/CRPR: 1B.2	Hemiparasitic annual herb. Habitat includes coastal salt marshes and swamps. Blooms June-November. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Cicuta maculata</i> var. <i>bolanderi</i> Bolander's water hemlock	Fed: None CA: None CNPS/CRPR: 2B.1	Perennial herb. Habitat includes marshes and swamps with coastal, fresh, or brackish water. Blooms July-September. Elevation 0-200 meters.	Moderate Potential: The project area may include marsh or wetland habitat of within the typical elevation range of this species.
<i>Lathyrus jepsonii</i> var. <i>jepsonii</i> Delta tule pea	Fed: None CA: None CNPS/CRPR: 1B.2	Perennial herb. Habitat includes marshes and swamps with fresh or brackish water. Blooms May-July (August-September). Elevation 0-5 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Limosella australis</i> Delta mudwort	Fed: None CA: None CNPS/CRPR: 2B.1	Perennial stoloniferous herb. Habitat usually mud banks. Also found in riparian scrub, and marshes and swamps with fresh or brackish waters. Blooms May-August. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	Fed: None CA: SR CNPS/CRPR: 1B.1	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water, and riparian scrub. Blooms April-November. Elevation 0-10 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Symphyotrichum lentum</i> Suisun marsh aster	Fed: None CA: None CNPS/CRPR: 1B.2	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water. Blooms (April) May-November. Elevation 0-3 meters.	Moderate Potential: The project area may be within marsh or wetland habitat of within the typical elevation range of this species.
Federal Designations: FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern		California Rare Plant Ranks (CRPR): 1A: Presumed extirpated in California and rare or extinct elsewhere 1B: Rare, threatened, or endangered in California and elsewhere 2A: Presumed extirpated in California, but more common elsewhere 2B: Rare, threatened, or endangered in California, but more common elsewhere 3: Review list of plants requiring more study 4: Watch list of plants of limited distribution	
CA State Designations: SE=State Endangered ST= State Threatened SR = State Rare SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species		California Native Plant Society (CNPS) Threat Code: .1: Seriously threatened in California .2: Moderately threatened in California .3: Not very threatened in California	

SPECIAL STATUS WILDLIFE SPECIES WITH MODERATE OR GREATER POTENTIAL FOR OCCURRENCE ON OR ADJACENT TO THE WEST ALIGNMENT

Scientific Name Common Name	Status		Habitat Requirements	Potential for Occurrence
<i>Actinemys marmorata</i> Western pond turtle	Fed: CA:	None SSC	Found in slow moving streams, lakes, ponds, and wetlands.	Moderate Potential: The project area may include marsh or wetland habitat suitable for this species.
<i>Melospiza melodia maxillaris</i> Suisun song sparrow	Fed: CA:	BCC SSC	Found in the brackish-marsh waters of Suisun Bay. Utilize a matrix of emergent vegetation including bulrush and cattails.	Moderate Potential: The project area may include marsh or wetland habitat similar to locations of known occurrences in the vicinity.
<i>Reithrodontomys raviventris</i> Salt-marsh harvest mouse	Fed: CA:	E E; SFP	Found in saline emergent wetlands of San Francisco Bay. Require salt marsh vegetation, primarily pickleweed. Nest in grasses, or utilize abandoned bird nests. Known population adjacent to project area.	Moderate Potential: The project area may include marsh or wetland habitat similar to a nearby area with a known SMHM population.
Federal Designations FE = Federal Endangered FT = Federal Threatened FC = Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern				State Designations: SE = State Endangered ST = State Threatened SFP = State-Fully Protected SSC = Species of Special Concern WL = Watch List Species

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Of the six special status plant species determined to have a moderate potential to occur, the soft salty bird's beak is the only federally protected species. This plant's habitat includes coastal salt marshes and swamps at elevations of 0 to 3 meters and there are known occurrences within three miles of the Project. The soft salty bird's beak and Mason's lilaeopsis both have State Rare status. Bowlander's water hemlock, Delta tule pea, Delta mudwort and Suisun marsh aster are not protected under the federal or State Endangered Species Acts but are ranked by CNPS as shown. Any of these species are estimated to have a moderate probability to occur in the vicinity of the West Alignment since these species can occur in similar swampy areas and conditions. If the West Alignment is used, the Project could impact these species, if present, through direct disturbance for construction of tie-line structures, access and stringing. If these species are present, the impact of direct disturbance could be significant. However, Mitigation Measure BIO-1 would limit the potential for impact to these species to a less than significant level. The tie-line, by the nature of its design, can have support structure locations modified if needed and, therefore, it is expected that sensitive plants could be avoided or mitigated to a level that is less than significant by</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
implementation of BIO-1. <i>Of the three special status animal species determined to have a moderate potential to occur, the salt-marsh harvest mouse is the only federally protected species and is Endangered under the federal ESA. This species habitat includes wetlands and marsh vegetation and there are known occurrences within three miles of the Project in terrain similar to that which would be traversed by the West Alignment, if used. The salt-marsh harvest mouse also is Endangered under the State ESA and is designated as a State Fully Protected Species meaning that the State cannot issue a Take permit or otherwise authorize a development project to Take any individual. If the West Alignment is used, the Project could impact this species, if present, through direct disturbance for construction of tie-line structures, access and stringing, and through potential direct impacts from infrequent maintenance vehicle traffic. If this species is present, the impacts of direct disturbance and Project maintenance traffic could result in Take of individuals, which would be significant. However, Mitigation Measure BIO-2 would limit the potential for impact to this species to a less than significant level. The tie-line, by the nature of its design, can have support structure locations modified if needed and, therefore, it is expected that this species could be avoided or mitigated to a level that is less than significant by implementation of BIO-2.</i> <i>The Suisun song sparrow is a USFWS Bird of Conservation Concern and a State Species of Special Concern. The Project could have the potential to impact this species if the West Alignment is used. The primary impact would be the potential for nest disruption during nesting season. The Project Description commits to pre-construction nesting bird surveys completed by a qualified biologist within 14 days prior to ground disturbance if construction would start during the nesting season (February 1-August 31), and avoidance of active nests with implementation of a buffer zone (see Section 3.4 in Appendix A). Work would not occur in the buffer zone until the biologist determines that the nest is inactive. The extent of the buffers would be based on consideration of the anticipated levels of noise or disturbance, ambient level of noise and other disturbance, if the species is present, and topographic or other barriers. These measures for avoiding impacts to active nests would limit the potential for impact to the Suisun song sparrow to a less than significant level.</i> <i>The Western pond turtle is not federally protected. It is a State Species of Special Concern. If the West Alignment is used, the Project could impact this species, if present, through direct disturbance for construction of tie-line structures, access and stringing, and through potential direct impacts from infrequent maintenance vehicle traffic. If this species is present, the impacts of direct disturbance and Project maintenance traffic could result in loss of individuals, which could be significant. However, Mitigation Measure BIO-3 would limit the potential for impact to this species to a less than significant level. It is expected that this species could be avoided or mitigated to a level that is less than significant by implementation of BIO-3.</i> <u>Mitigation Measure BIO-1:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide biological, wetlands and jurisdictional waters survey reports accompanying the final tie-line design demonstrating that facilities and access are</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>designed to minimize disturbance to sensitive plants to the extent practical for safe and efficient construction. Reports provided by the Applicant shall be prepared by qualified professionals and shall address federal and state jurisdictional waters and potential for occurrence of Soft salty bird's-beak, Bolander's water hemlock, Delta tule pea, Delta mudwort, Mason's lilaeopsis, Suisun marsh aster based on pedestrian transect surveys for the portion of the West Alignment north of Willow Pass Road including final access routes. The project shall be designed to avoid direct impact to soft salty bird's beak and Mason's lilaeopsis, as well as Bolander's water hemlock, Delta tule pea, Delta mudwort, and Suisun marsh aster. If direct impact to soft salty bird's beak and Mason's lilaeopsis cannot be practically avoided, then the applicant shall consult with USFWS and CDFW to develop a plan for transplanting affected individuals to an appropriate adjacent location. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to issuance of grading or building permits for the tie-line. If direct impact to Bolander's water hemlock, Delta tule pea, Delta mudwort, or Suisun marsh aster cannot be practically avoided, then the applicant shall submit a plan to the City for transplanting, restoring, or preserving these species including success criteria to offset individuals lost at a ratio of no less than 1:1, and shall obtain approval of the plan from the City prior to issuance of grading or building permits for the tie-line. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to federal or state jurisdictional waters or wetlands, or locations with State or federally listed plants or State Rare plants. Material revisions to the selected final tie-line alignment routing and structure locations shown and described in the Applicant's Project Description shall be subject to approval by the Planning Manager.</i> <u>Mitigation Measure BIO-2:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a biological survey report prepared by a qualified professional accompanying the final tie-line design addressing potential for occurrence of salt-marsh harvest mouse. The project shall be designed to avoid any Take of salt-marsh harvest mouse under the State ESA. If impact to salt-marsh harvest mouse habitat cannot be practically avoided, then the applicant shall develop a plan for construction to ensure no State ESA Take during construction, and for restoring or preserving habitat for this species at an area ratio of no less than 3 to 1. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to issuance of grading or building permits for the tie-line.</i> <u>Mitigation Measure BIO-3:</u> <i>If the tie-line West Alignment is used, a qualified biologist shall conduct a pre-construction survey for western pond turtles no more than 30 days prior to construction in suitable aquatic habitats in and adjacent to the West Alignment work area. A combination of visual and trapping surveys may be performed with authorization from the California Department of Fish and Wildlife. If the species is found near any proposed construction areas, impacts on individuals and their habitat shall be avoided to the extent feasible. If occupied habitat can be avoided, an exclusion zone shall be established around the habitat and clearly marked with temporary fencing for avoidance during construction. If avoidance is not possible and the species is determined to be present in work areas, the biologist with approval from CDFW may capture turtles prior to construction activities and relocate them to nearby, suitable habitat a minimum of 300 feet from the work area. Exclusion fencing should then be installed</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>if feasible to prevent turtles from reentering the work area. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to occupied western pond turtle habitat.</i> <i>Considering the above factors, with implementation of Mitigation Measures BIO-1, -2, and -3, the Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the impact would be less than significant with mitigation.</i>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features without riparian or other sensitive habitat. The exception is the portion of the tie-line West Alignment that is north of Willow Pass Road (see Figure 5), which is low lying and includes wetland areas. Terrain in this area has been assessed from biology and wetland delineation reports covering portions of the West Alignment and nearby lands and from aerial imagery, with visual confirmation from public rights-of-way due to access limitations. The final design for the West Alignment, if used, including structure locations, pull-site locations, and access, would be developed with a wetland delineation report to delineate wetland presence, minimize impacts on wetlands to the extent practical for safe and efficient construction, and precisely calculate the area of disturbed wetland and riparian habitat. Based on preliminary engineering and evaluations, the Project Description estimates up to 0.38 acre of long-term wetland disturbance and an additional approximately 1.09 acres of short-term wetland disturbance for construction. The Applicant's Project Description commits to temporary tie-line construction disturbances being returned to approximate pre-construction conditions (See Section 3.5 in Appendix A). Direct disturbance to wetlands or riparian vegetation would be significant if not mitigated. Because estimated areas of wetland disturbance are based on preliminary engineering and evaluations, it is possible that marginally higher disturbance area could be found necessary once final designs and evaluations are completed. Mitigation Measure BIO-4 would limit impacts to wetlands and riparian vegetation to a less than significant level. <u>Mitigation Measure BIO-4:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a wetlands and jurisdictional waters survey report accompanying the final tie-line design to demonstrate that facilities and access are designed to minimize disturbance to waters and wetlands to the extent practical for safe and efficient construction, and to precisely calculate the area of disturbed wetland and riparian habitat. Reports provided by the Applicant shall be prepared by a qualified professional and shall</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>delineate federal and state jurisdictional waters and wetlands, including verification by USACE for federal wetlands, if present. If disturbance to waters of the US and the state including wetlands cannot be avoided, then such disturbance shall not exceed 0.5 acre long term plus 1.3 acres of short term disturbance, and the Applicant shall obtain required authorizations from USACE and CDFW prior to construction. Disturbances to wetlands or riparian vegetation shall be mitigated at a ratio of no less than 3:1 for long term impacts.</i> <i>With the 3:1 mitigation of long term impacts to wetlands or riparian vegetation pursuant to Mitigation Measure BIO-4, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Therefore, the impact would be less than significant with mitigation.</i>				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features without wetlands or other sensitive habitat. The exception is the portion of the tie-line West Alignment that is north of Willow Pass Road, which is low lying and includes wetland areas. Terrain in this area has been assessed from biology and wetland delineation reports covering portions of the West Alignment and nearby lands and from aerial imagery, with visual confirmation from public rights-of-way due to access limitations. The final design for the West Alignment, if used, including structure locations, pull-site locations and access, would be developed with a wetland delineation report to confirm wetland presence, minimize impacts on wetlands to the extent practical for safe and efficient construction, and precisely calculate the area of disturbed wetland. The Project Description estimates up to 0.38 acre of long-term wetland disturbance and an additional approximately 1.09 acres of short-term wetland disturbance for construction. The Applicant's Project Description commits to temporary tie-line construction disturbances being returned to approximate pre-construction conditions (See Section 3.5 in Appendix A). Direct disturbance to wetlands would be significant if not mitigated. Because estimated areas of wetland disturbance are based on preliminary engineering and evaluations, it is possible that marginally higher disturbance area could be found necessary once final designs and evaluations are completed. Mitigation Measure BIO-4, if implemented, would limit impacts to wetlands vegetation to a less than significant level. <i>With the 3:1 mitigation of long term impacts to wetlands pursuant to Mitigation Measure BIO-4, the Project would not have a substantial adverse effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the impact would be less than significant with mitigation.</i>				
d) Interfere substantially with the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
Less Than Significant Impact: The Project is an infill building project located in an urbanized area, with the exception of the tie-line West Alternative if used. No aspect of the Project would interfere with movement of native resident or migratory fish or wildlife species or with native or migratory wildlife corridors or impede the use of native wildlife nursery sites. The tie-line West Alternative is the only possible Project feature that could occur in an area potentially providing a wildlife migratory corridor or native wildlife nursery site. Construction of the tie-line West Alternative could disrupt wildlife migration due to noise and human presence but such disruption would be short-term in any given area and not expected to substantially interfere with wildlife movement. Preconstruction nesting bird surveys and avoidance of active nests are measures included in the Applicant's Project Description (see Section 3.4 in Appendix B) and would ensure that active nests are not adversely affected. The tie-line West Alternative, if used, would be collocated with an existing major high-voltage transmission corridor and would not have any material effect on wildlife movement compared to existing conditions. Considering these factors, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the impact would be less than significant.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
The Project does not propose removal of any tree protected by ordinance or policy. The Project would not conflict with any local policy or ordinance protecting biological resources.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
The Applicant has submitted an application for coverage under HCP/NCCP and proposes to comply with the HCP/NCCP for Project features within the HCP/NCCP area including mitigation fees for non-native grassland, and pre-construction surveys for burrowing owl, Swainson's hawk, Golden Eagle and other nesting birds (See Section 3.4 in Appendix A). Mitigation Measure BIO-5 would ensure that mitigation fees are paid consistent with HCP/NCCP requirements. Mitigation Measure BIO-5: The Applicant shall pay HCP/NCCP mitigation fees consistent with HCP/NCCP requirements. If development is phased, such fees shall be paid prior to issuance of a grading permit for				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>acreage to be disturbed in such phase.</i>				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known historic sites within the proposed Project Site or electric tie-line routes. The Project Site is currently vacant with no structures and the majority of the Site is covered by several feet or more of fill dirt. Review of historic aerial photographs from Google Earth imagery shows that the Site was undeveloped prior to placement of fill. Therefore, no historical resources are known to be present and the presence of potential unknown resources is unlikely. Considering these factors, Site development would not change the significance of any historical resource. The electric tie-line routes each are located within and adjacent to an existing power plant site and oil tank farm site and an existing high voltage transmission corridor. The tie-line alignments were not surveyed for potential historic resources for this analysis. However, by its nature, the overhead electric tie line would result in little ground disturbance and, if historic structures or resources were to be present, pole locations could be adjusted to avoid such resources. Furthermore, given the existing industrial setting of the tie-line corridor, if historic structures or resources were to be present on or adjacent to the tie-line corridor, the presence of the tie-line would not result in a substantial adverse change in their significance. Considering these factors, Mitigation Measure CUL-1, if adopted, would ensure that the electric tie-line would not cause a substantial adverse change in the significance of any historical resource. Mitigation Measure CUL-1: Prior to issuance of a grading permit, the Applicant shall provide the City with a historical resources survey report prepared by a professional meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) for the electric tie-line easement. If the survey identifies potentially significant cultural resources within the electric tie-line easement, then a tie-line design shall be provided to the City for approval prior to issuance of a grading permit that demonstrates either: (1) no significant resource would be disturbed by tie-line construction; or (2) any significant resource that cannot be practically avoided would be mitigated through photo-documentation and archival research by a qualified historic archaeologist or architectural historian.				
b) Cause a substantial adverse change in the significance of an archaeological	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
resource pursuant to section 15064.5?				
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the California Historical Resources Information System (CHRIS) Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological sites within the proposed Project Site or electric tie-line route and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the Native American Heritage Commission (NAHC) Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area. Considering the results of the records search, previous surveys of portions of the Project Area, and NAHC response, there are no known archaeological resources on the Project Site or the potential electric tie-line alignments. The Site is currently vacant with no structures and most of the Site is covered by several feet or more of fill dirt. The West, Middle and East tie-line alignments have been graded by past development including that associated with the existing tank farms, a rail spur, access roads, the existing PG&E switchyard that the tie-line would extend to, and Willow Pass Road that the tie-line would cross. Considering the high degree of disturbance and grading that has occurred at these locations, the ground has been modified such that little or no evidence of preindustrial human cultural activities and/or occupation is likely to remain. Therefore, a ground survey was not conducted for this analysis and would be unlikely to be of any value. Based on aerial imagery analysis, disturbances for the West Alignment if used, could have some areas with more limited disturbance. Mitigation Measure CUL-2, if adopted, would ensure impacts are mitigated to a less than significant level in the event that unknown cultural resources are encountered during construction. Section XVIII of this Initial Study further discusses potential Native American Cultural Resources and the City's outreach to Tribes for input to the environmental review process. Mitigation Measure CUL-2: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of archaeological resources in the geologic materials encountered, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if such resources are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified cultural resource specialist. If evaluation by a qualified cultural resource specialist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified cultural resource specialist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project, including development of a Research Design and Data Recovery Program if needed to mitigate impacts. If cultural artifacts are collected they shall be cataloged and curated with an				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>appropriate institution. A final monitoring report shall be prepared and submitted to the City if significant cultural resources are discovered.</i>				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: The Project area is relatively flat terrain with no unique geologic features. The native geological materials beneath the Site are mapped as late Pleistocene alluvium (Helley and Lajoie, 1979). These deposits are about 11,500 years old and older and contain late Pleistocene vertebrate and invertebrate fossil faunas. This geologic unit is widespread at low elevations in the San Francisco Bay region and in places can contain localized accumulations of freshwater gastropod (snail) and pelecypods (bivalve mollusc) fossils, and terrestrial vertebrate fossils including camel, bison, horse, sloth and mammoth. While fossils of this age could potentially occur in the native geologic unit that underlies the Site and could potentially be important for their uniqueness and scientific value, it is unlikely that any such fossils would be disturbed by the Project because the Site is almost entirely covered with several feet or more of fill dirt. Construction of Site facilities would include grading, over-excavation and trenching primarily within fill and not substantially penetrate the native geologic material underlying the fill. If excavations do penetrate the natural geologic materials beneath the Site, Mitigation Measure CUL-3, would ensure that unique or scientific values of important fossils are recovered, limiting the potential for impact to a less than significant level. The electric tie-line routes occur on engineered soils and lands mapped as Holocene bay mud deposits (Helley and Lajoie, 1979). The oldest deposits of this unit have been dated at about 9,600 years. These materials are known to include locations with fossils of fresh and brackish water gastropods and pelecypods, including molluscan species introduced by humans since the 1800s. These materials are too geologically young to contain unique or important fossils. Therefore, the tie-line would not have the potential to destroy unique paleontological resource. Mitigation Measure CUL-3: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of paleontological resources when excavating on the Site beneath the depth of existing fill, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if vertebrate fossils are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified paleontologist. If evaluation by a qualified paleontologist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified paleontologist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project. If significant fossils are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared and submitted to the City if significant fossils are discovered.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the CHRIS Northwest Information Center and did not indicate any known burials within one-half mile of the Project area. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American sacred lands in the area. The Site and most of the tie-line alignments are 100 % disturbed and the Site is almost entirely covered with several feet or more of fill dirt. Given that there are no records of Native American sacred lands in the area, no evidence of human remains at the Site, and the area is so heavily disturbed, no impact to human remains is anticipated. Mitigation Measure CUL-4 would ensure that impacts are mitigated to a less than significant level in the event that human remains are encountered unexpectedly during construction. Mitigation Measure CUL-4: Construction shift foremen, excavation equipment operators and other construction workers shall be trained and instructed by a representative of the Applicant or its contractor to halt work immediately if human remains are observed in the geologic materials encountered. In the event of a discovery, the County coroner shall be notified immediately and work in the area shall cease until the discovery is evaluated and removed in accordance with applicable laws and requirements.				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
No Impact: The Project location does not occur in any Alquist-Priolo earthquake fault zone nor does it occur on or cross any known active fault (California Department of Conservation, 2017). Therefore, the Project would have no impact associated with fault rupture. The closest active fault is the Clayton segment of the Clayton-Marsh Creek-Greenville Fault, located approximately four miles southwest of the Site (Jennings and Bryant, 2010).				
ii) Strong seismic ground shaking?	☐	☐	☒	☐
Less than Significant Impact: The Coast Ranges mountains that occur southwest of the Site are dissected by a number of regional fault zones associated with the overall San Andreas fault system demarking the intersection of the North American and Pacific tectonic plates. As described in Response (a)(i) above, the closest active fault is the Clayton segment				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of Clayton-Marsh Creek-Greenville Fault, located approximately four miles southwest of the Site. Other major faults in the region include the Green Valley/Concord Fault (approximately eight miles west), Calaveras Fault (approximately 15 miles west), Rogers Creek Fault Zone (approximately 25 miles west), Hayward Fault Zone (approximately 20 miles southwest), and the San Andreas Fault Zone (approximately 40 miles southwest) (Jennings and Bryant, 2010). Deeply buried low angle thrust faults such as the Mount Diablo Thrust Fault also can cause earthquakes in the region. Strong ground motions could occur in the vicinity of the proposed Project from an earthquake on any of these or other regional faults. Strong seismic ground shaking would be a potentially substantial seismic hazard if structures are not appropriately designed. The potential for seismic ground motions to damage structures is typically mitigated through proper design and construction to withstand predicted ground motions. The California Building Code seismic standards are designed to mitigate the potential for people or structures to be exposed to substantial risks from seismically-induced ground motions. Conformance with this code would be assured through the Building Permit process of the City of Pittsburg. Adherence to California Building Code requirements would limit the risk of damage or injury from seismic ground shaking to level that is less than significant.				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
Less than Significant Impact: Liquefaction can occur when there is a loss of shear strength in saturated granular soils caused by seismically-induced pore water pressures. The loss of shear strength in soils can reduce the ability of the soil to support overlying loads, such as equipment foundations. If liquefaction occurs, the surface structures may settle into the ground or tilt. The liquefaction potential of a site is dependent on characteristics of ground shaking, soil type, soil density, and depth-to-groundwater. The Site is situated in the lowland zone of Pittsburg where shallow geology consists of geologically young unconsolidated sediments and groundwater is relatively shallow. Portions off the potential electric tie-line routes are located within the High Liquefaction Potential hazard area identified in the General Plan. The Site is located outside of the High Liquefaction Potential hazard area identified in the General Plan. The High Liquefaction Potential hazard area identified in the General Plan is based on a regional study performed by the Bay Area Association of Governments published in 1980. A more recent preliminary regional study by the U.S. Geological Survey has identified the potential for liquefaction in the Project area to be high to very high (Knudsen, et al., 2000). This regional study is not based on site-specific information. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address the potential for liquefaction and identify measures such as appropriate foundation design, structural systems and ground stabilization measures to limit potential liquefaction impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design to limit potential liquefaction impacts. The California Building Code is written and administered to preserve and protect public health and safety consistent with State and nationally recognized standards (24 CCR 18941). Compliance with these established requirements would limit the potential for impact to a less than significant level.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>The Project does not propose any structure for human occupancy. Therefore, there would not be a significant risk to people in the event of seismically induced liquefaction. Considering that the proposed facilities would typically be unattended and include no occupied structures, and considering that Project structures would be designed in accordance with recommendations of a geotechnical investigation to limit impacts of liquefaction, the risk of liquefaction to expose people or structures to substantial adverse effects does not pose a significant risk to human health or the environment. Therefore, the risk of liquefaction exposing people or structures to potential substantial adverse effects is less than significant.</i>				
iv) Landslides?	☐	☐	☐	☒
No Impact: <i>The Project area is nearly flat-lying. There are no substantial slopes in the Project area that could result in a landslide hazard.</i>				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
Less Than Significant Impact: <i>The Project Site and most of the tie-line potential alignments have been previously graded and covered with fill. In addition, the Project area is nearly flat-lying limiting the potential for soil erosion. Construction would occur under the State General Permit with a SWPPP implementing BMPs for erosion control. The General Permit would require that a construction SWPPP be prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner (QSP). Standard BMPs from the California Stormwater Quality Association (CASQA, 2015) or their equivalents would be required such as scheduling to minimize the term of disturbances (Standard BMP EC-1), Preservation of Existing Vegetation (Standard BMP EC-2), stabilization of disturbed surfaces (Standard BMPs EC-3 through -7), and use of silt fences (Standard BMP SE-1). The SWPPP would be required to address erosion control until it is demonstrated to the Regional Water Quality Control Board that disturbed surfaces are stabilized and a Notice of Termination is accepted. With construction occurring in compliance with the State General Permit, the proposed Project would not result in substantial soil erosion. Considering that the Site is disturbed and covered with fill and that erosion would be controlled in accordance with requirements of the State General Permit, the proposed Project would not result in substantial erosion or loss of topsoil. Therefore, erosion and loss of topsoil impacts would be less than significant.</i>				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
Less than Significant Impact: <i>The potential for liquefaction is addressed in Response (a)(iii), above. The proposed Project would not affect or be affected by any other aspect of geologic unit instability including the potential for landslides, lateral spreading, subsidence or collapse. The Project area is relatively flat and proposed grading would not result in any substantial slopes (refer to Conceptual Grading Plan in Sheet C-1 of Attachment 2).</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Therefore, the Project does not have the potential to result in landslides. Lateral spreading is a phenomenon that can occur from seismic shaking or other lateral loading when the ground surface is not laterally supported on one or more sides, for example, on ridge tops or near edges of terraces or cliff faces. The Project area does not have slopes or other laterally unsupported conditions susceptible to lateral spreading. Soil collapse occurs when loosely compacted soils are disturbed by seismic shaking, rewetting, or other activities. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address potential geologic hazards, including potential for soil collapse, and identify measures such as appropriate foundation design, structural systems and ground stabilization measures to limit potential for impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design to limit potential liquefaction impacts. Implementation of recommendations from the geotechnical report for potential soil collapse, if needed, are required to be implemented into the Project final design. Subsidence can occur when pore pressures are reduced in unconsolidated geologic materials below a valley floor due to substantial fluid withdrawal. The Project does not involve substantial extraction of fluids from unconsolidated geologic deposits. Therefore, the Project does not have potential to create subsidence. Considering these factors, and excepting the potential for liquefaction as described in Response (a)(iii), above, the Project would not be located on an unstable geologic unit or cause a unit to become unstable. Therefore, the impact would be less than significant.</i>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
Less than Significant Impact: Soils in the Project area include Capay Clay (CaA), Clear Lake Clay (Cc) Omni silty Clay (Ob), Sycamore silty clay loam (So), and Joice muck (Ja)(U.S. Department of Agriculture, 2017). Based on average characteristics published by U.S. Department of Agriculture, some of these soils including Omni silty clay and Clear Lake clay may have expansive properties. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address potential geologic hazards, including potential expansive soil characteristics, and identify measures to limit potential for impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design. Implementation of recommendations from the geotechnical report in accordance with the California Building Code would effectively limit impacts of expansive soils to a level that would not pose a substantial hazard. Therefore, considering California Building Code requirements, the potential for adverse impacts from expansive soils is less than significant.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact: The Project does not propose use of a septic tank or other wastewater disposal.				
VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
Less than Significant Impact: The proposed project would not generate GhG emissions, with the primary exception being CO2 that would be generated from vehicle and equipment emissions for construction and maintenance activities. Once constructed, the Project would provide a new and reliable means of capturing and managing energy from renewable energy projects such as solar generation and wind generation projects increasing the effectiveness of renewable energy technologies, thereby reducing the dependency on fossil fuel-produced electric energy, providing a long-term GhG benefit. Considering that construction emissions would be short-term and that the proposed Project would operate as an unoccupied facility with only occasional maintenance vehicle trips, GhG emissions would be less than significant both individually and cumulatively.				
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
Less than Significant Impact: The proposed project would not conflict with any applicable plan, policy, or regulation adopted to reduce GHG emissions. Once constructed, the Project would operate without GhG emissions with the exception of minor emissions from occasional maintenance vehicle trips. The Project could be used to store energy from renewable energy projects such as solar generation and wind generation projects, reducing the dependency on fossil fuel-produced electric energy and supporting the achievement of local, state and federal renewable energy goals directed at GhG reduction. The availability of the Project for this use may provide a long-term GhG benefit.				
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
Less than Significant Impact: Construction would require the short-term transport, use and/or disposal of hazardous materials such as fuels, lubricants, adhesives, solvents and paints. Storage and use of hazardous materials onsite during construction could create a significant hazard to construction workers, the public or the environment if such materials are not properly contained. Construction would be required to occur under a comprehensive hazard communication program in accordance with 29 CFR 1910 to ensure that construction workers are knowledgeable in the identification and proper handling of hazardous materials to				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>prevent unsafe exposure and to avoid spills. Stormwater BMPs would be required under the State General Permit to prevent contact of hazardous materials with stormwater. Furthermore, the Site would not be open to the public. With these measures, the routine use of hazardous materials for construction would not create a significant hazard to the public or the environment.</i> <i>Deliveries of bulk fuels, lubricants, batteries, and other hazardous materials to the Site would be subject to Department of Transportation (DOT) regulations at 49 CFR 172 and 173 for hazardous materials transport. These regulations include requirements for hazardous material transport licensing, packaging and containment standards, labeling, and other protection measures to prevent hazardous materials incidents during transport and to facilitate response in the event of a hazardous material accident. Hazardous wastes produced would be minimal and would be required to be transported away from the Site in accordance with these same DOT regulations as well as being managed at all times under requirements of California Code of Regulations Title 22 Division 4.5 for worker training, and storage, shipping and disposal of hazardous waste. With these existing regulations in place, and considering the short term of construction activities, the transport, production, and disposal of hazardous materials associated with facility construction would not create a significant hazard to the public or the environment.</i> <i>Operation of the proposed Project would not typically involve handling of hazardous materials. At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved and permitted recycling partner(s) for dismantling, material processing and recovery. Oil that would be present in oil-filled transformers is not routinely handled. The transformers are operated normally closed and sealed. On infrequent occasions, oil in oil-filled transformers may require filtering or replacement if it becomes contaminated. If transformer oil needs to be replaced, the used oil would be recycled at a licensed offsite recycler. Management and transport of replacement batteries and oil, used batteries, and used oil would be subject to the same management and transportation regulations and requirements as described for construction above for safe handling, transport and recycling. With these existing regulations in place, the transport, production, and disposal of hazardous materials associated with facility operations would not create a significant hazard to the public or the environment.</i>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
Less than Significant Impact: Construction would require the short-term use and transport of hazardous materials as described in Response (a), above. Construction would be required to occur under a comprehensive hazard communication program in accordance with 29 CFR 1910 to ensure that construction workers are knowledgeable in the identification and proper handling of hazardous materials to avoid spills or other upset conditions that could otherwise result in unsafe exposure. The general public would be excluded from the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>construction Site. Transport of bulk fuels, lubricants, batteries, and other hazardous materials to the Site would be subject to Department of Transportation (DOT) regulations at 49 CFR 172 and 173 including requirements for hazardous material transport licensing, packaging and containment standards, labeling, and other protection measures to prevent hazardous materials incidents during transport and to facilitate response in the event of a hazardous material accident. Considering these factors, construction would not create a significant hazard to the public or the environment due to reasonably foreseeable upset or accident conditions.</i> <i>Operation of the proposed Project would be subject to 19 CCR Division 2, Chapter 4 requirements to submit and maintain a Hazardous Materials Business Plan and would be subject to periodic inspections by the Certified Unified Program Agency (Contra Costa County Fire Prevention District) for safe operations related to hazardous materials. These regulations require reporting of hazardous materials present in quantities exceeding threshold quantities, worker training, emergency planning preparations to minimize potential hazards of a hazardous material upset, and immediate reporting to 911 and the California Office of Emergency Services of any release or threatened release of hazardous materials that presents a significant present or potential hazard to human health and safety, property or the environment. Oil-filled electrical equipment would be subject to 40 CFR 112 regulations that include comprehensive requirements for preventing releases of oil and for oil spill response preparedness. These regulations include safety measures such as secondary containment for oil-filled equipment, requirements for routine inspections and proper equipment maintenance, personnel training to prevent discharges, site security, oil transfer safety precautions, and oil spill response planning. Batteries would contain integrated safety systems to actively monitor electrical current, voltage and temperature to optimize performance, mitigate potential failures, and prevent upset. Batteries performing out of specification would be immediately taken off line by the automated monitoring system. The facility would be designed and constructed to comply with applicable building, electrical and fire codes. Battery buildings would be outfitted with fire suppression equipment to meet or exceed fire safety codes and standards. As described in the Applicant's Project Description (See Section 3.2 in Appendix A), Fire protection would include prevention, suppression, and isolation methods and materials including: smoke/fire detection sensors; ground fault detection, alarms, and systems for automatic shutdown of cooling fans and opening of electrical contacts in the battery system; and systems for automatic activation of fire suppression systems. Operation of the facility would be remotely monitored on a continuous basis. In addition, the facility would be routinely visited to perform visual inspections. Security would be provided including perimeter fencing and remote video monitoring with pan, tilt and zoom capabilities. These design measures are included to minimize the potential for upset and to immediately respond in the event of an unforeseen upset. Considering these safety systems incorporated into the Project design, and existing regulatory requirements and standards applicable to the Project that are designed to minimize hazardous material upset risks to human health and the environment, the risk of a reasonably foreseeable upset or accident scenario creating a hazard to the public or the environment during operations is less than significant.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
Less than Significant Impact: <i>There are no existing or proposed schools located within one-quarter mile of the Site. The closest school is the Parkside Elementary School located approximately 0.4 mile south of the Site. The East Alignment passes within 0.1 mile of St Peter Martyr School but there would be no emissions from the project other than de minimis short-term emissions from construction and maintenance that would be less than significant.</i>				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
Less than Significant Impact: <i>The 35-acre parcel on which the Site occurs is included in both the Regional Water Quality Control Board's (RWQCB's) GeoTracker online database (Case No. T0601300095) and the Department of Toxic Substances Control (DTSC) Envirostor online database (Case no. 07260001), which both stem from Government Code Section 65962.5. The GeoTracker shows the RWQCB case being closed in October 1997. The Envirostor case is open. The parcel is listed due to a past release of trichloroethylene (TCE) solvent, a volatile organic compound, in a portion of the parcel located south of the Site. Approximately 40 tons of impacted soil was excavated and removed from the parcel in 2002 under the direction of DTSC. Confirmation soil samples collected after soil removal indicate that soil was removed to the DTSC-approved site-specific removal action goal of 1.7 milligrams per kilogram. Groundwater beneath the Site has been impacted by TCE and its breakdown products as a result of the past release of TCE. Groundwater monitoring is ongoing and the parcel is subject to a land use covenant (Covenant) to restrict use of the property due to the presence of volatile organic compounds in the groundwater under portions of the property, including portions of the Site (DOC-2007-0217233-00). Ongoing groundwater remedial action includes continued monitoring of the natural attenuation process through biennial sampling of an existing groundwater monitoring well network. The possible volatilization and upward movement of volatile organic compounds from groundwater into existing or future buildings is identified in the Covenant as a potential human exposure pathway but for a commercial land use scenario has been determined to have an estimated total excess lifetime cancer risk of less than DTSC's significance threshold of 1×10^{-6}. At the time the Covenant was prepared in 2007 the TCE concentration in groundwater was determined to be up to 2.8 milligrams per liter (mg/L). The most recent groundwater monitoring data reviewed for the Site (June 2013) indicates a maximum TCE concentration of 1.7 mg/Kg beneath the Site and a depth to groundwater beneath the Site ranging from approximately 9 to 19 feet below the ground surface. The Covenant prohibits use of the property for any of the following: a residence for human habitation; a hospital for humans; a school for persons under 21 years of age; or a day care center for children. Furthermore, the Covenant prohibits any of the following on the property: raising of food including cattle and</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>food crops; drilling for drinking water without permission from DTSC; extraction of groundwater for purposes other than site remediation or construction dewatering. The proposed use of the Site is consistent with the Covenant and would not create a significant hazard to the public or the environment. Groundwater is not expected to be encountered by construction excavations. Existing monitoring wells onsite would be preserved in place and access would be provided for continued monitoring unless removal of the wells or other arrangements are approved in writing by DTSC in accordance with requirements of the Covenant. Considering these factors, the impact would be less than significant.</i>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
No Impact: <i>The Project area is not within an airport land use plan or within two miles of a public or public use airport. The closest airport is in Concord more than seven miles to the southwest.</i>				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
No Impact: <i>There is no private airstrip in the vicinity of the Project area. The closest airport is in Concord more than seven miles to the southwest.</i>				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
Less than Significant Impact: <i>The proposed Project would not alter any existing public or private through-way. A short term lane closure may be needed to install a water line across Willow Pass Road. If the water line installation is needed, work in the ROW would be under an Encroachment Permit requiring traffic control plan for any lane closures. Because road closure is not anticipated and traffic controls would be implemented, the short potential lane closure would not impair emergency response or otherwise affect any adopted emergency response plan or emergency evacuation plan.</i>				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
No Impact: <i>The proposed Project area is within urbanized lands in the City, and nearby lands are identified by Cal Fire (2017) as a non-Very High Fire Hazard Severity Zone (non-</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VHHSZ). Pursuant to California Fire Code Section 304.1.2, the Applicant would be required to maintain the Site free of vegetation capable of being ignited or endangering property. In addition, the facility would be designed for fire prevention and provided with a fire water supply as described in the Applicant's Project Description (see Section 3.2 in Appendix A). Considering these factors, the risk of wildland fire from the Project would be less than significant.				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
No Impact: Construction would occur under the State General Permit with a SWPPP implementing BMPs for protection of water quality. The State General Permit would require that a construction SWPPP be prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner (QSP). Standard BMPs from the California Stormwater Quality Association (CASQA, 2015) or their equivalents would be required for sediment and other potential pollutants. Under the State General Permit, the SWPPP would need to address water quality BMPs and the permit would require that those BMPs be implemented until it is demonstrated to the Regional Water Quality Control Board that disturbed surfaces are stabilized and a Notice of Termination is accepted. The General Permit requires construction discharges to not violate water quality standards. With adherence to the State General permit and BMPs, no violation of any water quality standard or waste discharge requirement would be expected. Discharges from the Project during operations would be required to comply with NPDES Permit CAS612008 (RWQCB, 2015). In conjunction with consideration of the Conditional Use Permit and Design Review, the City would require that the Project include all measures needed to comply with NPDES Permit CAS612008. This permit would require that there is no discharge from the Project other than stormwater and exempted non-stormwater discharges such as air conditioning condensate that do not contain pollutants. Consistent with Low Impact Development standards, the Project design (refer to the Preliminary Design Drawings in Attachment 2) minimizes impermeable surfaces by gravel surfacing of roads and other areas not covered by buildings or equipment foundations. The design incorporates a system of onsite bioretention swales to provide water quality treatment to meet the City's municipal stormwater discharge requirements under NPDES Permit CAS612008. Project facilities would be unattended except for periodic inspections or maintenance and would be secured to preclude public access so there typically would be no generation of trash or debris that could impact stormwater runoff. Other project design features to minimize impacts on water quality consistent with NPDES Permit CAA612008 requirements include: • No outdoor storage or work areas are proposed; • No outdoor trash collection areas are proposed; • No floor drains or interior or exterior wash-down areas are proposed;				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
• No repair/maintenance bays or fueling areas are proposed; • Landscaping irrigation would be designed for efficiency and to promote infiltration and minimize runoff; • Landscaping maintenance would minimize use of pesticides and fertilizers; • Site storm drain inlets would be stenciled; • Avoidance of disturbance to natural water bodies and drainage systems; and • Ongoing maintenance of water quality controls and periodic inspections to ensure proper performance. The City has an inspection and enforcement program to ensure compliance with requirements of NPDES Permit CAA612008 and would require the Applicant to allow inspections by trained City staff. Considering existing requirements of the State General Permit for construction and NPDES Permit CAA612008, BMP's and other measures incorporated in the Project design, and inspection and enforcement measures available to the City, it is not expected that the Project would violate any water quality standards or waste discharge requirements. Therefore, there is no foreseeable impact.				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
Less than Significant Impact: Operation of the Project would not typically use water. The Site would be unoccupied. Project construction would require water for dust control and compaction. Water would be supplied from the City water supply. This use would be short-term and would not represent a significant water demand that could substantially deplete groundwater supplies. The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration. No material impact on recharge would be expected.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
Less than Significant Impact: The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration.				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
Less than Significant Impact: The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration. The project drainage is designed to drain to bioretention swales overflowing to the existing City stormwater network that currently receive runoff from the Site area. The Site would drain toward the northeast through an existing culvert under Willow Pass Road to a City pump station that discharges to a tidally influenced area.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
Less than Significant Impact: The project drainage is designed to maximize infiltration and slow runoff and to drain to the same City stormwater system as current conditions. The Project would be subject to NPDES General Permit conditions including implementation of a SWPPP and BMPs for water quality during construction. The General Permit conditions and limitations are designed to be protective to water quality. Following the General Permit requirements, Project construction would not provide a substantial additional source of polluted runoff. Operations would not result in any substantial sources of polluted runoff due to the enclosure of equipment and facilities. Considering the enclosed nature of Project facilities and other Project factors, and the bioretention swales and other Project design features in accordance with the Stormwater C.3 Compliance Guidebook, operations would not result in a substantial additional source of polluted runoff. Based on these factors, the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>impact would be less than significant.</i>				
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
Less than Significant Impact: The potential to degrade water quality is addressed in Responses 9a, above. As described in that response, the proposed Project would be required to comply with the State General Permit for construction and NPDES Permit CAA612008 during operations, including implementation of BMPs and other design measures to prevent violation of any water quality standard. With BMPs and Project design measures to prevent violation of water quality standards, impacts to water quality would be less than significant.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
No Impact: The proposed Project does not involve placement of housing. Therefore, no impact would occur.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
Less Than Significant Impact: The 100 year flood zone marginally infringes on the west, north and east edges of the Site (FEMA, 2015). Structures on the Site would be outside of the 100 year flood zone boundaries. Structures for portions of the electric tie-line would be located within the 100-year flood zone (Zone AE). FEMA has mapped the base flood elevation as 11 feet above mean sea level as measured using the standard North American Vertical Datum of 1988 (NAVD 88). Considering the relatively flat terrain where the electric tie-line would be located, anticipated low flood velocities would be very low. The negligible cross-sectional area of the electric tie-line structures would not measurably impede, redirect, or otherwise modify flood flows or elevations.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
No Impact: Flooding is not a significant hazard for construction because the Site is almost exclusively outside of the mapped 100-year flood plain and because the short duration of construction results in a very low probability of flooding during construction (e.g., a one year construction schedule would have only a one percent chance of experiencing a 100-year flood). Furthermore, while the tie-line would traverse the 100-year flood plain, the relatively flat surrounding terrain would have low flood flow velocities that would provide warning of impending conditions in the unlikely event flooding were to occur during the construction period. Normal flooding also is not a significant hazard for Project operations because Site structures would be located outside the 100-year flood zone and because the proposed				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>facilities are not occupied. Considering these factors, the risk to people or structures from normal flooding would be less than significant.</i> <i>The Project would not be reliant on any levee for protection from the 100-year flood. Therefore, the risk of flooding due to failure of a levee is less than significant.</i> <i>There are no large dams in the immediate vicinity. The Pittsburg General Plan does not include a map of dam inundation hazard areas. The Bay Area Association of Governments published dam inundation hazard map does not show the Project area to be within any dam inundation hazard zone (Bay Area Association of Governments, 2017). Considering this, structures at the Site would not be within the dam inundation hazard zone. Furthermore, the Project does not propose any structure for human occupancy. Considering these factors, the risk to people or structures from dam failure would be less than significant.</i>				
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
No Impact: The majority of the Project Site including the areas where structures would be built ranges in elevation from approximately 14 to 20 feet above mean sea level (amsl). The Site is located approximately 0.7 mile south of the shoreline of the Sacramento/San Joaquin River delta. It is too high and far from the delta shoreline to be affected by seiche or tsunami. The electric tie-line would extend within approximately 0.25 mile from the shoreline and to near sea-level elevations. The delta water is relatively shallow making it incapable of generating a large seiche. Any foreseeable seiche would be low energy due to the relatively flat terrain and would be unlikely to approach the 100-year annual flood height that the structures would be designed for. Tsunami also is not a material risk. Modeling performed further to the west closer to San Francisco Bay shows that tsunami inundation at this distance from the ocean is not significant (CEMA et al., 2009; ABAG, 2017). For these reasons, seiche or tsunami are not a significant risk for the Project. The Project area is relatively flat and not in any concentrated drainage path from steep sloped areas where mudflows could originate. Therefore, the area not susceptible to mudflows. Based on mapping published by the Association of Bay Area Governments, the Project area is not within any mapped historic landslide, debris flow or earth flow (ABAG, 2017). Considering these factors, the proposed Project would not result in a significant risk due to seiche, tsunami or mudflow.				
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
No Impact: The Project Site occurs on a portion of an existing privately owned parcel that does not provide any thoroughway or other public access way. The proposed Project would not result in any physical barrier or feature that could divide an established community.				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Less than Significant Impact: <i>The Project area and adjacent lands are in the City of Pittsburg jurisdiction. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east.</i> <i>The City of Pittsburg General Plan designates the Project Site as Business Commercial and the Site is zoned Industrial Park Limited Overlay (IP-O). The proposed use fits under the zoning code use classification of “major utility” which is defined, in part, to include power generation plants, substations, or similar facilities. The proposed use would require a zoning text amendment to amend the IP-O (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District” such that a “major utility” would be a permitted with a use permit. In addition to the zoning text amendment, the Applicant is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following the current Tentative Parcel Map in Attachment 1, may also be pursued that would subdivide the 35 acre parcel.</i> <i>The zoning text amendment would be consistent with the zoning code provided that the following findings can be made:</i> <i>It is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district;</i> <i>It conforms to the general plan; and</i> <i>It generally complies with the land use and development regulations of the base zoning district.</i> <i>The zoning text amendment is necessary because the proposed use does not fall within any of the uses contemplated in the zoning code, since the proposed utility scale application of this technology has only recently become feasible due to substantial developments in battery technology, progress in the availability of renewable energy to power the electric grid, and state mandates for energy storage. The proposed project and others like it are designed, in part, to support achievement of State and federal renewable energy goals by providing a means to store excess energy generated at times of the day when wind and solar energy are generated at peak levels. The proposed use would:</i> <i>Provide a new economic and reliable means of capturing and managing renewable energy;</i> <i>Provide economic benefit to the City, the County, the region, and the State through construction jobs, property and sales taxes and increased energy efficiency and reliability;</i> <i>Help stabilize the electric grid and increase the effectiveness of both conventional and</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>renewable energy projects;</i> • <i>Support the achievement of local, State and federal renewable energy goals; and</i> • <i>Support the achievement of State goals for energy storage.</i> <i>The zoning text amendment would conform to the General Plan. The zoning text amendment would allow for the Project to be permitted consistent with design standards, and if approved the Project would be infill development within the City limits consistent with the General Plan guiding principles. The General Plan establishes that the Business Commercial designation is intended “to provide sites for administrative, financial, business, professional, medical, research and development, and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and support commercial uses.” The Project would be consistent with a warehouse type use.</i> <i>The purpose of the IP base zoning district is to provide sites in landscaped settings for service-oriented commercial and light industrial uses with limited customer presence and turnover, including industrial office centers, research and development facilities, limited industrial activities (including production and assembly but no raw materials processing or bulk handling), limited and warehouse type retail and commercial activities, and small scale warehouse distribution (Zoning Code Section 18.54.005). The proposed Project would be consistent with this purpose. The zoning text amendment would apply to the “Empire Business Park Overlay District” (Ord. No. 07-1284) and would require a use permit. Site Plan review that would be required for the Project would ensure that the project is compliant with the base zoning of Ord. No. 07-1284.</i> <i>The West Alignment of the tie-line would be located on lands designated as Business Commercial and Industrial, and also would follow an existing high voltage transmission corridor through an area designated as Open Space. A short segment where the tie-line would cross an abandoned rail spur is designated Utility/ROW. The West Alignment is zoned Industrial Park Limited Overlay (IP-O), and Open Space, and General Industrial (IG). A short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The Middle Alignment of the tie-line would be located on lands designated as Industrial. A short segment where the tie-line would cross an abandoned rail spur is designated Utility/ROW. The Middle Alignment is zoned General Industrial (IG), except a short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The East Alignment of the tie-line would be located on lands designated as Industrial and Service Commercial Limited Overlay (CS-O), except a short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The electric tie-line fits under the zoning code use of “minor utility” which is defined, in part, to include utilities necessary to support legally established uses and involves only minor facilities or structures such as aboveground distribution or transmission lines. Minor utility use is an allowable use for each of the zoning designations that would be traversed by any of the three potential alignments (Zoning Code section 18.54.010). Therefore, the proposed electric tie-line would be consistent with existing land use zoning.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Pursuant to Pittsburg Municipal Code (PMC) Section 18.74.040, the development regulations applicable to the existing IP-O zoning district encompassing the Site would be adjusted to accommodate the Project as set forth in the Project Description, which shall be deemed to constitute an "overlay plan" as contemplated by PMC Section 18.74.030 and 18.74.050. The Project encompassed by this Initial Study includes the overlay zone text amendment specifying major utility as an allowable use on the Project Site as described above, with Design Review, in the Empire Business Park Overlay District. Setback, lot coverage, landscaping and other requirements specified for this district would remain unchanged, and would accommodate the Project layout as designed.</i> <i>With adoption of the proposed overlay zone text amendment, the Project would be consistent with the City zoning code. The Project site also is governed by a restrictive land use covenant (LUC) between UPI and DTSC. The proposed Project would be consistent with the LUC as previously described in Response 8.d of this Initial Study.</i>				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
No Impact: The Applicant proposes to comply with the East Contra Costa County HCP/NCCP requirements for areas of the Project in the HCP/NCCP area. Planning level surveys have been conducted and the Applicant has submitted an application to the City for coverage under the HCP/NCCP. No other HCP or NCCP is applicable to the Project area. Because the Applicant proposes to comply with the HCP/NCCP requirements, there would be no conflict.				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
No Impact: The proposed Project would be located in an area classified by the California Department of Conservation as Mineral Resource Zone (MRZ)-1. This designation means that the State has determined adequate information exists to indicate "that no significant mineral deposits are present" or to judge that "little likelihood exists for their presence" (California Department of Conservation, 1996). Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State.				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
No Impact: No locally-important mineral resource is known to occur in the Project area or delineated to occur in the City's General Plan. Therefore, no impact would occur.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
Less Than Significant Impact With Mitigation Incorporated: According to the City of Pittsburg General Plan Noise Element, substantial existing noise sources in the Project area include trains and street traffic. The General Plan identifies Willow Pass Road as a substantial noise source in the area, with buildout traffic projected to result in noise at up to 79 dB 100 feet from the road, which includes the north edge of the Project Site. The City's Noise Ordinance (Section 9.44.010) does not establish numerical noise level limits related to fixed noise sources or construction noise but makes it unlawful for any person to make, continue or cause to be made, or continue any noise which either unreasonably annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others, within the limits of the City. The City's Building and Construction Ordinance (Section 15.88.060.A.5) prohibits grading noise, including warming up equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m and 7 am weekdays, unless otherwise approved by the City Engineer. Relevant General Plan Goals limiting noise for land use compatibility include: • Policy 12-P-1 establishes that the maximum exterior noise level considered to be "normally acceptable" for the business commercial land use category is 70 dB. • Policy 12-P-9 establishes that generation of loud noises on construction sites adjacent to existing development should be limited to normal business hours between 8 am and 5 pm. Construction would generate noise on the Site consistent with typical construction activities. Heavy equipment and other mechanized equipment and vehicles would be used. Internal combustion engines, mechanized equipment, grading, material handling and other activities would generate noise. The noise levels from construction activities would vary during the different construction tasks, depending upon the activity locations and number and types of activities. Mitigation measure NOISE-1 would ensure that noise generated by construction onsite is controlled consistent with General Plan Policy 12-P-9. In addition, loud construction activities would be further limited to hours dictated by City ordinances including, but not limited to, Section 15.88.060A.5. With the noise ordinance in place, implementation of NOISE-1 would limit construction noise impacts to a less than significant level. Operation of the Project would not generate loud noise. Low noise levels would be emitted, primarily from outdoor electrical equipment and roof-mounted heating, ventilation and air conditioning motors and fans. The only sensitive noise receptors in the immediate site vicinity are residences located to the east. The facility design includes a building at the east end of the Site to effectively shield those residences from noise generated by electrical equipment. Noise modeling was conducted for Project operations using an assumption of all equipment in operation at the same time. Modeling is outlined in Appendix D and results show that the nighttime noise at the closest residences would be approximately 2.5 dBA				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
above the average nighttime noise hour. Less than 3.0 dBA is not generally discernable so the 2.5 dBA increase would not be significant. Given the low levels of noise emitted and the location of noise generating equipment onsite, the Project would meet the noise level standard of General Plan Policy 12-P-1 at the property lines. Considering these factors, noise impacts from operations at the site would be less than significant. In addition to the stationary noise sources on-site, the tie-line would have the potential to emit corona noise from the breakdown of air into charged particles in the electric field surrounding the surface of conductor wires. Corona noise levels vary widely based on humidity and other factors. Possible corona noise levels were modeled for the closest residences for each of the possible tie-line routes and results show corona noise levels at the closest residences are less than 25 dBA equivalent continuous level. This sound level is far below baseline noise levels and, therefore, would not be discernable. Therefore, the corona noise at nearest residences would be less than significant. <u>Mitigation Measure NOISE-1:</u> Loud construction work adjacent to development shall be limited to normal business hours between 8:00 am and 5:00 pm.				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
Less Than Significant Impact: Grading may generate localized low-level groundborne vibration and noise but would not generate excessive groundborne vibration or noise due to separation from sensitive receptors. Groundborne vibration and noise is attenuated rapidly with distance and the nearest sensitive receptors are residences to the east located approximately 100 feet or more from substantial grading activities. Considering this distance, groundborne vibration impacts would be less than significant.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
Less than Significant Impact: Construction noise impacts would be short term and, therefore, would not result in a permanent increase of ambient noise. Operation of the Project would not generate loud noise. Low noise levels would be emitted, primarily from outdoor electrical equipment and roof-mounted heating, ventilation and air conditioning motors and fans. Given the low levels of noise emitted and the location of noise generating equipment onsite, the Project design is expected to meet the noise level standard of General Plan Policy 12-P-1 at the property lines. The only sensitive noise receptors in the immediate site vicinity are residences located to the east. The facility design includes a building at the east end of the Site to effectively shield those residences from noise generated by electrical equipment. Considering these factors, long-term noise impacts would be less than significant.				
d) A substantial temporary or periodic increase in ambient noise levels in the	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project vicinity above levels existing without the project?				
Less Than Significant Impact With Mitigation Incorporated: Construction would result in a temporary increase in ambient noise levels as described in Response (a) above. In addition, operations would result in low noise levels expected to be at or below the 70 dB General Plan Policy consistent with limits for the business commercial land use designation as described in Response (a) above. Mitigation measure NOISE-1 would ensure that noise generated by construction is controlled consistent with General Plan Policy 12-P-9. In addition, facility construction and operations would be required to comply with City noise protection ordinances. Because noise levels would be consistent with City standards, the impact would be less than significant.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
No Impact: The Project area is not within an airport land use plan or within two miles of a public or public use airport. The closest airport is in Concord more than seven miles to the southwest.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
No Impact: There is no private airstrip in the vicinity of the Project area. The closest airport is in Concord more than seven miles to the southwest.				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
No Impact: The proposed Project would not generate population growth, either directly or indirectly. It does not propose any housing or commercial development, nor extension of roads or expansion of infrastructure. Construction jobs would be short term and, therefore, would be expected to be filled by the existing regional workforce without inducing long-term growth. During operations, Project facilities would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. It is expected that operations positions would be filled with the existing workforce without relocation. Because the proposed Project would not generate new long-term full-time				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>jobs or commercial businesses, construct new housing, or extend existing infrastructure, it is not expected to generate population growth.</i>				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
No Impact: Existing housing would not be displaced by the construction or operation of the proposed Project. The Site is on land that is currently vacant and undeveloped. Therefore, no impacts would occur.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
No Impact: No people would be displaced by the construction or operation of the proposed Project. The Site is on land that is currently vacant and undeveloped. Therefore, no impacts would occur.				
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
No Impact: The proposed Project would be designed and constructed to follow CCCFPD requirements for access, fire water supply, and vegetation management. The final design would be subject to CCCFPD review and approval. The presence of oil in transformers onsite would require submittal of a Hazardous Materials Business Plan on the California Environmental Reporting System with an emergency response plan with emergency coordinator contact information and mechanisms for emergency access to the unoccupied Project Site. Onsite roads would be constructed with a compacted subgrade and compacted gravel surface and would be maintained in a drivable condition for the duration of construction and operations. Access/egress gates would be constructed in compliance with specifications of Contra Costa County Fire Prevention Regulations. California Fire Code Section 304.1.2 would require the Project to be maintained free of vegetation capable of being ignited or endangering property. All electrical systems for the Projects would be required to be constructed in accordance with applicable codes. With adherence to these requirements, the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Project is not expected to create a capacity or service level problem related to fire protection. No new or modified government facilities would be needed to provide fire protection for the Project. Therefore, there would be no impact.</i>				
Police protection?	☐	☐	☐	☒
No Impact: The proposed Project would be located in the City of Pittsburg which provides police protection and public safety within the City limits. Construction and operation of the Project would not generate a material demand on police services. The Site would be fenced with controlled access gates that would avoid the need for routine police protection services. Security cameras and alarms would be monitored remotely. Construction and operation of the Projects are not expected to generate population growth. Project facilities would be typically unoccupied during operation. Considering these factors, the proposed Project would not result in an adverse impact on City of Pittsburg Police Department response times, service ratios, or other performance objectives, nor would it result in the need for new or modified police facilities. No new or modified government facilities are needed to provide police protection for the Project. Therefore, there would be no impact.				
Schools?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Therefore, no new demands on school facilities would occur, and there would be no impact on school capacities, service levels or performance objectives. The proposed Project would not require new or physically altered school facilities. Therefore, there would be no impact.				
Parks?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Therefore, no new demands on park facilities would occur and there would be no impact on park capacities, service levels or performance objectives. The proposed Project would not require new or physically altered park facilities. Therefore, there would be no impact.				
Other public facilities?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth or extend infrastructure. It would not create a substantial new demand for services and would not require new or physically altered public facilities. Therefore, there would be no impact related to new or physically altered government facilities.				
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Additionally, it would not displace, affect access to, or otherwise				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>physically affect any park or recreational facility. Therefore, no increase or change would occur in the use of any park or recreational facility. Therefore, the proposed Project would not result in or accelerate physical deterioration of any park or recreational facility.</i>				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Additionally, it would not displace, affect access to, or otherwise physically affect any existing park or recreational facility nor does it propose any new recreational facility.				
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
Less than Significant Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Project-related trips would be generated primarily during construction. Following construction, Project facilities would be unattended and visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. These periodic visits during operations represent negligible trip generation. Vehicles would access the Site from Willow Pass Road reached primarily via arterial roads from State Highway 4 including California Avenue (Minor Arterial), Railroad Avenue (Major Arterial), West 10th Street (Major Arterial), and Bailey Road (Major Arterial). The various routes available would tend to break up Project-related traffic on the arterial roads between State Highway 4 and Willow Pass Road. Willow Pass Road is a designated Major Arterial. Near the proposed Project it is a two lane paved road with 12 foot travel lanes, paved shoulders, and left turn pockets, within a 60-foot-wide ROW. The Site frontage on Willow Pass Road has sidewalks, curbs and gutters. Willow Pass Road has bus service via Tri Delta Transit with a bus stop east of the Site frontage at Willow Pass Road and Enterprise Circle (Tri Delta Transit, 2017). Willow Pass Road has a bike lane, but it is not marked as such (Reinders, 2017). Construction would occur over a six to 12 month period during which the peak number of				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction workers is expected to be approximately 75. In addition, deliveries during construction would generate an estimated 5 round trips spread throughout the day during peak construction activities. Construction worker and delivery traffic would incrementally add to existing traffic on Willow Pass Road and other arterial roads between Willow Pass Road and State Highway 4. Willow Pass Road and other arterials that may be used generally do not have existing capacity issues and can accommodate the short term construction traffic trip generation without exceeding the capacity of the existing circulation system (Reinders, 2017). The expected peak hour traffic considering the estimated 75 construction workers for peak activities would be considerably below the 100 peak hour trip threshold at which the City typically requires a detailed traffic analysis. Additionally, Project construction workers are expected to be primarily be from the existing regional workforce currently contributing traffic to regional transportation routes including State Route 4. Considering the relatively low number of trips generated and the expected use of the existing regional workforce, the short term of construction trip generation would not result in a substantial capacity impact on State Highway 4. If the Project is required to connect to the existing water main in Willow Pass Road, a traffic management plan would be implemented pursuant to encroachment permit requirements from the City. A short-term lane closure may be required but work in the road is limited in scope and would be completed quickly with the road remaining open with traffic control. The nearby bus stop east of the site at Willow Pass Road and Enterprise Circle would not be affected. Construction parking and staging would be off-street on private property where it would not affect access to any public transportation. The proposed Project would not have a substantial effect on mass transit or bicycle transportation since Willow Pass Road would remain open. Considering the above analysis, the impact to the existing circulation system would be less than significant.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
See Response to XVI, above.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
No Impact: The proposed Project would not affect any air traffic patterns or levels. There are no airports in the Project vicinity and the Project would not have an effect on any airport or on air travel.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project does not include any new construction or realignment of existing road facilities. The Site is within an existing parcel and the Project would not require new or modified streets or intersections. The Site would be accessed by an existing paved driveway capable of accommodating anticipated construction trip generation. Willow Pass Road includes a left turn pocket at the driveway location and is straight with clear vision in both directions from the driveway entrance providing an adequate line-of-sight for safe entrance and exit. Some construction deliveries to the Site could be oversized or overweight. Vehicles providing deliveries would be subject to size, weight, and load restrictions pursuant to the California Vehicle Code Division 15, including permits for oversize or overweight loads as required by the California Vehicle Code Section 35780 and California Code of Regulations Title 21 Section 1411.1 et seq. Considering existing laws and regulations for limiting hazards of oversize loads, oversize loads during the short duration of construction would not be an incompatible use. During operations, the Site would typically be unattended. Considering the low volume of traffic that would be generated by site visits, and the location of the driveway on a straight segment of Willow Pass Road with good visibility, operations would not substantially increase hazards due to design features or incompatible uses. Considering these factors, neither construction nor operation would substantially increase hazards due to a design feature or incompatible use.				
e) Result in inadequate emergency access?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would not result in inadequate emergency access. It would not obstruct existing access routes, and onsite access roads and gates would be provided in accordance with CCCFPD requirements. Willow Pass Road would remain open during construction. Lane closure, if any, would be short-term and through passage would be maintained with traffic controls under an encroachment permit from the City. Considering these factors, the impact would be less than significant.				
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES -- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Resources Code section 21074 as either a site, feature, place, cultural landscape, that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
No Impact: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological or historic sites within the proposed Project Site or electric tie-line potential routes and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area (Appendix E). As neither the proposed site nor the electric tie-line routes contain any identified archaeological, historic, or tribal cultural resources, as defined in Public Resources Code section 21074, there would be no effect on Tribal Cultural Resources.				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological or historic sites within the proposed Project Site or electric tie-line route and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area. As neither the proposed site nor the electric tie-line potential routes contain any archaeological, historic, or tribal cultural resources, as defined in Public Resources Code section 21074, there would be no effect on Tribal Cultural Resources, and there are no resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Consequently, there would be no effect upon such resources.				
XVIII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
No Impact: The proposed Project would not discharge wastewater. No wastewater treatment requirements are applicable. Portable sanitary facilities would be provided on the Site and maintained by a licensed contractor for the term of construction.				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would not discharge wastewater. The Project water demand would be minimal, consisting of a temporary demand for construction and landscape water for operations. The existing City water supply main in Willow Pass Road is adequate to serve the project without expansion of existing facilities (Mata, 2017). A short tie-in to the main would be required for the project if the project cannot tie into the existing water supply infrastructure on the 35-acre parcel.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
Less than Significant Impact: No new or expanded drainage facilities are required offsite. Drainage from the site would flow to existing catch basins and an existing culvert near the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>northeast corner of the Site that would convey water beneath Willow Pass Road to an existing pump station with capacity for the anticipated flow. Therefore, there would be no impact.</i>				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
Less than Significant Impact: Project water demand would be minimal, consisting of a temporary demand for construction and landscape water for operations. The facility would be unattended and does not include sanitary facilities or other water needs other than minimal landscaping to satisfy City landscaping requirements. Water for construction and landscaping would be obtained from the City. Water is available from the City and existing City water entitlements and resources are adequate to serve the project (Mata, 2017).				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
No Impact: The proposed Project would be unattended and would not need waste water services. No potable water or permanent sanitary facilities are proposed. Portable sanitary facilities would be used onsite for construction with regular pumping and maintenance by a licensed contractor. Because there would be no need for wastewater service to the Site, there would be no impact.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
Less than Significant Impact: Most construction waste streams would consist of recyclable materials such as wood pallets, plastic and paper packaging and scrap metal that can be taken to a waste recycling center. Furthermore, construction would only generate waste for a short period of time. Generation of waste from construction that would need to be landfilled would be limited and would be short-term. The proposed project would be served by Keller Canyon Landfill, which is a class II landfill that accepts municipal solid waste. The landfill has a daily maximum capacity limit of 3500 tons/day and 320 truck trips. Keller Canyon Landfill has 52 million cubic yards of capacity remaining and is projected to have sufficient capacity for another 30 years. Total waste generated by the proposed project during construction and operation would not be substantial relative to the capacity of the landfill therefore, impacts would be less than significant. Quantities of non-hazardous and hazardous waste generated by routine operations would be negligible. At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved and permitted recycling partner(s) for dismantling, material processing and recovery.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would be required to comply with all relevant statutes and regulations and the Project as proposed would not conflict with any statute or regulation.				
XIX. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: With the exception of a portion of the tie-line West Alignment, if used, the Project footprint is within non-native grassland and urbanized portions of the HCP/NCCP that do not provide critical habitat. The Project would comply with the HCP/NCCP including mitigation fees and pre-construction surveys to ensure that impacts to affected resources are mitigated. The portion of the tie-line West Alignment that is north of Willow Pass Road includes wetlands that may provide habitat for several protected species. Mitigation Measures BIO-1 through BIO-5, would protect habitat and sensitive species that may occur in that area. These measures include minimization of impacts to the extent feasible and offsetting measures for impacts that cannot be avoided. Permanent impacts in wetland habitat where these species may occur would be approximately 0.38 acres or less. Considering the small area of important habitat that could be affected long term, with implementation of mitigation measures BIO-1 BIO-2, BIO-3, AND BIO-4, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, nor reduce the number or restrict the range of a rare or endangered plant or animal. There are no structures on the Project Site and no significant historic or prehistoric resources are known to occur onsite based on a records search and Tribal outreach. Tie-line locations have not been surveyed for cultural resources. Mitigation Measure CUL-1 would require that the tie-line route be surveyed by a qualified professional and that significant resources, if present, be avoided by the tie-line design or, if unavoidable, be mitigated through proper research and documentation. Mitigation Measures CUL-2, CUL-3 and CUL-4 provide for protection of cultural resources in the event of a new discovery. Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 would ensure that impacts to cultural resources would be less than significant in the event cultural resource were to occur in the Project construction area.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: As described in preceding sections of this Initial Study checklist, the Project would have no impact on agricultural or forest lands, mineral resources, growth, population, housing, schools, parks, libraries, recreation, or public services, and the Project would not conflict with biological resource conservation plans, air quality protection plans, traffic congestion management plans, or other established environmental plans or policies. The Project would be consistent with the City Zoning ordinance with the adoption of a zoning text amendment such that a major utility would be permitted with a use permit. Because the Project would have no impact or conflict in these topic areas, there is no potential for the Project to have a cumulative effect in these topic areas with other past, current or probable future projects. The Project would not affect any designated scenic vista nor would it damage any scenic resources. The Project Site is in an industrial and commercially developed area and would be located on land zoned Industrial Park-Limited Overlay. The possible tie-line routes are through either existing industrial areas or adjacent to an existing major high voltage transmission line corridor. Considering these factors, the cumulative impact on aesthetic resources would be less than significant. Air quality cumulative impacts are addressed in Section III of this Initial Study checklist and are less than significant. As described in Section IV of this Initial Study, impacts to biological resources would be limited since, with the exception of a portion of the tie-line West Alignment, if used, the Project is in disturbed and urban habitat and impacts to biological resources would be mitigated through compliance with the HCP/NCCP. For the portion of the tie-line West Alternative where sensitive habitat and sensitive species may occur, Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 would limit impacts to a less than significant level and compensate for long term impacts with 3:1 habitat compensation for wetlands disturbances. The Applicant's Project Description incorporates HCP/NCCP requirements and Mitigation Measure BIO-5 would require payment of HCP/NCCP mitigation fees to be paid in advance of non-native grassland disturbance. With these measures, impacts to biological resources would be fully mitigated and would not have the potential for significant cumulative effects. No significant cultural resources are known to occur. Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 would ensure that impacts to cultural resources are mitigated in the event of an unexpected cultural resource discovery so that there are no cumulative impacts. The Project would have no cumulative impact related to geology or soils. The Project would not impact important mineral resources or unique geologic features. Geologic hazards, by				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>nature, are facility-specific and do not have the potential for cumulative effects. The Project would have no impact on seismic hazards at other locations, and no other reasonably foreseeable project could affect seismic hazards at the site. Therefore, there is no cumulative impact related to seismic shaking.</i> <i>As described in Section VII of this Initial Study checklist, once constructed, the Project would not generate GhG emissions. The Project could be used to store energy from renewable projects such as solar and wind generation projects, reducing dependency on fossil fuel-produced electric energy and supporting the achievement of local, state and federal renewable energy goals directed at GhG reduction. Considering these factors, the Project would not have cumulative adverse GhG emission impacts.</i> <i>As described in Section VIII of this Initial Study checklist, impacts of the Projects related to hazards and hazardous materials would be less than significant. Construction of the Projects would require the use of fuels, lubricants and other hazardous materials typical of construction sites and would be short term. No cumulative impact is anticipated. The facility would be unoccupied and operations would not typically require handling of hazardous materials. The project would be required to comply with all existing laws for safe handling of materials and no cumulative impact is anticipated.</i> <i>The Project would not violate any water quality standard or waste discharge requirements or affect water quality. Therefore, there would be no cumulative effect in these areas. There would be no cumulative impact to hydrology because the Site would be designed in accordance with to drain to the same City-maintained system as existing conditions. The grading plan would be subject to review by the City's Building Division and the design includes bioretention swales and other BMPs features in accordance with the Stormwater C.3 Compliance Guidebook.</i> <i>Construction noise would be short term and following construction the Project would not be a source of loud noise. The Project is designed with a building at the east end of the site where it would shield the closest sensitive receptors from low levels of noise generated by electrical equipment. The facility would comply with General Plan Policy noise levels. Considering these factors, the cumulative noise impact would be considerable.</i> <i>As described in Section XVI of this Initial Study checklist, the Project would generate negligible traffic once construction is complete. No projects or other undertakings have been identified in the Site vicinity that could result in a considerable short term cumulative impact. Following construction, operations would typically be unattended, with routine monitoring and maintenance occurring during occasional site visits (e.g., monthly or less frequent over the long-term), which would be a negligible traffic impact. The Project would not involve new construction or realignment of any roads. The Project would be developed in conformance with all applicable plans, policies, programs, and ordinances related to transportation. Considering these factors, cumulative traffic impacts would be less than significant.</i> <i>Considering the factors addressed above, the Project would not have significant cumulative impacts with mitigation incorporated.</i>				
c) Does the project have environmental effects which will cause substantial	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
adverse effects on human beings, either directly or indirectly?				
<i>Less than Significant Impact With Mitigation Incorporated:</i> The Project does not have the potential for environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly, other than those addressed in preceding sections of this Initial Study checklist. As described in preceding sections of this Initial Study checklist, the Project would have no impact on agricultural or forest lands, mineral resources, growth, population, housing, schools, parks, libraries, recreation or public services, and the Project would not conflict with zoning, land use, biological resource conservation plans, air quality protection plans, energy plans or policies, transportation, traffic and congestion management plans, or other established environmental plans or policies. The Project would not have substantial adverse effects related to aesthetics, air quality, energy consumption, greenhouse gasses, geology and soils, hazards or hazardous materials, hydrology, water quality, transportation or utilities. With recommended mitigation measures BIO-1 through BIO-5, CUL-1 through CUL-4, and NOISE-1 identified in Sections IV, V, and XII, respectively, of this Initial Study checklist, the Project would have less than significant impacts related to biological resources, cultural resources, and noise. There would be no significant direct, indirect or cumulative impacts with these mitigation measures incorporated.				

3.4 List of Preparers

TRC Solutions, Inc.
17911 Von Karman Avenue, Suite 400
Irvine, CA 92614
(949) 727-9336

Joseph Stenger, PG, Project Director
Howard Higgins, Ph.D, RPA, Senior Archaeologist
Elisha Back, Wetlands Specialist
Jacqueline Milbank, Biologist/Wetlands
Joseph Howell, Planner
Casey Anderson, Air Quality Engineer

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Appendix A
Detailed Project Description

Project Description

Diablo Energy Storage

**701 Willow Pass Road
Pittsburg, California 94565**



August 2017

Submitted to:
**City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565**

Submitted by:
**Diablo Energy Storage, LLC
5000 Hopyard Road, Suite 480
Pleasanton, CA 94588**

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Table 1A: Summary of Total Disturbance by Project Feature and Habitat Type

Table 1B: Summary of Long-Term Disturbance by Project Feature and Habitat Type

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Figure 2	Site Photographs
Figure 3	Land Cover Map

LIST OF ATTACHMENTS

Attachment 1:	Tentative Parcel Map
Attachment 2:	Preliminary Site Plans

1.0 INTRODUCTION

Diablo Energy Storage, LLC proposes to install one or more single story buildings on a graded and vacant approximately 12 acre site (Site) representing a portion of an approximate 35 acre parcel (Parcel) located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The Parcel is designated Business Commercial (BC) in the General Plan and zoned Industrial Park-Limited Overlay (IP-O). The proposed use will require a zoning text amendment to amend the IP-O (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District”, such that a “major utility” would be permitted with a use permit. In addition to the zoning text amendment, Diablo Energy Storage, LLC is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following the current Tentative Parcel Map in Attachment 1, may also be pursued that would divide the Site from the 35 acre Parcel.

The buildings will house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, will be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the Site. The facility will be unoccupied and is designed for full remote operation. Diablo Energy Storage, LLC is the Applicant for development permits and will be the Lessor of the property.

The facility will not generate electricity. Rather, it will provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the POI are also within the HCP/NCCP area and a third alternative route being considered extends out of the HCP/NCCP area as described further under the subheading of West Alignment.

The Site is currently vacant with no structures. The Parcel is subject to a Covenant to Restrict Use of Property – Environmental Restriction dated July 27, 2007. Per terms of the Covenant, certain uses and activities on the Parcel are prohibited due to the presence of low concentrations of constituents of concern in ground water. The restrictions prohibit certain uses for the Parcel including raising food, drilling for drinking water, extraction of ground water, schools for persons under 21 years of age, day care centers, residences, and hospitals for humans. The proposed use of the Site is consistent with uses allowed by the Covenant.

The proposed use is compatible with the surrounding area and will have little or no effect on environmental resources or local services given its location on a vacant Site, its unmanned operating profile, and proximity to existing infrastructure. When operating, the proposed use will not create emissions to air, will not require sanitary facilities, and will not require water except to maintain water efficient landscape to meet City requirements.

2.0 PURPOSE

The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project will interconnect to the CAISO grid at the nearby PG&E's Pittsburg Substation. Construction of the project will:

- Provide a new economic and reliable means of capturing and managing renewable energy;
- Provide economic benefit to the City of Pittsburg, Contra Costa County, the region, and the State, through construction jobs, property and sales taxes, and increased energy efficiency and reliability;
- Help stabilize the electric grid and increase the effectiveness of both conventional and renewable energy generation projects;
- Support the achievement of local, state and federal renewable energy goals; and
- Support State goals for energy storage.

3.0 PROJECT DESCRIPTION

3.1 Location

The Site is located on the south side of Willow Pass Road just west of the point where West 10th Street becomes Willow Pass Road (Figure 1). The Site is Parcel B of the overall 35 acre Parcel as shown in Attachment 1. Photographs of the Site are provided in Figure 2. Preliminary Design Drawings for the project are provided in Attachment 2.

3.2 Design

The batteries will absorb and discharge electrical energy from and to the PG&E-owned and California Independent System Operator-controlled power grid. Batteries will be housed inside the buildings secured in racks arranged in rows with aisles for access. The batteries will be connected in series and in parallel to provide the total energy storage capacity. A Relay and Communications (R&C) room will be provided in the buildings for automated monitoring and managing of the batteries to ensure design performance and system life

Power inverters, medium voltage transformers, and a small onsite electric substation with a transformer will be installed. Conductors in underground conduits will be used to connect the buildings, inverters and transformers. Bi-directional inverters will be used to convert between direct current (DC) power in the battery systems and alternating current (AC) power of the electric grid. Inverters will be outdoor-rated skid mounted systems with equipment in weatherproof enclosures. The preliminary design is for bi directional inverters rated at 480 volts (V) AC, one medium voltage transformer for each one or two inverters, and a high voltage transformer within the onsite substation. Final design will include value engineering and a different number of inverters and transformers may be used. The output from the medium voltage transformers will be aggregated and stepped up to 230 kV by the high voltage transformer at the onsite electric substation.

The substation area will be fenced (in accordance with high voltage electric code requirements) and will include the high voltage transformer, switchgear and an approximately 24-foot wide x 50-

foot high H-frame structure with switches, lightning arrestors and metering equipment. The onsite substation will be connected to the existing PG&E Pittsburg Substation to the north via an overhead 230 kV electric tie-line. The electric tie-line will be constructed, owned and operated by the Applicant or other appropriate entity to a point of change in ownership (POCO) located just outside the Pittsburg Substation. Improvements within the Pittsburg Substation and between the Pittsburg Substation and the POCO will be installed by PG&E, and are within the scope of the environmental review to be conducted by the City.

The facility will be designed and constructed to comply with all applicable codes in effect in the City at the time of building permit submission. Each battery module is a sealed finished UL listed article installed as a component in device (battery rack) containing integrated safety systems to actively monitor electrical current, voltage and temperature to optimize performance, mitigate potential failures, and prevent upset. Batteries performing out of specification will be immediately taken off line by the automated monitoring system. There is no venting or release from the individual cells, cell packs, or casings and the batteries are not opened for use, maintenance, or other purposes. The buildings will be outfitted with fire suppression equipment to meet or exceed applicable fire safety codes and standards. The fire protection plan will include prevention, suppression, isolation methods and materials. At a minimum, this will include: smoke/fire detection sensors; ground fault detection, alarms, and systems for automatic shutdown of all cooling fans and opening of electrical contacts in the battery system; and systems for automatic release of a fire suppression agent appropriate to the battery technology. Typically, such systems use a clean fire suppression agent such as DuPont's FE-25, FM-200, or 3M's Novek 1230, designed specifically for electrical installations to reduce damage to uninvolved equipment. Water sprinkler or mist systems will also be provided as required by the fire code.

The project is designed consistent with low impact development standards and the Contra Costa Clean Water Program Stormwater C.3 Guidebook storm water management requirements. Impermeable surfaces are minimized and include building footprints and concrete pads for the substation and other outdoor electrical equipment. With the exception of landscaping to meet City requirements, other surfaces will be graveled including the onsite driveways since use will be infrequent. The driveways will be constructed with compacted Class 2 gravel surfacing over a compacted subgrade to provide all-weather passage and support for a 74,000 pound load capacity in accordance with Contra Costa County Fire Protection District requirements. No designated parking places are included in the design since the facility is unoccupied and there is existing parking in the Empire Business Park complex as well as space for parking on-site. Outside of the onsite driveways, areas not covered by the buildings or equipment pads will be surfaced with gravel (e.g., ¾-inch drain rock) that will provide for some storm water detention and infiltration.

Sidewalk, curb and gutter exist at the site frontage. Parcel 085-280-010 has an existing paved driveway from Willow Pass Road that will be used by the project. Water-efficient landscaping will be put in place where not already present in accordance with the City landscaping requirements. A Conceptual Landscape Plan is provided in the Preliminary Site Plans in Attachment 2. Landscape water will be obtained from the existing landscape water supply system or a new tie-in to the City water main located in Willow Pass Road. No signage is proposed for the building frontage or site perimeter except the address number. Inside the secured site

perimeter, signage will be provided in accordance with OSHA requirements and other relevant regulatory requirements.

Conceptual architectural renderings are provided in the Preliminary Site Plans in Attachment 2. The architectural design theme is to compliment and be compatible with the existing character of the neighboring industrial buildings. The established buildings in the area are low profile light industrial building types using cementitious and metallic exterior materials. The color palette for the large footprint buildings is in the warm beige range. The proposed architectural design is shown in Sheets A-1 through A-4 of the Preliminary Site Plans and uses tilt-up concrete construction for exterior walls to complement the existing architectural character of neighboring buildings, with colors complimentary to the adjacent buildings. To give a visual and textural interest to the building elevations facing the street, application of a darker beige metal cladding is proposed, complementing the use of metal in the adjacent buildings. The application of exposed roof drainage systems and reveals along the exterior walls provide visual relief and break up the wall surface to smaller modules. Projecting shade elements are included along the street frontage walls above the exterior doors to provide not only shading but also interest as the sun casts shadows along the walls.

Sheet A-5 introduces an alternate design for the buildings. The alternate design would utilize steel framed construction on the exterior walls with metal cladding. The design's vertical recess elements provide for visual relief and reduces the length appearance of the buildings. The Applicant is seeking approval for either architectural scheme, which will allow flexibility as the project further develops.

3.3 Tie-line Routing

The area between the Site and the Pittsburg Substation is extensively developed and industrial and utility infrastructure including bulk fuel oil tanks, railroad alignments, drainage and flood control features, underground gas pipelines, roadways, numerous underground and overhead high voltage electric lines, and other infrastructure. The existing facilities influence feasible routes. Three feasible preliminary alternative tie-line routes have been identified: a) west of the fuel oil tank farm, b) along an existing NRG access road through the fuel oil tank farm, and c) east of the fuel oil tank farm. The routes are described below and are shown in Figure 3. The preliminary tie-line pole locations are provided in Figure 3. Based on preliminary engineering, the poles will be approximately 77 to 95 feet high as shown in Sheet C-9 of the Preliminary Site Plans.

West Alignment

Using this route, the tie-line would extend along the south side of Willow Pass Road approximately 2,000 feet, cross under a series of existing PG&E high voltage lines, then turn north to cross Willow Pass Road and extend approximately 2,100 feet, and then turn northeast and extend approximately 2,500 feet to the POCO. The length of this route is approximately 6,700 feet. This route would require approximately 8 poles and would cross under seven existing PG&E transmission lines. This alignment is outside of the HCP/NCCP area between Willow Pass Road and the point approximately 300 feet southwest of the POI. Use of this alignment may require some surface preparation, or stabilization of existing access routes, to provide access to tie-line structures for construction and maintenance. This alignment is within the East Contra Costa

County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area only where it is located south of Willow Pass Road.

Middle Alignment

Using this route the tie-line would cross Willow Pass Road directly north of the on-site substation and then turn east and extend approximately 550' feet along the north side of Willow Pass Road before turning north and extending along the west side of the existing NRG access road approximately 3,200 feet to the POCO. The length of this route is approximately 3,800 feet. This route would require approximately 12 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

East Alignment

This route is the same as the Middle Alignment except that after extending approximately 800 feet north along the NRG access road it would turn east and follow an existing drainage ditch approximately 1,400, then turn north for approximately 1,000 feet, then turn west approximately 1,400 feet, and then turn northwest approximately 1,200 feet crossing under the existing PG&E transmission lines just outside the Pittsburg Substation to the POCO. The length of this route is approximately 5,800 feet. This route would require approximately 16 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

The Applicant is requesting approval to develop the project using any of the alignments, subject to revisions as may be approved by the Planning Manager.

3.4 Construction

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including stormwater controls and landscaping. Construction staging will occur onsite. Construction may be phased in response to market demands. If phased, project improvements essential for the entire site such as the connection to the City stormwater system, as the onsite substation, and the electric tie-line, will be installed in the initial phase. A phasing plan is included in Sheet C-11 of the Preliminary Site Plans. In general, if phased, a building and related systems would be installed in the initial phase while installation of subsequent building space and related systems would be deferred to a subsequent phase or phases as shown in the table below:

PHASING PLAN	
<u>Initial Phase</u>	<u>Subsequent Phase(s)</u>
Initial Phase Site Prep/Grading, Civil, Drainage	Phase related Site Prep/Grading Civil, Drainage
Onsite Substation & HV Electrical	Subsequent Building Space
Initial Building	Batteries & Associated Systems
Batteries & Associated Systems	Inverter Pads, Equipment & Connections
Inverter Pads, Equipment & Connections	
Electric Tie-Line	

The majority of the Site is currently covered with several feet or more of fill dirt and will be graded to be relatively flat-lying with drainage toward the north and east. Final grading plans will be subject to approval by the City. Grading quantities are provided on Sheet C-1 of the Preliminary Site Plans. Class 2 aggregate will be imported to the Site for surfacing the driveways. Crushed rock gravel will be imported for surfacing outside the building and driveway footprints and for building pad preparation.

It is estimated that Site grading and preparation will require the following equipment:

TYPE	QUANTITY
Bulldozer (e.g., CAT D7)	1
Grader (e.g., CAT D7)	1
Scraper (15-30 CY)	2
Water Truck (3,000- 5,000 gal)	1
Self-Propelled Compactor	1
Dump Truck	1
Tractor/Loader/Backhoe (e.g., Case 590)	1
Bobcat	1

Water may be used during construction if needed for dust control and compaction. A non-toxic dust palliative may also be used. If needed, water will be obtained from the City water supply via an existing hydrant on the Parcel or on the Site frontage of Willow Pass Road. Sanitary facilities during construction will be provided by portable self-contained units maintained by a licensed contractor.

Project construction will implement the following measures to control dust emissions during construction in accordance with Bay Area Air Quality Management District requirements:

- Exposed soil areas will be watered two times per day when needed to control dust emissions;
- Haul trucks transporting soil, sand or other loose material offsite will be covered;
- Best Management Practices (BMPs) will be implemented to minimize track-out onto adjacent public streets;
- A 15 mile per hour speed limit will be used for roadways until stabilized with gravel or other treatment to minimize dust; and
- Disturbed surfaces will be stabilized as soon as practical.

Construction is expected to generate up to an estimated 75 construction jobs during peak construction periods. Deliveries of equipment and materials will generate an estimated 5 round trips per day during peak construction periods that will occur throughout the day. Construction wages will contribute to the local and regional economy through direct income, spending and taxes.

The City operates a 10-inch diameter water main located in the westbound lane of Willow Pass Road (personal communication, Hilario Mata, Assistant Director of Public Works, June 23, 2017). Project construction will include a tie-in to the water main if the water supply for landscaping

cannot be obtained from existing infrastructure on the Parcel (e.g., if a separate parcel is created by subdivision, lot line adjustment or parcel map waiver).

Table 1A and 1B, respectively, summarize land areas and habitat types that could be disturbed by project development during construction and long-term. The Applicant is applying for coverage under the HCP/NCCP and will comply with requirements of the HCP/NCCP as applicable including pre-construction surveys. Planning Level Surveys under the HCP/NCCP have been completed on the Site. Tie-line routes north of Willow Pass Road have been surveyed from the public ROW due to access limitations and further studied using high-resolution aerial imagery. If construction is initiated during bird nesting season (February 1 – August 31), a preconstruction nesting bird survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an active nest is located, then a qualified biologist will establish a nest buffer surrounding the active nest. Work will not occur in the buffer area until the biologist determines the nest is inactive. The extent of the nest buffers will be based on consideration of the anticipated levels of noise or disturbance, ambient levels of noise and other disturbances, species present, and topographic or other barriers. If construction is halted for more than 14 days, then a nesting bird survey will be completed within 14 days prior to re-initiating of construction work. Pre-construction surveys for protected raptors will also be completed prior to construction in accordance with requirements of the HCP/NCCP.

Results of a biological resources survey conducted for the project indicates that burrowing owl habit does not occur on the project Site. However, because burrowing owl habitat can occur in disturbed and developed areas, it is possible that burrowing owl could move into the area prior to construction. Therefore, in an abundance of caution, a burrowing owl survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an occupied burrow is observed within or adjacent to the Site during the nesting season (February 1- August 31) and is determined to contain an active nest, then a buffer will be established surrounding the nest in accordance with CDFW's 2012 *Staff report on Burrowing Owl Mitigation*. No work will occur in the buffer area until the nest is determined to be inactive by a qualified biologist. If occupied burrows are observed within or adjacent to the Site during the non-nesting season (September 1- January 31) or if an occupied burrow is determined to not be a nest burrow during the nesting season, then a buffer will be established around the burrow by a qualified biologist in accordance with CDFW guidelines. If an occupied burrow cannot be avoided (i.e., is within the limits of disturbance), a burrowing owl exclusion plan will be written and submitted to CDFW for approval of passive relocation procedures.

Tie-Line Construction

If the selected alignment is not covered by HCP, then to the extent necessary, studies would be completed to develop a construction plan that would to the greatest extent possible minimize impacts to wetlands (if any). For example, tie-line structures would be placed to avoid wetlands where possible, and needed access routes would be aligned to utilize existing access routes where possible. Based on the surface disturbance estimates shown in Table 1B the total permanent disturbance to presumed wetlands if the West Alignment is used would be less than 0.5 acre so the project would use USACE Nationwide Permit No. 12 for utility infrastructure if it is determined that federally jurisdictional wetlands cannot be practically avoided. Nationwide Permit No. 12 also provides for temporary surface disturbance needed during construction. Coverage under the

Nationwide Permit No. 12 requires a Section 401 water quality certification from the RWQCB. In addition, approval from the California Department of Fish and Wildlife under Section 1600 of the Fish and Game Code may also be required if the West Alignment is used.

3.5 Stabilization of Temporary Disturbances

Disturbed surfaces on the site that are not covered by buildings, equipment or roads will be stabilized with crushed rock as well as landscaping at the site perimeter to meet City requirements. Temporary disturbances from tie-line construction will be stabilized as soon as practical by returning the ground surface to a condition approximating pre-project conditions. Temporary disturbances in Annual Grassland habitat will be stabilize by reseeding with a seed mix subject to approval by the City.

3.6 Operations

The facility will operate year-round and will be available to receive or deliver energy 24 hours a day, 365 days a year. The Site will be secured with a chain link fencing. Existing chain link fencing that occurs on the Site frontage will be repaired or replaced where needed, and new fencing will be installed at the Site perimeter where fencing does not currently exist. The Site will be equipped with security cameras that will be monitored remotely and with alarms and other security as needed. Landscaping will include water-efficient trees, shrubs and groundcover that will provide aesthetics for views from Willow Pass Road. Existing trees and landscaping along the driveway east of the Site (See Figure 2) will provide visual screening between the project and residences to the east. At the west edge of the site, landscaping along the edge of the existing driveway will include trees and ground cover to mirror the existing landscaping on the opposite (offsite) edge of the driveway. Because the facility will be unattended with little vehicle traffic, the Site gates will be designed to be opened and locked manually. The electrical equipment, heating, ventilation, air conditioning, fire protection systems, and security will be automated and monitored remotely. The Site will be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Periodically, batteries and various components will be replaced or renewed to ensure optimal operation.

The facility will operate without emissions to air or water. Except for landscape watering to meet City requirements, the facility will use no water. Because the facility will not be manned, no office, break room, sanitary facilities or potable water will be needed. Motion-activated lighting may be used where needed for safety or security such as at access gates and doorways to buildings. If used, lighting would be directed downward and shielded to minimize visibility from offsite.

Storm water treatment in accordance with City requirements will be provided by gravel yard surfacing and bioretention swales as shown in the Preliminary Design Drawings. Outdoor equipment will be sealed or enclosed and will not affect storm water quality.

Outdoor electrical equipment, cooling fans, and HVAC systems will generate low levels of noise during routine operations. Noise levels will be compatible with surrounding land uses and below levels that would conflict with the City's Noise Ordinance (Noise Ordinance Section 9.44.010). The closest sensitive noise receptors are residences located east of the Site. The project is designed with a building at the eastern side that will block electrical equipment noise to these residential

receptors. The facility will be designed comply with the City noise standards as described in the City's General Plan at Section 12, Noise.

At the end of battery life, battery modules will be removed from the battery racks and returned to the manufacturer or their approved recycling partner(s) for dismantling, material processing and recovery. Other waste from Site maintenance will be removed from the Site as part of maintenance work and managed in accordance with applicable regulations. Oil in oil-filled transformers is not routinely handled. Oil filled equipment is operated normally closed and sealed. On infrequent occasions, oil in oil-filled electrical equipment may require filtering or replacement if it becomes contaminated. If oil from oil-filled equipment needs to be replaced, the used oil would be recycled at a licensed offsite recycler.

4.0 PROJECT SCHEDULE

Construction of Phase I (or the complete project if all Phases were constructed concurrently) will be scheduled to begin after receipt of requisite permits and is expected to take approximately 6 - 12 months.

5.0 APPLICANT

The Applicant is Diablo Energy Storage, LLC, a company formed for the sole purpose of developing the project and wholly owned by LSP Generation Holdings, LLC. LSP Generation Holdings, LLC is part of the LS Power Group (LS Power), a privately held, leading independent energy development firm established in 1990 employing approximately 150 professionals. LS Power is well regarded in the development and financial community and in the past 10 years has raised over \$17 billion of capital for investments in the energy sector including electric generation, storage, and transmission assets. More information can be found at www.lspower.com.

TABLE 1A
SUMMARY OF TOTAL DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE
(TOTAL SHORT-TERM PLUS LONG TERM DISTURBANCES)

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.49	0.45	Annual Grassland	3 pole sites x 3,500 sf ea. in HCP/NCCP area 2 stringing sites x 1000 sf ea. in HCP/NCCP area - Access 10' x 900' in HCP/NCCP area 2 pole sites x 3,500 sf ea. out HCP/NCCP area - Access 10' x 1000' out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)⁽¹⁾
		1.47	Wetland ⁽²⁾	1 or 2 pole sites totaling up to 20,000 sf⁽³⁾ 2 stringing sites 1,000 sf ea. - Access 12' x 1000' - Contingency Access 12' x 1,500⁽⁴⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea⁽¹⁾
East Alignment	0.21	--	Urban	13 pole sites x 700 sf each⁽¹⁾

⁽¹⁾ Stringing sites, construction work areas and long-term access that may be used in urban areas not requiring clearing or surface improvement are not included in this table since there would be no ground disturbance. Ground disturbance for poles in urban habitat is estimated based on 15' radius around the pole center point.

⁽²⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽³⁾ Estimate allows for contingency for final design to determine minimum safe working area at each pole and for jurisdictional wetland conditions to be confirmed by delineation at one or two poles.

⁽⁴⁾ Contingency for possible temporary access between tie-line structures B and C if a helicopter is not used for stringing.

TABLE 1B
SUMMARY OF LONG-TERM DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.05	0.32	Annual Grassland	3 pole sites x 700 sf ea. in HCP/NCCP area 2 pole sites x 700 sf ea. out of HCP/NCCP area - Access 10' x 1,250 out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)
		0.38	Wetland ⁽¹⁾	1 or 2 pole sites x 700 sf ea. - Access 12' x 1000' - Contingency Access 12' x 250'⁽²⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea
East Alignment	0.21	--	Urban	13 pole sites x 700 sf ea

⁽¹⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽²⁾ Contingency in the event that the vegetated portion of the long term access route to Pole C is found to be wetlands instead of grassland.



\\Sanfran-fs1\gis\GIS_LB\Diablo_Energy_Storage.mxd\Figure 1 Project Location.mxd

Legend

Diablo Energy, LLC Site

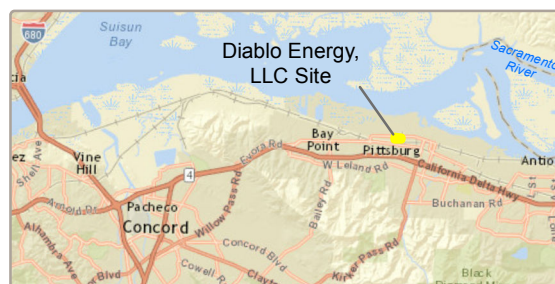


Figure 1: Project Location
Diablo Energy, LLC

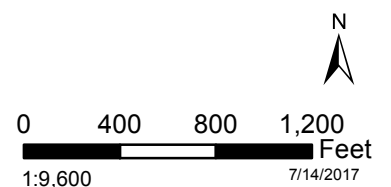


Figure 2: Site Photographs



1) Looking east from west end of the Site.

2) Looking north along the driveway just east of the Site.



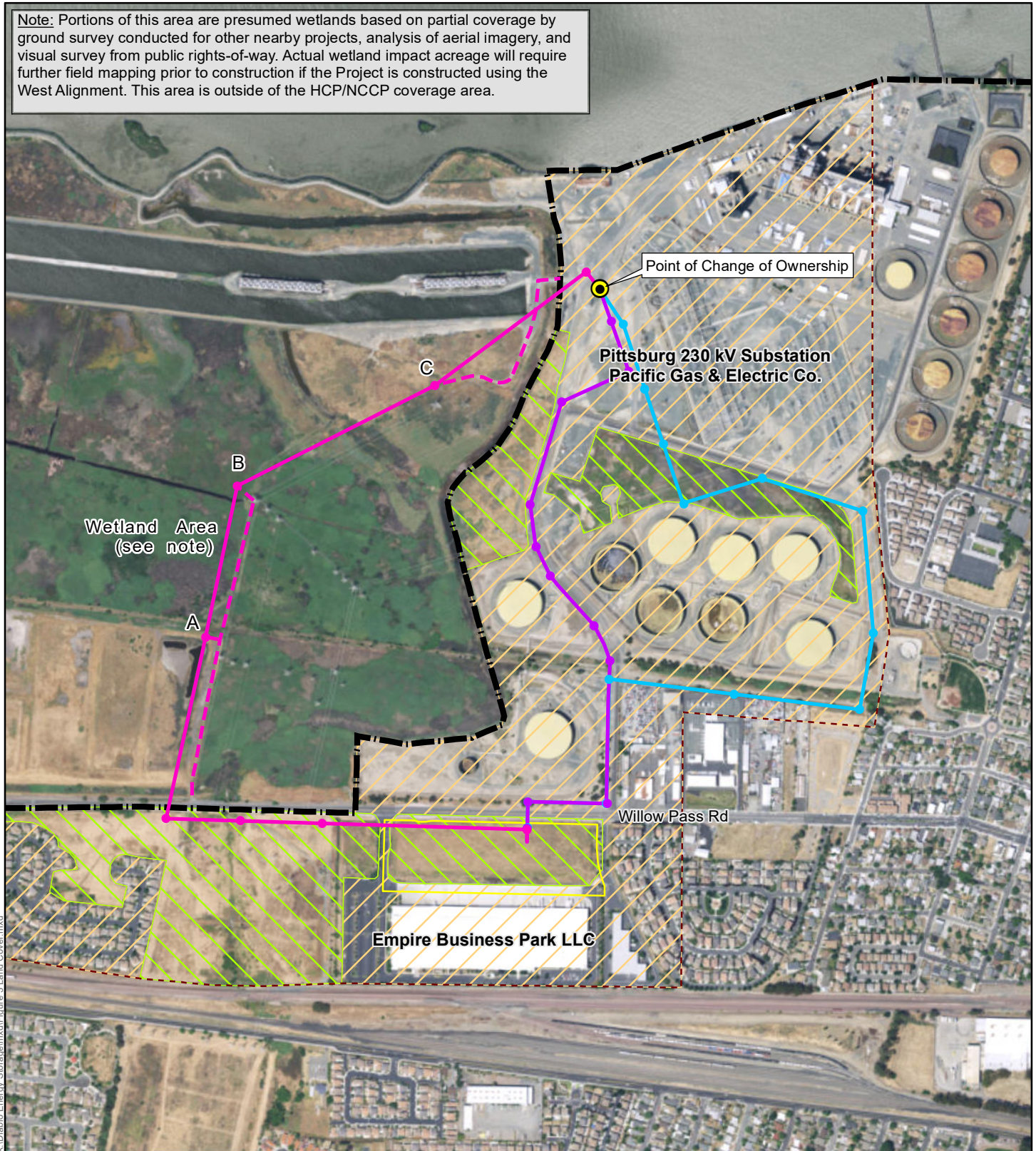


3) Looking east on the northern end of the Site.

4) Looking west from the side of the Site.



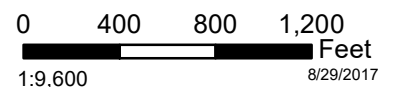
Note: Portions of this area are presumed wetlands based on partial coverage by ground survey conducted for other nearby projects, analysis of aerial imagery, and visual survey from public rights-of-way. Actual wetland impact acreage will require further field mapping prior to construction if the Project is constructed using the West Alignment. This area is outside of the HCP/NCCP coverage area.



Legend

- | | |
|---------------------------|---------------------------------|
| Project Site | Preliminary Structure Locations |
| West Alignment | Preliminary Access Route |
| Middle Alignment | Annual Grassland |
| East Alignment | Urban |
| Limits of Project Mapping | |
| HCP Inventory Area | |

Figure 3: Land Cover Map
Diablo Energy Storage, LLC

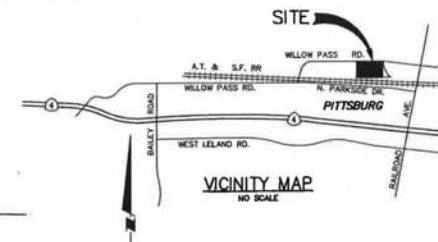
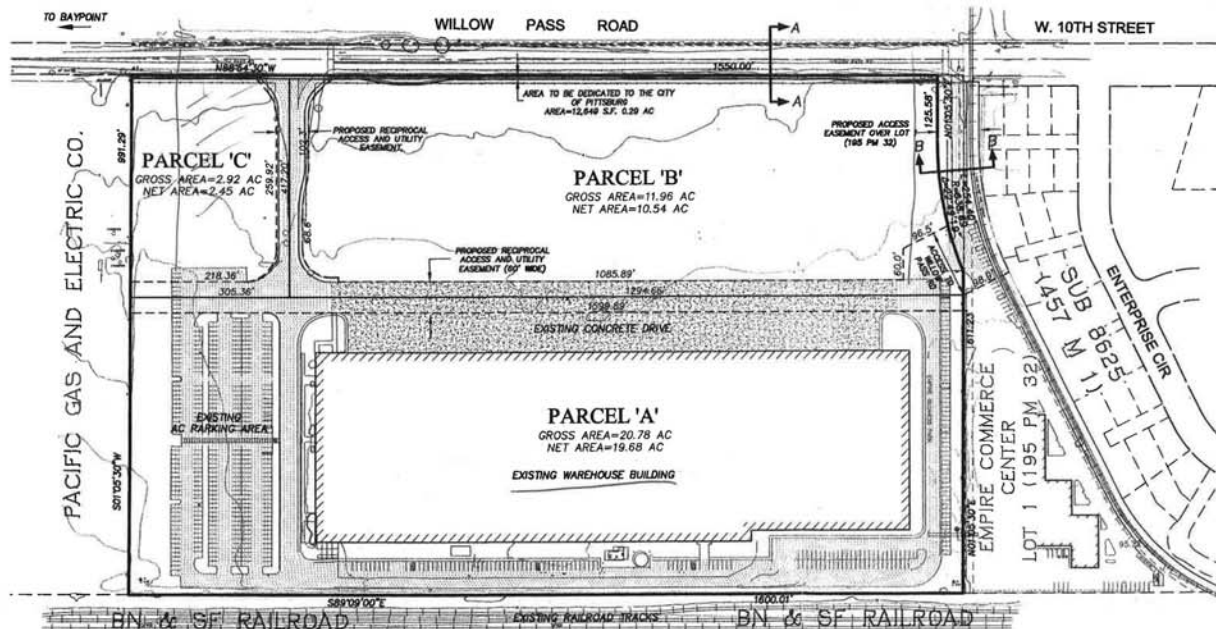


Attachment 1
Tentative Parcel Map

"EMPIRE BUSINESS PARK"

CITY OF PITTSBURG
CONTRA COSTA COUNTY, CALIFORNIA
SCALE: 1" = 100' OCTOBER 2008

PACIFIC GAS AND ELECTRIC CO.

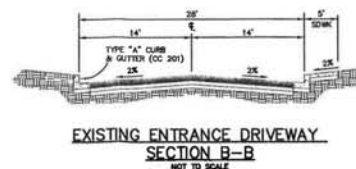
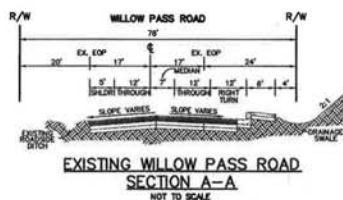


PROJECT SUMMARY

- | | |
|--------------------------|--|
| 1. OWNER & DEVELOPER: | DOH & LONNE CARR
C/O DAVIS & ASSOCIATES
701 WILLOW PASS ROAD
PITTSBURGH, CA 94508
(925) 432-4714 |
| 2. ENGINEER: | HASKONE & ASSOCIATES, INC.
2250 TORONADO VALLEY ROAD &
WILLOW CREEK, CA 94508
(925) 437-8355 |
| 3. PROPERTY ADDRESS: | 701 & 753 WILLOW PASS RD. |
| 4. WATER SUPPLY: | CITY OF PITTSBURGH |
| 5. SEWER SERVICE: | CITY OF PITTSBURGH |
| 6. POWER: | PGE |
| 7. PHONE SERVICE: | AT&T |
| 8. CONTOURS: | 1' CONTOURS |
| 9. ASSESSORS PARCEL NO.: | APNs 080-080-000 |
| 10. TOTAL AREA (GROSS) | 30.80 ACRES |
| 11. 3 PARCELS PROPOSED | |
| PARCEL A=18.88 AC | |
| PARCEL A=10.58 AC | |
| PARCEL A=1.34 AC | |

LEGEND

PROPOSED	ITEM
	PROJECT BOUNDARY
	RIGHT-OF-WAY LINES
	PROPERTY LINES
	EASEMENT LINES
	EXISTING BUILDING
	PAVEMENT
	CONCRETE



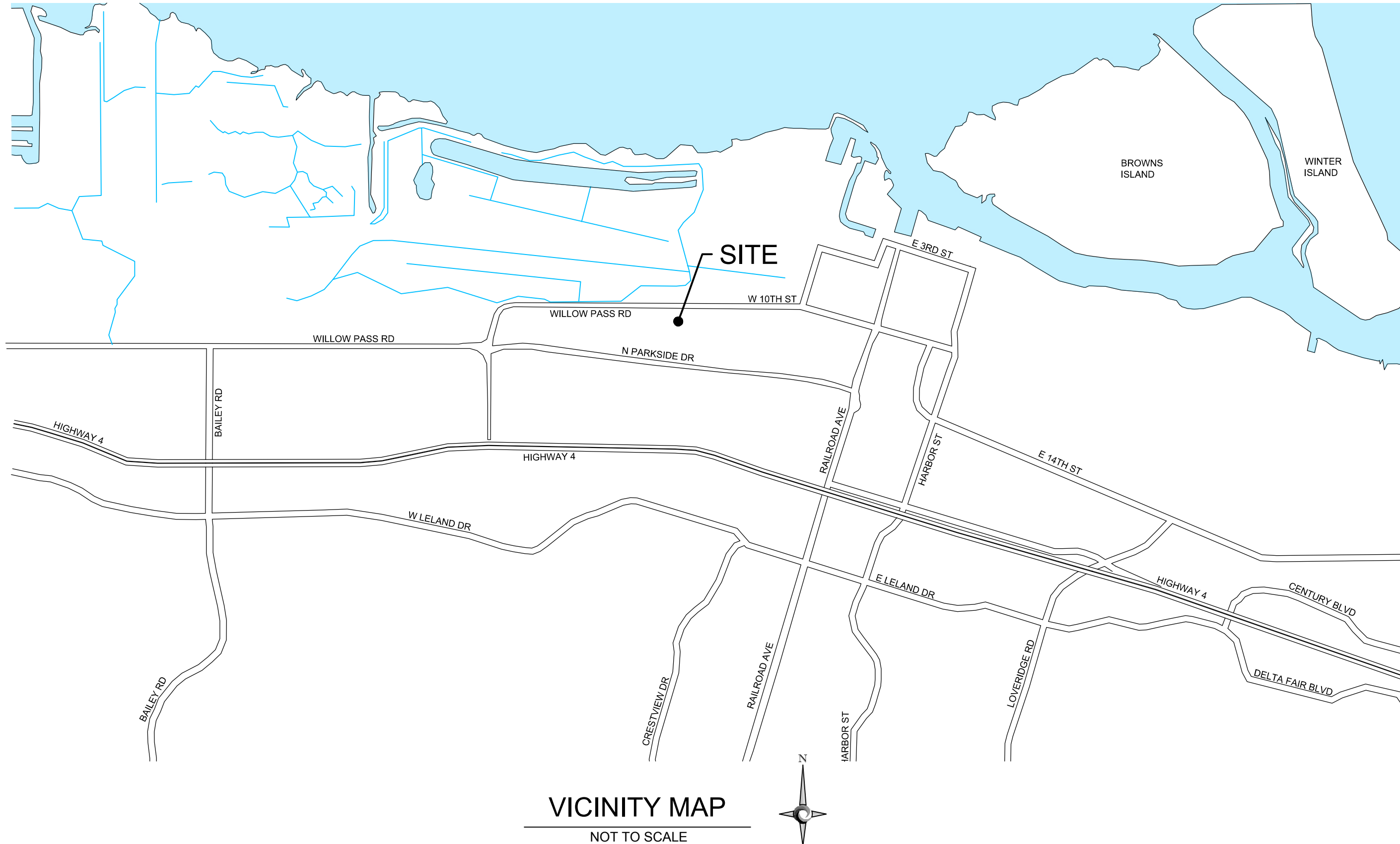
SUBDIVISION MS EMPIRE BUSINESS PARK
TENTATIVE MAP
 PITTSBURGH CONTRA COSTA COUNTY CALIFORNIA
Isakson & Assoc. Inc.
 civil engineering land surveying
 2255 Yosemite Valley Road, Suite 200 Walnut Creek, CA, 94598 Phone: (925) 837-8333

Attachment 2
Preliminary Site Plans

PRELIMINARY SITE PLANS

DIABLO ENERGY STORAGE

PITTSBURG, CALIFORNIA



LEGEND

- | | | | | | |
|--|--|--|----------------------------------|----------------|---|
| | EXISTING PROPERTY BOUNDARY | | LIMITS OF GRADING AREA | <i>(E)</i> | EXISTING |
| | PROPOSED PROPERTY BOUNDARY | | EXISTING FIRE HYDRANT | <i>SL</i> | STREET LIGHT |
| | EXISTING EASEMENT | | EXISTING STREET LIGHT | <i>FH</i> | FIRE HYDRANT |
| | PROPOSED EASEMENT | | EXISTING MONITORING WELL | <i>DI</i> | STORM DRAIN INLET |
| | EXISTING TOPOGRAPHIC CONTOUR (1-FT INTERVAL) | | EXISTING DRAIN INLET | <i>PIV/FDC</i> | POST INDICATOR VALVE / FIRE DEPARTMENT CONNECTION |
| | EXISTING TOPOGRAPHIC CONTOUR (5-FT INTERVAL) | | EXISTING MANHOLE | <i>WM</i> | WATER METER |
| | PROPOSED TOPOGRAPHIC CONTOUR (1-FT INTERVAL) | | PROPOSED POWER POLE | <i>ELECT</i> | ELECTRICAL |
| | EXISTING SEWER LINE | | PROPOSED STORMWATER PIPE | <i>JT</i> | JOINT TRENCH LINES |
| | EXISTING CHAIN LINK FENCE | | PROPOSED DITCH (FLOWLINE) | <i>OH</i> | OVERHEAD LINES |
| | EXISTING OVERHEAD ELECTRICAL | | PROPOSED SHEET FLOW | <i>SSMH</i> | SANITARY SEWER MANHOLE |
| | EXISTING COMMUNICATION LINE | | SLOPE AND DIRECTION | | |
| | PROPOSED CHAIN LINK FENCE | | EXISTING ASPHALT CONCRETE | | |
| | PROPOSED ELECTRIC LINE | | EXISTING CONCRETE SURFACE | | |
| | | | PROPOSED CLASS II AGGREGATE BASE | | |
| | | | PROPOSED BIORETENTION BMP | | |
| | | | FMEA FLOOD ZONE AE | | |
| | | | FEMA FLOOD ZONE X (HATCHED) | | |

PROPERTY OWNERS

EMPIRE BUSINESS PARK, LLC
1500 3RD STREET #C
NAPA, CA 94559
PH: 707-255-6540

ENGINEER/CONSULTANT

TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
JSTENGER@TRCSOLUTIONS.COM

DESCRIPTION

THESE PRELIMINARY PLANS INVOLVE THE DEVELOPMENT OF SINGLE-STORY BUILDING SPACE FOR HOUSING BATTERIES AND CONTROL EQUIPMENT, AND ANCILLARY EQUIPMENT INCLUDING INVERTERS AND TRANSFORMERS, AN ELECTRIC SUBSTATION AND ELECTRIC LINES TO THE EXISTING PG&E PITTSBURG SUBSTATION. THE FACILITY WILL BE UNOCCUPIED AND IS DESIGNED FOR FULL REMOTE OPERATION. BECAUSE THE FACILITY WILL NOT BE OCCUPIED, NO POTABLE WATER SYSTEM OR SANITARY SYSTEM IS PROPOSED. NO EXTERIOR LIGHTING IS PROPOSED. EXISTING DRIVEWAY AND PARKING WILL BE USED. THERE WILL BE ROOM FOR PARKING ONSITE FOR OCCASIONAL SITE VISITS.

SITE INFORMATION

STREET ADDRESS:	701 WILLOW
ASSESSOR'S PARCEL NUMBER:	085-280-010
ZONING:	INDUSTRIAL
BUILDING SQUARE FOOTAGE:	(3) 62,000 SF
TOTAL BUILDING SQUARE FOOTAGE:	186,000 SF
PROPOSED LOT AREA (GROSS):	11.85 AC
PROPOSED LOT AREA (NET):	10.44 AC
LOT COVERAGE (EACH BUILDING):	13.33%
LOT COVERAGE (TOTAL):	40%
FLOOR AREA RATIO:	0.40
PERCENT OF LANDSCAPE COVERAGE:	17%
NUMBER OF PROPOSED PARKING:	0
DISTURBED AREA (GRASSLAND AND BARE SOIL):	10.73 AC
DISTURBED AREA (GRASSLAND):	10.41 AC
DISTURBED AREA (BARE SOIL):	0.32 AC
EXISTING IMPERVIOUS AREA:	0 SF
PROPOSED IMPERVIOUS AREA:	205,044 SF

DRAWING SCHEDULE

- | | |
|------|---|
| C-1 | COVER SHEET |
| C-2 | EXISTING BOUNDARIES, EASEMENTS AND FLOODING |
| C-3 | PROPOSED BOUNDARIES AND EASEMENTS |
| C-4 | EXISTING TOPOGRAPHY |
| C-5 | CONCEPTUAL GRADING PLAN |
| C-6 | CONCEPTUAL SITE PLAN |
| C-7 | CONCEPTUAL DRAINAGE PLAN |
| C-8 | CONCEPTUAL LANDSCAPING PLAN |
| C-9 | ELECTRICAL DETAILS |
| C-10 | ROAD, DRAINAGE AND FENCE DETAILS |
| C-11 | CONSTRUCTION PHASING |
| A-1 | TYP. FLOOR PLAN BUILDING 1-2-3 |
| A-2 | ROOF PLAN - BUILDING 1-2-3 |
| A-3 | BUILDING SECTIONS |
| A-4 | EXTERIOR ELEVATIONS |
| A-5 | EXTERIOR ELEVATIONS ALTERNATE |

EARTHWORK QUANTITIES

LIMITS OF GRADING: 8.64 AC		
	CUT	FILL
WESTERN BUILDING PAD	1600 CY	2050 CY
CENTRAL BUILDING PAD	1900 CY	2400 CY
EASTERN BUILDING PAD	3300 CY	2800 CY
SUBSTATION PAD	450 CY	875 CY
ROADWAY	1175 CY	275 CY
STORMWATER BMP	845 CY	45 CY
NET CUT (ONSITE):	825 CY	
CLASS II AGG. BASE IMPORT	990 CY	
BIORETENTION MEDIA IMPORT	770 CY	

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

COVER SHEET

DIABLO ENERGY STORAGE
APN 085-280-010
1 WILLOW PASS ROAD, PITTSBURG,

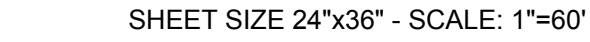
OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPKINSON ROAD SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5250

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jsteniger@trcsolutions.com

SHEET NO. C-1

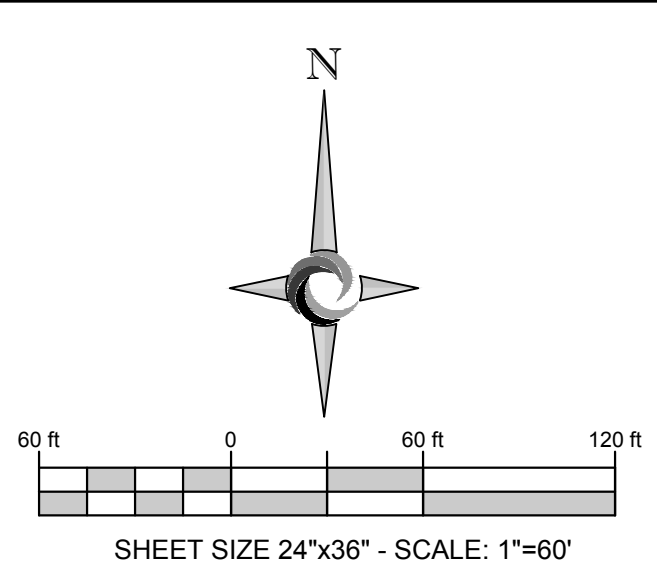
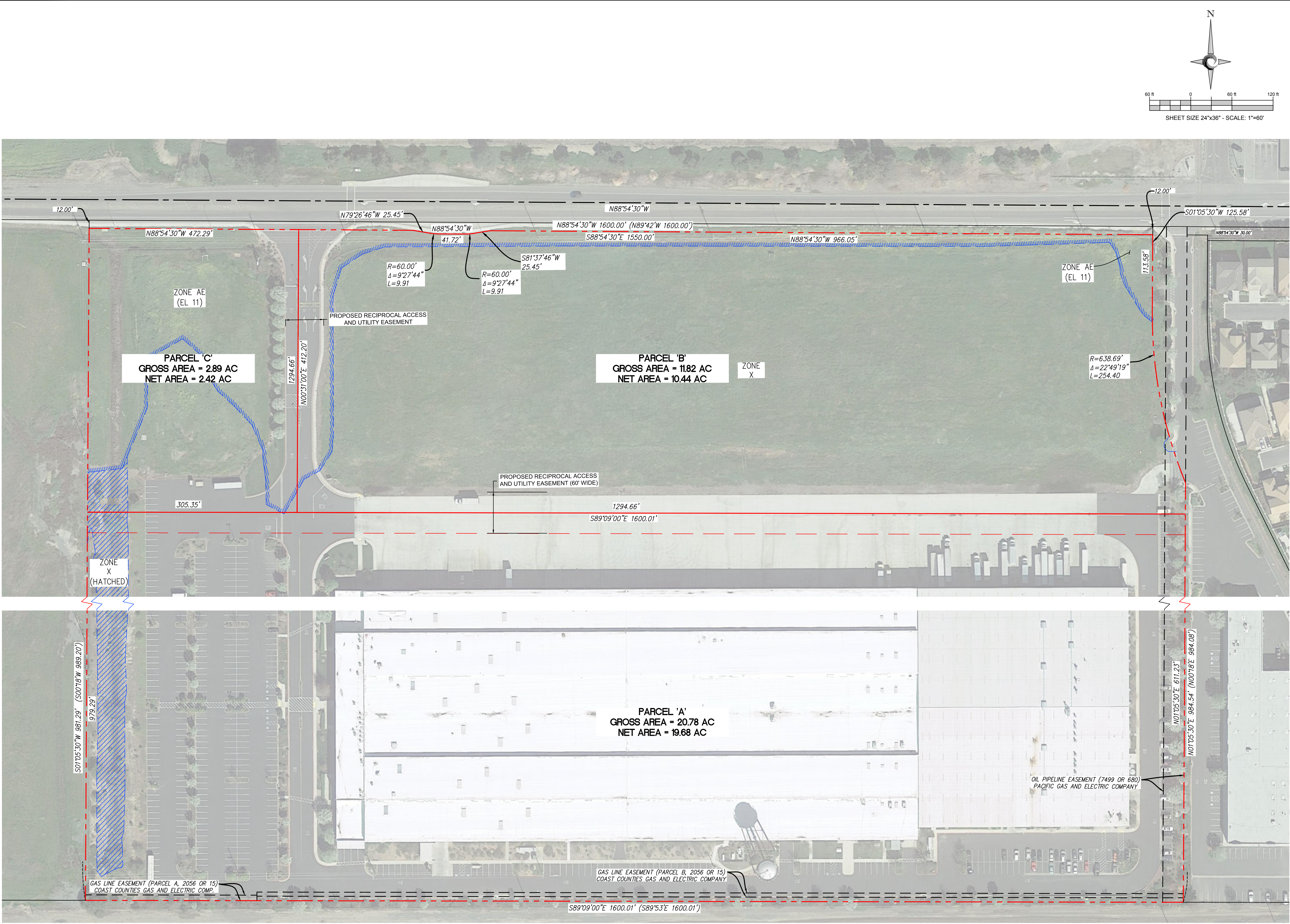
TRC
Engineering and Construction Solutions

1. INFORMATION SHOWN ON THIS SHEET IS BASED ON THE ALTA / NPSLS LAND TITLE SURVEY PREPARED BY RUGGERI-JENSEN-AZAR DATED APRIL 20, 2017.
2. PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR CONTRA COSTA COUNTY, CALIFORNIA AND INCORPORATED AREA, MAP NUMBER 060130C019G, MAP REVISION SEPTEMBER 30, 2015, THE SUBJECT PROPERTY IS WITHIN ONE (1) MILE OF SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATION OR DEPTH; ZONE X (HATCHED) - SPECIAL FLOOD HAZARD AREAS, 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE; AND ZONE X - OTHER AREAS, AREAS OF MINIMAL FLOOD HAZARD.



TITLE:	EXISTING BOUNDARIES, EASEMENTS AND FLOODING
PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:	ENGINEER:
DIABLO ENERGY STORAGE, LLC 5000 HOPKARD ROAD SUITE #480 PLEASANTON, CA 94588 PH: 925-201-5240 FAX: 925-521-5220	TRC SOLUTIONS, INC. 17911 VON KARMAN AVENUE, SUITE 400 IRVINE, CA 92614 PH: 949-697-7169 jaleriga@trcsolutions.com
SHEET NO.	 TRC <i>Results you can rely on</i>
C-2	



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TITLE:
**PROPOSED BOUNDARIES
AND EASEMENTS**

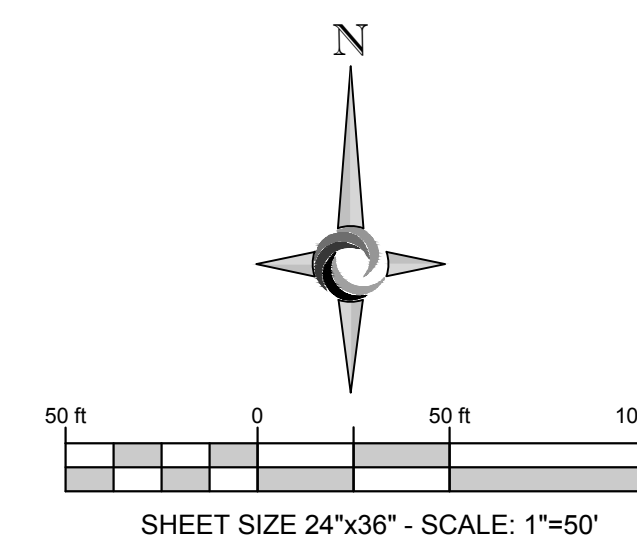
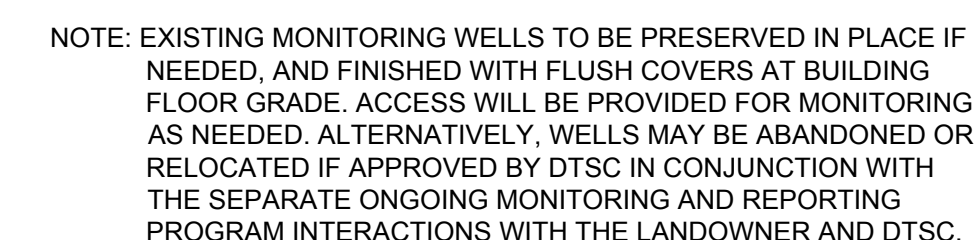
PROJECT:
DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:
DIABLO ENERGY STORAGE LLC
5000 HOPKINS ROAD SUITE 4400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
PLEASANTON, CA 94584
PH: 949-697-7169
jplenge@trcsolutions.com

Results you can rely on

SHEET NO. **C-3**

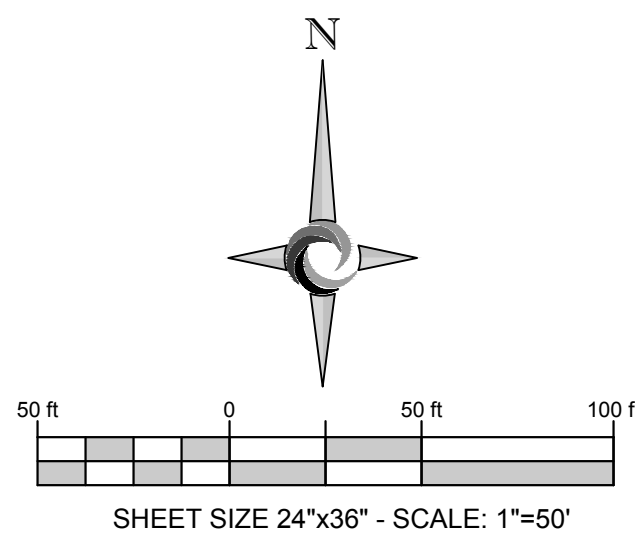


Results you can rely on

C-5

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURGH	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.



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1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

CONCEPTUAL SITE PLAN

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

TITLE:

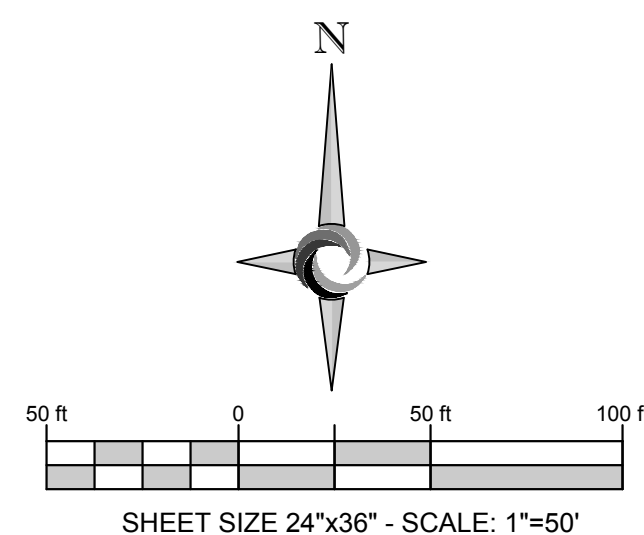
PROJECT:

ENGINEER: TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jstenger@trcsolutions.com

OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPYARD ROAD SUITE #480
DUEASANTON CA 94599

SHEET NO. C-6





OWNER/APPLICANT:

DUALB ENERGY STORAGE, LLC
5200 HOPKIN ROAD, SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

ENGINEER:

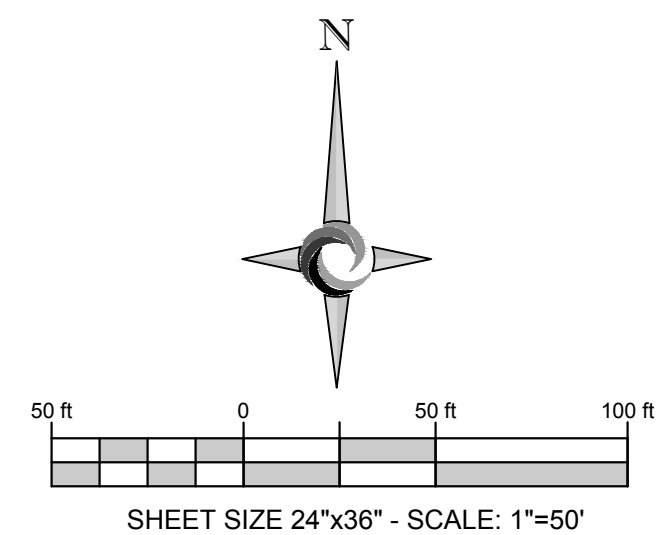
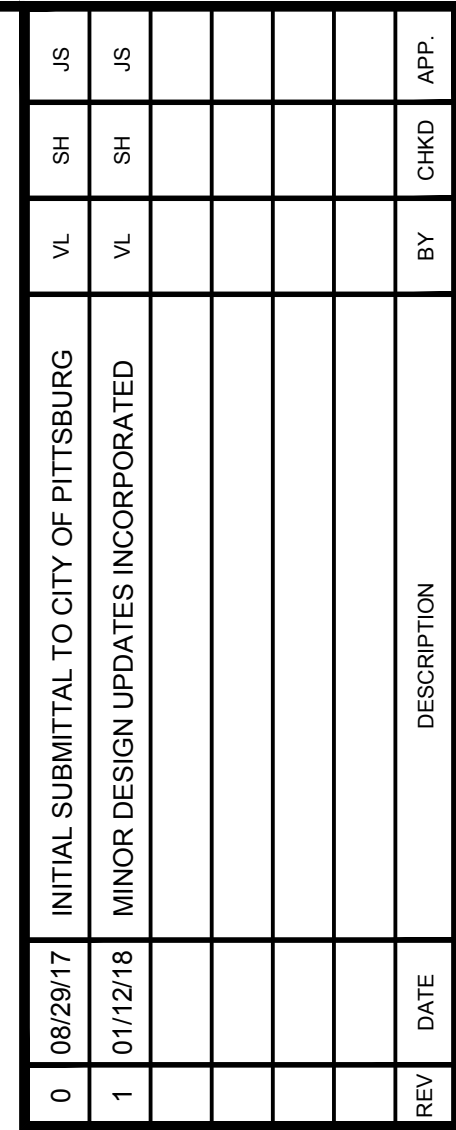
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jslenger@trcsolutions.com

SHEET NO.

C-7

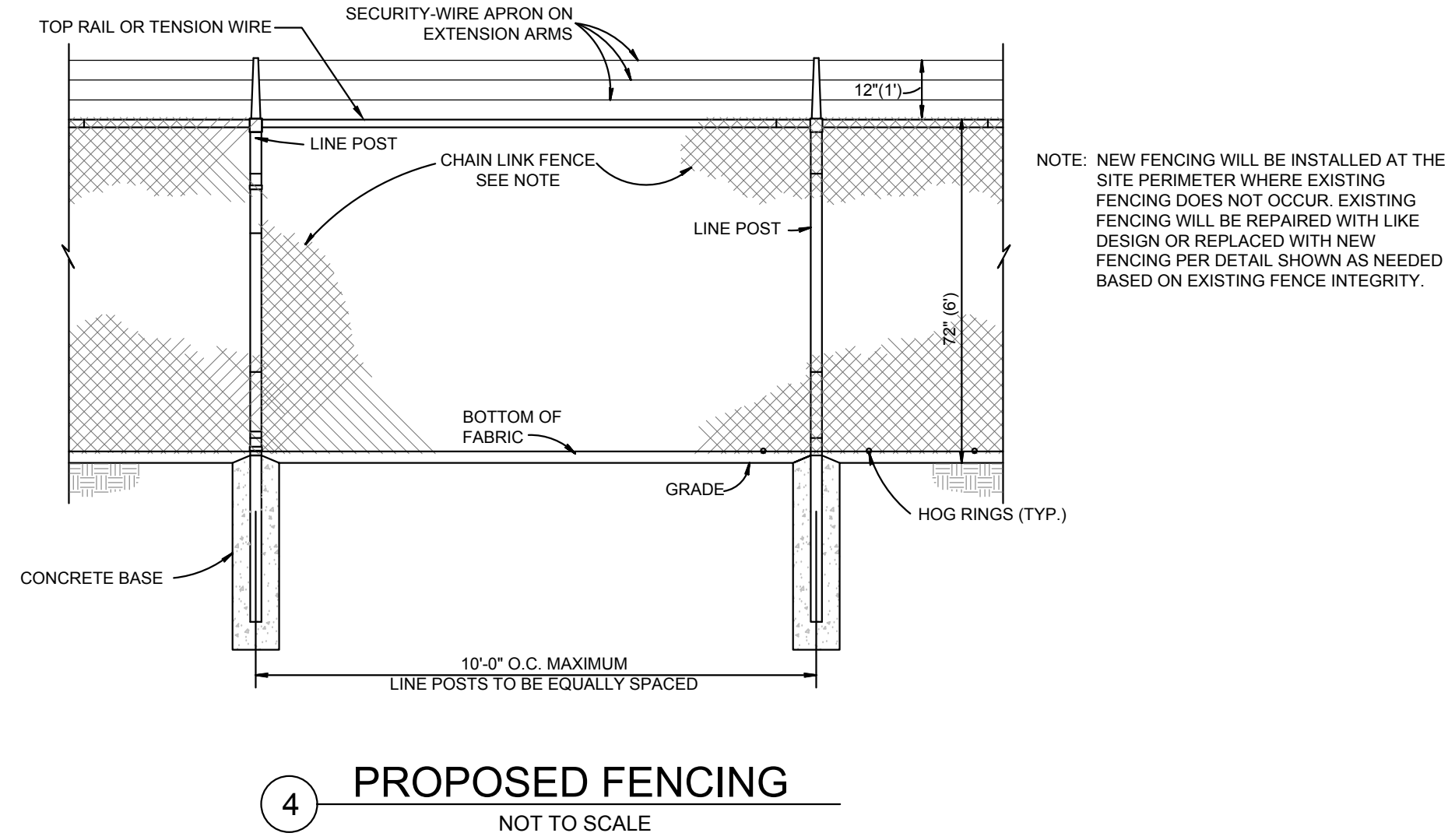
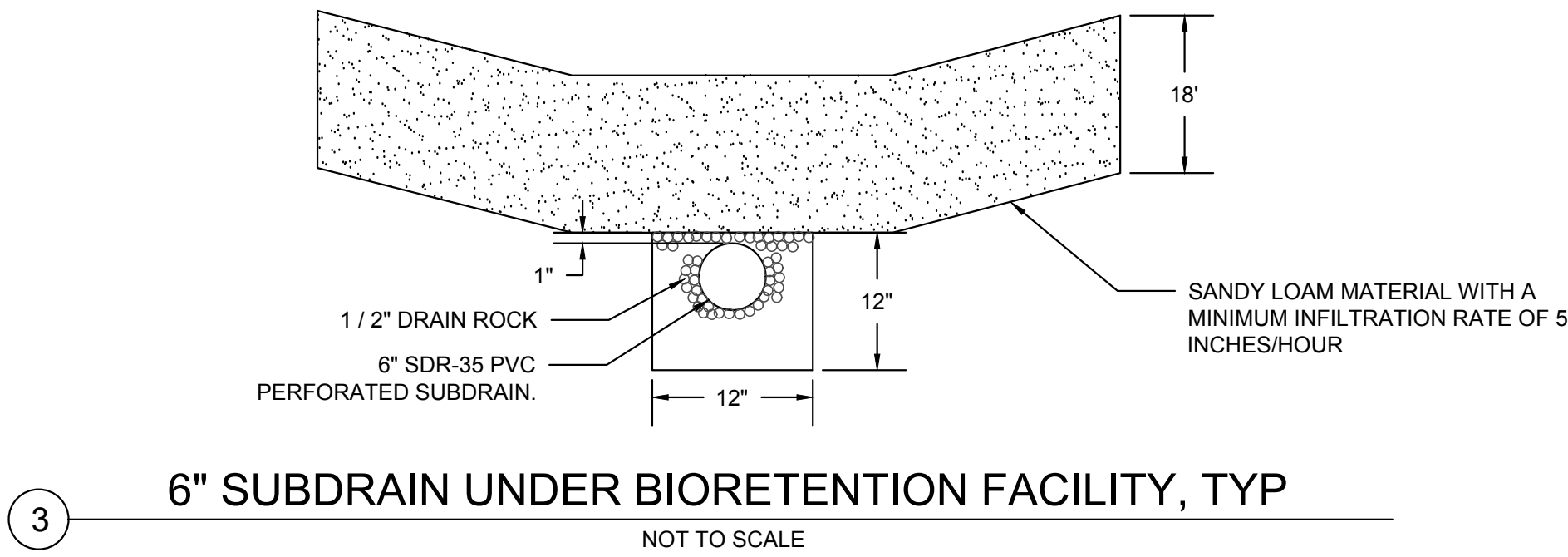
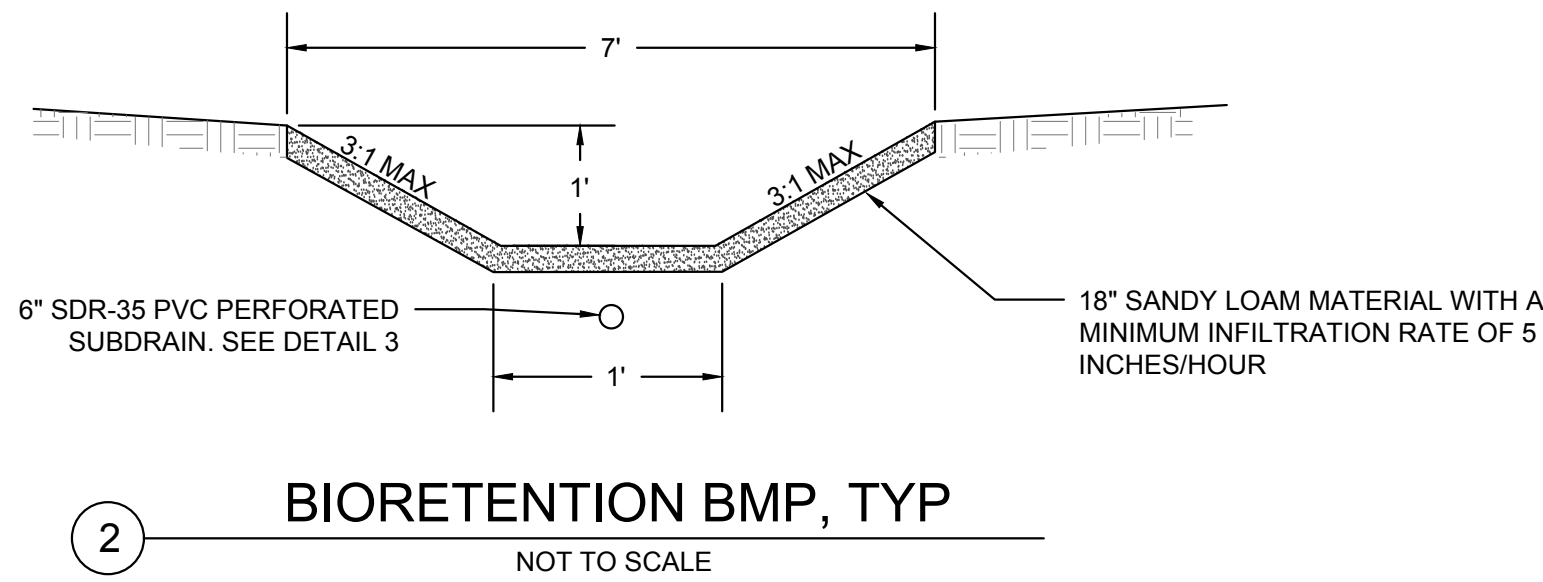
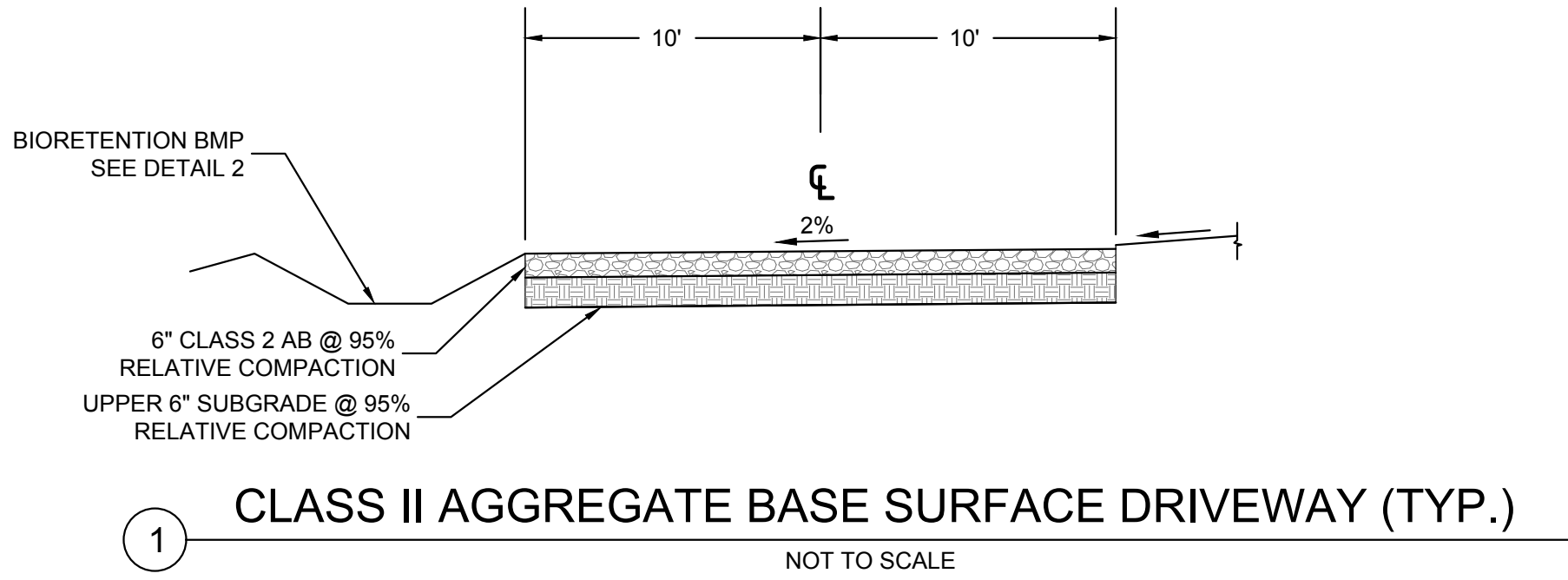
 **TRC**

Results you can rely on.



TITLE:	CONCEPTUAL LANDSCAPING PLAN
PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:	DIABLO ENERGY STORAGE, LLC 5000 HOPF ROAD SUITE #460 PLEASANTON, CA 94588 TEL: 925-201-5230 FAX: 925-201-5230
ENGINEER:	TRC SOLUTIONS, INC. 17911 VON KARMAN AVENUE, SUITE 400 IRVINE, CA 92614 TEL: 949-261-1000 jstenger@trcsolutions.com
SHEET NO.	 TRC <i>Results you can rely on</i>



TITLE:

ROADWAY, DRAINAGE AND FENCE DETAILS

PROJECT:

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:

DIABLO ENERGY STORAGE, LLC
5000 HOPKINS ROAD SUITE #400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:

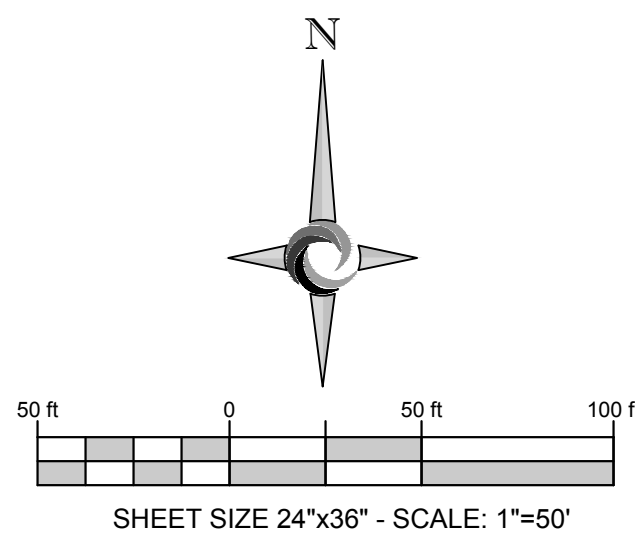
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jplenger@trcsolutions.com



SHEET NO.

C-10

REV	DATE	DESCRIPTION	BY	CHKD	APP.
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OWNER/APPLICANT: DIABLO ESTATE STORAGE, LLC
5000 HOPTARD ROAD SUITE #480
PLEASANTON, CA 94588
TEL: 925-201-5230 FAX: 925-201-5230

ENGINEER: TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
TEL: 949-261-1000
jstenger@trcsolutions.com



- SHEET NO.**

- ① LINE OF ROOF
- ② ROOF DRAIN OVERFLOW
- ③ DOOR AWNING
- ④ PARAPET WALL
- ⑤ TOP OF CEILING
- ⑥ TILT UP CONCRETE WALLS
- ⑦ MECHANICAL UNITS
- ⑧ DOWNSPOUT
- ⑨ METAL PANELS
- ⑩ LIGHT FIXTURE
- ⑪ METAL DOOR
- ⑫ CONCRETE LINE
- ⑬ 12'x12' ROLL-UP DOOR
- ⑭ VENTED METAL MECHANICAL SCREEN SYSTEM



SCALE : 1" = 40'



SCALE: 1" = 10'

NOTE: Illustration of alternate building exterior design employing the use of steel framing exterior walls and metal cladding exterior material.



- ① LINE OF ROOF
- ② ROOF DRAIN OVERFLOW
- ③ DOOR AWNING
- ④ PARAPET WALL
- ⑤ TOP OF CEILING
- ⑥ TILT UP CONCRETE WALLS
- ⑦ MECHANICAL UNITS
- ⑧ DOWNSPOUT
- ⑨ SHEET METAL PANELS
- ⑩ LIGHT FIXTURE
- ⑪ METAL DOOR
- ⑫ CONCRETE LINE
- ⑬ VENTED METAL MECHANICAL SCREEN SYSTEM

REV	DATE	DESCRIPTION	BY	CHKD	APP.
0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURGH	VL	SH	JS
1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JS

OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPKIN ROAD, SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jstenger@trcsolutions.com



A-5

SHEET NO.

Appendix B
CalEEMod Input and Output Summary

DIABLO ENERGY STORAGE PROJECT WORST-CASE PEAK DAILY CONSTRUCTION EMISSIONS

The Diablo Energy Storage Project (Project) is proposed for construction in the City of Pittsburg, California, within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD).

The Project is expected to take 6 to 12 months to construct. During construction, the Grading Phase is expected to produce the maximum daily construction emissions. Therefore, peak daily construction emissions have been estimated based upon construction activities during the Grading Phase.

The Grading Phase is expected to include approximately 15 total work days taking place over approximately three weeks. Diesel exhaust is assumed to emit no more than Tier 2 equipment. Disturbed surfaces that are not stabilized will be watered twice per day, or other equally effective palliative will be used, and ground cover will be replaced as soon as reasonably possible. The following equipment was included in the emission calculation:

- 1x Bulldozer (247 Horsepower [HP]) @ 6 hours per day
- 1x Grader (187 HP) @ 6 hours per day
- 2x Scrapers (367 HP each) @ 6 hours per day
- 1x Water Truck (402 HP) @ 6 hours per day
- 1x Self- Propelled Compactor (80 HP) @ 6 hours per day
- 1x Dump truck (402 HP each) @ 6 hours per day
- 1x Tractor/Loader/Backhoe (97 HP) @ 6 hours per day
- 1x Bobcat (65 HP) @ 6 hours per day

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1 in accordance with BAAQMD guidance. The calculated peak daily emissions are provided below.

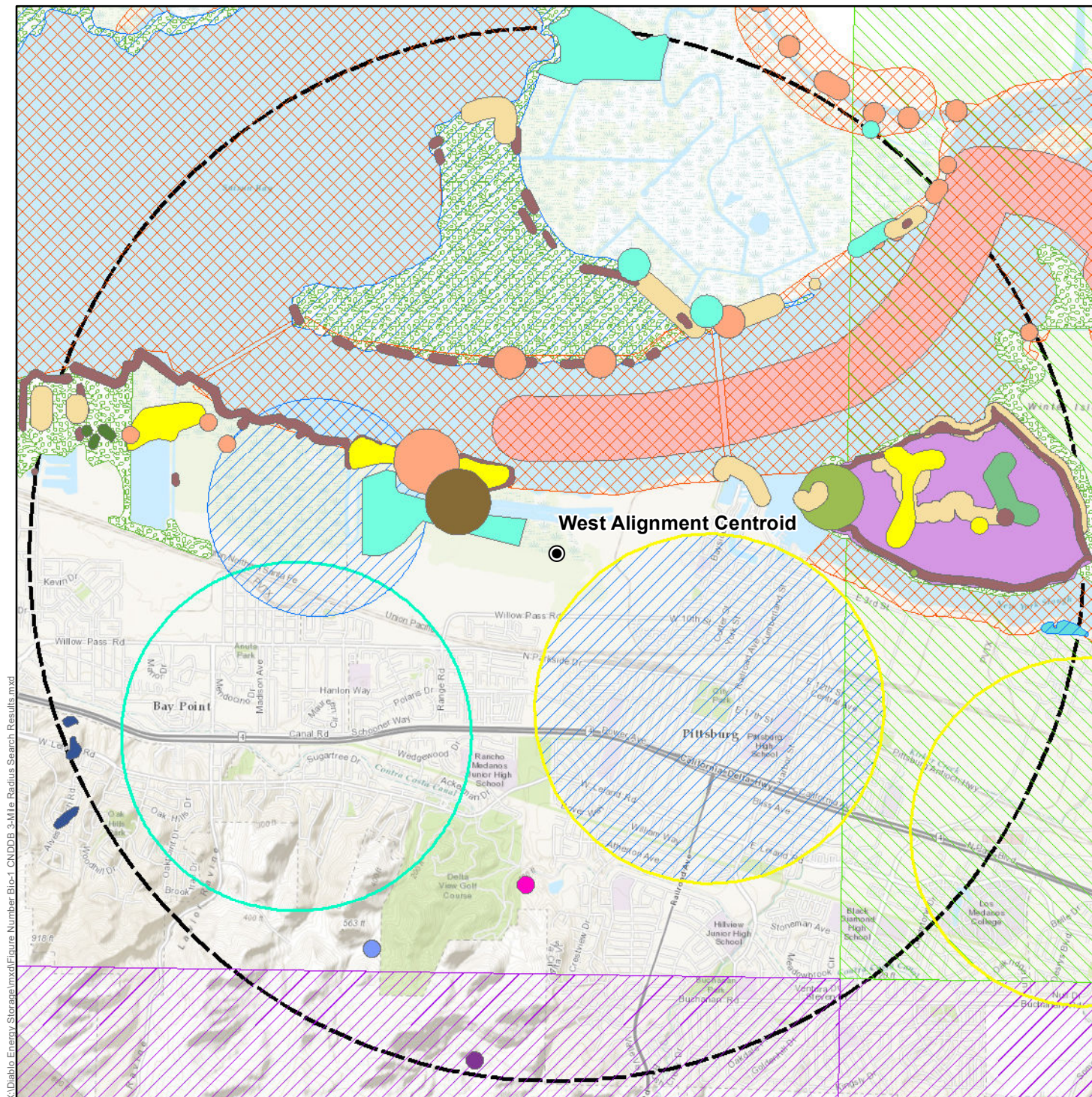
Peak Daily Emissions (pounds per day)

	ROG	CO	NO_x	SO₂	Fugitive PM₁₀	Exhaust PM₁₀	Fugitive PM_{2.5}	Exhaust PM_{2.5}
Emissions	5.4	34.3	45.9	0.1	3.8	2.3	1.5	2.1
Thresholds ¹	54	None	54	None	None	82	None	54
Significant?	No	NA	No	NA	NA	No	NA	No

¹ Source: BAAQMD, *CEQA Guidelines*, May 2017, <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

Appendix C

Sensitive Species Occurrences within Three Miles



X:\Diablo Energy Storage\mxd\Figure Number Bio-1 CNDDDB 3-Mile Radius Search Results.mxd

- West Alignment Centroid
- CNDDDB 3-Mile Radius
- CNDDDB Occurrences**
- Alameda whipsnake
- Antioch Dunes evening-primrose
- Bolander's water-hemlock
- California black rail
- California least tern
- California red-legged frog
- California tiger salamander
- Coastal Brackish Marsh
- Contra Costa wallflower
- Delta mudwort
- Delta tule pea
- Lange's metalmark butterfly
- Mason's lilaeopsis
- Suisun Marsh aster
- Suisun song sparrow
- big tarplant
- burrowing owl
- longfin smelt
- round-leaved filaree
- salt-marsh harvest mouse
- saltmarsh common yellowthroat
- soft salty bird's-beak
- steelhead - Central Valley DPS
- western bumble bee
- western pond turtle

Figure Number BIO-1
CNDDDB 3-Mile Radius Search
West Tie-Line Alignment
Diablo Energy Storage, LLC



0 1 2 Miles
 1:52,000 8/29/2017

SPECIAL STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR IN THE PROJECT VICINITY

Scientific Name Common Name	Status		Habitat Requirements	Potential for Occurrence
<i>Amsinckia grandiflora</i> Large-flowered fiddleneck	Fed: CA: CNPS:	FE SE 1B.1	Annual herb. Habitat includes cismontane woodland, and valley and foothill grassland. Blooms (March) April-May. Elevation 270-550 meters.	No Potential: Typical habitat not present in the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>Blepharizonia plumosa</i> Big tarplant	Fed: CA: CNPS:	None None 1B.1	Annual herb. Habitat includes clay soils in valley and foothill grassland. Blooms July-October. Elevation 30-505 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>California macrophylla</i> Round-leaved filaree	Fed: CA: CNPS:	None None 1B.2	Annual herb. Habitat includes clay soils in cismontane woodland, and valley and foothill grassland. Elevation 15-1200 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>Chloropyron molle</i> ssp. <i>molle</i> Soft salty bird's-beak	Fed: CA: CNPS:	FE SR 1B.2	Hemiparasitic annual herb. Habitat includes coastal salt marshes and swamps. Blooms June-November. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Cicuta maculata</i> var. <i>bolanderi</i> Bolander's water hemlock	Fed: CA: CNPS:	None None 2B.1	Perennial herb. Habitat includes marshes and swamps with coastal, fresh, or brackish water. Blooms July-September. Elevation 0-200 meters.	Moderate Potential: The project area may include marsh or wetland habitat of within the typical elevation range of this species.
<i>Erysimum capitatum</i> var. <i>angustatum</i> Contra Costa wallflower	Fed: CA: CNPS:	FE SE 1B.1	Perennial herb. Habitat includes inland dunes. Blooms March-July. Elevation 3-20 meters.	Low Potential: Inland dunes are not present. Project area elevations are generally at or below the low end of the range for this species.
<i>Lathyrus jepsonii</i> var. <i>jepsonii</i> Delta tule pea	Fed: CA: CNPS:	None None 1B.2	Perennial herb. Habitat includes marshes and swamps with fresh or brackish water. Blooms May-July (August-September). Elevation 0-5 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.

<i>Limosella australis</i> Delta mudwort	Fed: CA: CNPS:	None None 2B.1	Perennial stoloniferous herb. Habitat usually mud banks. Also found in riparian scrub, and marshes and swamps with fresh or brackish waters. Blooms May-August. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Fed: CA: CNPS: CRPR:	FE None 1B.1	Annual herb. Habitat is mesic areas including cismontane woodland, alkaline playas, valley and foothill grassland, and vernal pools. Blooms March-June. Elevation 0-470 meters.	Low Potential: Habitat typical of this species is not present.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	Fed: CA: CNPS:	None SR 1B.1	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water, and riparian scrub. Blooms April-November. Elevation 0-10 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Neostapfia colusana</i> Colusa grass	Fed: CA: CNPS:	FT SE 1B.1	Annual herb. Habitat is vernal pools (typically large). Blooms May-August. Elevation 5-200 meters.	Low Potential: Habitat typical of this species is not present. Elevation of project area below the typical range for this species.
<i>Oenothera deltooides</i> ssp. <i>howellii</i> Antioch dunes evening-primrose	Fed: CA: CNPS:	FE SE 1B.1	Perennial herb. Habitat is inland dunes. Blooms March-September. Elevation 0-30 meters.	No Potential: No dune habitat is present in the project area.
<i>Sidalcea keckii</i> Keck's checkerbloom	Fed: CA: CNPS:	FE None 1B.1	Annual herb. Habitat soil often clay or serpentinite. Habitat is cismontane woodland, and valley and foothill grassland. Blooms April-May (June). Elevation 75-650 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations than the project area.
<i>Symphyotrichum lentum</i> Suisun marsh aster	Fed: CA: CNPS:	None None 1B.2	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water. Blooms (April) May-November. Elevation 0-3 meters.	Moderate Potential: The project area may be within marsh or wetland habitat of within the typical elevation range of this species.
Federal Designations: FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern			California Rare Plant Ranks (CRPR): 1A: Presumed extirpated in California and rare or extinct elsewhere 1B: Rare, threatened, or endangered in California and elsewhere 2A: Presumed extirpated in California, but more common elsewhere 2B: Rare, threatened, or endangered in California, but more common elsewhere	

	3: Review list of plants requiring more study 4: Watch list of plants of limited distribution
CA State Designations: SE=State Endangered ST= State Threatened SR = State Rare SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species	California Native Plant Society (CNPS) Threat Code: .1: Seriously threatened in California .2: Moderately threatened in California .3: Not very threatened in California

References

- California Native Plant Society, Rare Plant Program. 2017. *Inventory of Rare and Endangered Plants of California* (online edition, v8-03 0.39). California Native Plant Society, Sacramento, CA. <http://www.rareplants.cnps.org> (Accessed 8/31/17).
- California Department of Fish and Wildlife. 2017. *California Natural Diversity Database, Rarefind*. <https://map.dfg.ca.gov/rarefind/view/RareFind.aspx> (Accessed 8/31/17).
- U.S. Fish and Wildlife Service. 2017. *Information for Planning and Consultation* (IPaC). <https://ecos.fws.gov/ipac/location/YGJLIYJGHZGKHPZYQLTSNZMSNA/resources> (Accessed 8/31/17).

SPECIAL STATUS WILDLIFE WITH POTENTIAL TO OCCUR IN THE PROJECT VICINITY

Scientific Name Common Name	Status	Habitat Requirements	Potential for Occurrence
Fishes			
<i>Oncorhynchus mykiss irideus</i> Steelhead – Central Valley DPS	Fed: FT CA: None	These include all populations in the Sacramento/San Joaquin River system and its delta. Found in cool, clear, fast-flowing waters, and are the most physiologically tolerant to of the salmonids.	No Potential: The project area does not contain appropriate aquatic habitat.
<i>Hypomesus transpacificus</i> Delta smelt	Fed: FT CA: SE	Spawn in shallow fresh, or slightly brackish, waters. Found from Suisun Bay upwards through the Sacramento/San Joaquin River Delta.	No Potential: The project area does not contain the appropriate aquatic or open water estuarine habitat.
<i>Spirinchus thaleichthys</i> Longfin smelt	Fed: FC CA: ST	Spend adult life in bays, estuaries, and nearshore coastal areas. Migrate to freshwater rivers to spawn. Found in mid-water to near the bottom following prey movement.	No Potential: The project area does not contain the appropriate aquatic or open water estuarine habitat.
Insects			
<i>Elaphrus viridis</i> Delta green ground beetle	Fed: FT CA: None	To date found only in the greater Jepson Prairie area of Solano County. Preferred habitat appears to be a grassland-playa pool matrix.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
<i>Apodemia mormo langei</i> Lange's metalmark butterfly	Fed: FE CA: None	To date is found only along the southern bank of the Sacramento-San Joaquin River in the Antioch sand dunes of Contra Costa County. All life stages occur near the host plant, which is buckwheat.	Low Potential: Dune habitat is not present in the Project area.
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	Fed: FT CA: None	Found on the host plant, which is red or blue elderberry, along streams and rivers in riparian forests.	Low Potential: The project area may contain the host elderberry plant however, the area is outside of the known range of this species.

<i>Bombus occidentalis</i> Western bumblebee	Fed: CA:	None None	Rare. Found in temperate regions such as meadows and prairies with an abundance of flowers.	Low Potential: The project area does not include typical habitat for this species.
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	Fed: CA:	FE None	Habitat includes the rocky outcrops and cliffs in coastal scrub along the San Francisco peninsula. Live along north-facing slopes within the fog belt. Dependent on the host plant, <i>Sedum spathulifolium</i> .	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Invertebrates				
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	Fed: CA:	FT None	Require vernal pools or other seasonal wetlands that experience a drying cycle. Cysts may persist for years within the soil.	Low Potential: The project area may include seasonal wetland habitat but vernal habitat, if present, is anthropogenic and likely of low habitat value.
<i>Lepidurus packardii</i> Vernal pool tadpole shrimp	Fed: CA:	FE None	Require vernal pools or other seasonal wetlands that experience a drying cycle. Cysts may persist for years within the soil.	Low Potential: The project area may include marsh or wetland habitat of unknown quality, and composition. Likely presence of vernal pool habitat low.
<i>Branchinecta conservatio</i> Conservancy fairy shrimp	Fed: CA:	FE None	Require large, cool vernal pools with moderately turbid water. Hatch during the fall rainy season.	No Potential: The project area does not include typical habitat for this species.
Amphibians				
<i>Ambystoma californiense</i> California tiger salamander	Fed: CA:	FT ST	Require seasonal wetlands for breeding, and upland grassland areas with burrows for shelter and habitat as adults. Migrations correspond to the rain season in fall.	Low Potential: The project area does not is not conducive to providing the upland habitat needs for this species.
<i>Rana draytonii</i> California red-legged frog	Fed: CA:	FT SSC	Found in humid forests, woodlands, grasslands, coastal scrub and streamsides with plant cover. Usually in the lowlands or foothills.	None: The project area does not include typical habitat for this species.
Reptiles				
<i>Actinemys marmorata</i> Western pond turtle	Fed: CA:	None SSC	Found in slow moving streams, lakes, ponds, and wetlands.	Moderate Potential: The project area may include marsh or wetland habitat suitable for this species.

<i>Masticophis lateralis euryxanthus</i> Alameda whipsnake	Fed: CA:	FT ST	Found in chaparral habitats including northern coastal sage scrub and coastal sage. Utilize rock outcrops, rock crevices, and mammal burrows for hunting and shelter.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
<i>Thamnophis gigas</i> Giant garter snake	Fed: CA:	FT ST	Found in marshes, sloughs, drainage canals, irrigation ditches (rice fields), and slow moving creeks. Prefers vegetation next to water for basking and hunting, primarily tule grass.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Birds				
<i>Athene cunicularia</i> Burrowing owl	Fed: CA:	BCC SSC	Utilize burrows created by ground squirrels, prairie dogs, or gopher tortoises. Require open vegetated habitats such as grassland or deserts. Can be found in abandoned urban areas.	Low Potential: Planning Survey results show the Project Site does not provide burrowing owl habitat. Some burrowing owl individuals could occur along the tie-line alignments, including urbanized areas
<i>Geothlypis trichas sinuosa</i> Saltmarsh common yellowthroat	Fed: CA:	BCC SSC	Require tall, emergent, and herbaceous wetlands. Utilize salt marshes east of the Carquinez Strait.	Low Potential: The project area may include marsh or wetland, but is outside of known range of this species.
<i>Laterallus jamaicensis coturniculus</i> California black rail	Fed: CA:	BCC ST; SFP	Utilize salt marshes, freshwater marshes, and wet meadows. Leaves the marsh during high tides, and requires dense vegetation to hide from predators within.	Low Potential: Area surrounded by anthropogenic disturbance and this species is highly secretive and cryptic. Vegetation in the Project area is not conducive to cover needed by this species.
<i>Melospiza melodia maxillaris</i> Suisun song sparrow	Fed: CA:	BCC SSC	Found in the brackish-marsh waters of Suisun Bay. Utilize a matrix of emergent vegetation including bulrush and cattails.	Moderate Potential: The project area may include marsh or wetland similar to locations of known occurrences in the vicinity.
<i>Rallus obsoletus obsoletus</i> California Ridgway's (clapper) rail	Fed: CA:	FE SE; SFP	Require the tidal marshes of the San Francisco Bay estuary. Forage on the open mud flats, and nest in dense marsh vegetation.	Low Potential: The project area may include marsh or wetland foraging habitat. Nesting requirements not anticipated to be met by the project area.
<i>Sternula antillarum browni</i> California least tern	Fed: CA:	FE SE; SFP	Require beaches, mudflats, or sand dunes that are near shallow estuaries or lagoons. Areas are often large and flat.	No Potential: Typical habitat requirements not met by the project area.

Mammals				
<i>Reithrodontomys raviventris</i> Salt-marsh harvest mouse	Fed: CA:	FE SE; SFP	Found in saline emergent wetlands of San Francisco Bay. Require salt marsh vegetation, primarily pickleweed. Nest in grasses, or utilize abandoned bird nests. Known population adjacent to project area.	Moderate Potential: The project area may include marsh or wetland habitat similar to a nearby area with a known SMHM population.
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	Fed: CA:	FE ST	Habitat includes open desert, creosote bush flats, and sand dunes. Most individuals found in areas with less than 20 percent vegetation cover.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Federal Designations FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern				State Designations: SE=State Endangered ST= State Threatened SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species

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Appendix D
Noise Technical Report

NOISE AND VIBRATION IMPACT ANALYSIS

**DIABLO ENERGY STORAGE PROJECT
CITY OF PITTSBURG, CALIFORNIA**



January 2018

NOISE AND VIBRATION IMPACT ANALYSIS

DIABLO ENERGY STORAGE PROJECT CITY OF PITTSBURG, CALIFORNIA

Submitted to:

Diablo Energy Storage, LLC
5000 Hopyard Road, Suite #480
Pleasanton, California 94588

Prepared by:

LSA
157 Park Place
Point Richmond, California 94801
(510) 236-6810

Project No. LPD1702



January 2018

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LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{in/sec}$	microinches per second
μPa	micropascal
ADT	average daily traffic
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
ft	foot/feet
FTA	Federal Transit Administration
HP	horsepower
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
in/sec	inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LSA	LSA Associates, Inc.
L_v	velocity in decibels
mi	miles
N/A	not applicable
PPV	peak particle velocity
project	Diablo Energy Storage Project
RCNM	Roadway Construction Noise Model
RMS	root-mean-square (velocity)
sf	square feet
Spec.	specification
VdB	vibration velocity decibels
VMS	variable message sign
V_{ref}	reference velocity amplitude

EXECUTIVE SUMMARY

This noise and vibration impact analysis has been prepared to evaluate the potential noise and vibration impacts and mitigation measures associated with the proposed Diablo Energy Storage Project located in the City of Pittsburg, California.

The proposed Diablo Energy Storage Project and associated discretionary actions collectively are the “project” assessed in this noise and vibration impact analysis. The project proposes to install one to three single-story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road. The buildings would house advanced energy storage technology (e.g. lithium batteries) which together with related control equipment including inverters, transformers and a small on-site electric substation, would be connected via a new tie-line to the existing PG&E substation located approximately 0.6 miles north of the project site.

This report discusses the characteristics of noise, the way in which it is measured, the physiological effects of noise, and provides a definition of acoustical terms. It also discusses vibration and human response to different levels of ground-borne and vibration. The report also summarizes federal, state and local standards and regulation regarding acceptable noise levels for specified land uses including residential use.

The existing sources of noise in the project civility include traffic noise from Willow Pass Road to the north industrial uses and the existing rail line to the south, and corona noise from the overhead power lines. Sound levels in the project vicinity were documented by noise measurements taken at five locations shown in Figure 3, including one at the property line of each of the three residential developments in the vicinity of the project site. As shown in Table I, the range of existing noise levels for these properties is 45.9 to 64.2 dBA L_{eq} .

The impact analysis evaluates the potential noise impacts that could occur during project construction including vibration impacts. It also characterizes the potential noise impacts during project operation and potential corona noise from the proposed overhead tin-in line that would connect to the existing PG&E substation.

CONSTRUCTION NOISE IMPACT SUMMARY

Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. The composite noise level of the pieces of equipment during construction would be up to 89 dBA L_{eq} at a distance of 50 ft from the construction area. It is expected that noise levels at the residences 80 feet to the east would approach 85 dBA L_{eq} , construction impacts at residences 1,325 feet to the west would approach 61 dBA L_{eq} , and construction impacts at residences 1,040 feet to the south would approach 63 dBA L_{eq} . While construction-related short-term noise levels have the

potential to be higher than existing ambient noise levels in the project area today, the noise impacts would no longer occur once project construction is completed.

With the requirement of the project to comply with hours of operation restrictions outlined in the City of Pittsburg Municipal Code and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and would not cause a substantial impact to surrounding sensitive uses.

OPERATIONS NOISE IMPACT SUMMARY

Noise impacts associated with the long-term operation of the project must comply with the standards presented in the City's Noise Element, described above. A potential impact would occur if the noise impacts associated with operation of the proposed project increase existing ambient noise levels by 5 dBA L_{eq} or more.

Energy Storage Facility Noise Impact Summary

In order to calculate the expected impacts due to long-term operational stationary source activities, the software SoundPlan was used. SoundPlan is a noise modeling program that allows 3-D calculations to be made taking into account topography, ground attenuation, and shielding from structures and walls. More specifically, this also includes the existing wall that runs north-south and is located east of the project site and west of the existing single-family homes. It is expected that this wall will provide some reduction associated with the sources that are located closer to ground level, however, the wall has the potential to provide less reduction for elevated sources such as rooftop HVAC equipment. The eastern-most building would provide significant reduction from sources associated with the middle and western-most buildings.

Following the completion of all construction phases, the results of the analysis for each sensitive area in the vicinity of the project would be as follows:

- Residences East of Project Site: The existing average nighttime noise level is 57.9 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 48.9 dBA L_{eq} resulting in composite noise level of 58.4 dBA L_{eq} with an overall increase of 0.5 dBA L_{eq} .
- Residences West of Project Site: The existing average nighttime noise level is 45.9 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 44.5 dBA L_{eq} resulting in composite noise level of 48.1 dBA L_{eq} with an overall increase of 2.5 dBA L_{eq} .
- Residences South of Project Site: The existing average nighttime noise level is 61.8 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 46.1 dBA L_{eq} resulting in composite noise level of 61.9 dBA L_{eq} with an overall increase of 0.1 dBA L_{eq} .

- Sidewalk North of Project Site: The existing average daytime noise level is 64.2 dBA Leq. With the implementation of the project, noise level impacts generated by the project would be 65.6 dBA Leq resulting in composite noise level of 68.0 dBA Leq with an overall increase of 3.8 dBA Leq.

These results show that the noise levels at all points around the project site would experience a future noise level increase less than 5 dBA; thus the project would not result in an impact to the existing sensitive receptors.

Corona Noise Impact Summary

In addition to the stationary sources on-site, the proposed project has the potential to create corona, or electro-static noise, along the proposed tie-in lines. The audible noise from the corona noise effect was calculated based on the Bonneville Power Administration (BPA) method provided in the Electric Power Research Institute (EPRI) Transmission Line Reference Book – 115 – 230 kV Compact Line Design. The results show that the noise level contributions at the nearest residences would be highly dependent on weather conditions, however, the potential corona noise levels would be very quiet, less than 20 dBA Leq, which would likely to be masked by existing ambient noise from other sources in the vicinity of the sensitive uses.

LOCATION AND DESCRIPTION

PROJECT LOCATION AND SURROUNDING USES

The project site is located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The Parcel is designated Business Commercial (BC) in the City of Pittsburg General Plan¹ and is zoned Industrial Park-Limited Overlay (IP-O). The proposed use would require a zoning text amendment to amend the IPO (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District,” such that a “major utility” would be permitted with a use permit. The proposed project site is currently vacant and undeveloped. Figure 1 indicates the project location, and Figure 2 is the project site plan.

The following describes the adjacent land uses:

- **North:** Willow Pass Road, existing tank farm, undeveloped land
- **East:** Existing single-family homes
- **South:** Existing industrial uses, existing rail line
- **West:** Vacant land with multiple over-head high-voltage power lines, and single-family homes farther west

PROJECT DESCRIPTION

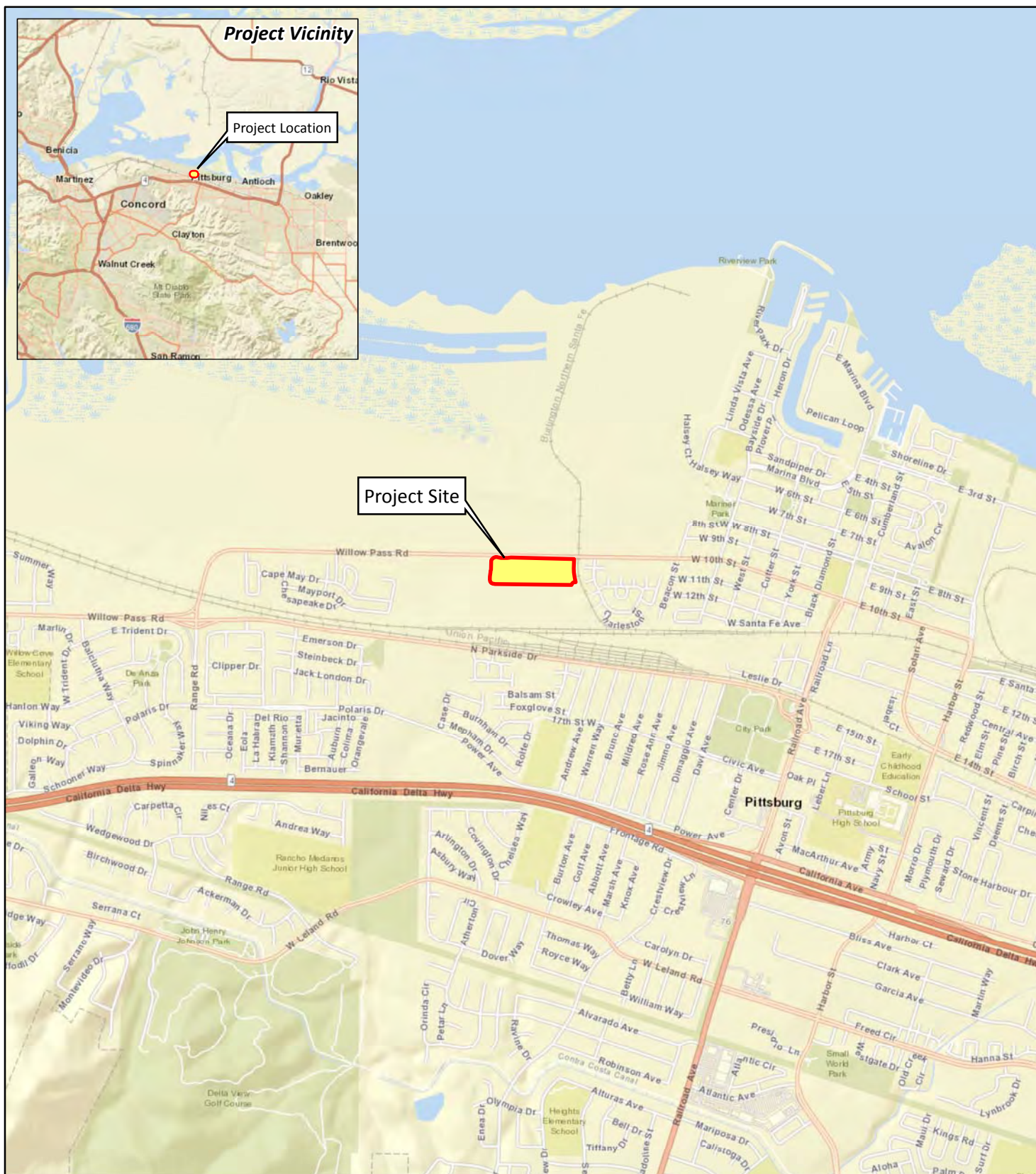
The project proposes to install between one and three single-story buildings on a graded and vacant approximately 12 acre site as shown in Figure 2. The project may be constructed in one or more phases. For the purposes of this analysis, noise impacts were analyzed for three phases:

- Phase 1: Eastern-most building, associated transformers, inverters and rooftop-HVAC as well the substation and electric tie line.
- Phase 2: The addition of the middle building with associated transformers, inverters and rooftop-HVAC.
- Phase 3: The addition of the western-most building with associated transformers, inverters and rooftop-HVAC.

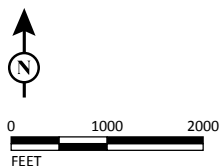
¹ City of Pittsburg, 2001. *General Plan Pittsburg 2020: A Vision for the 21st Century*. November.

The buildings would house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, would be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the Site. The facility would be unoccupied and is designed for full remote operation. Diablo Energy Storage, LLC is the Applicant for development permits and would be the Lessee of the property.

The facility would not generate electricity. Rather, it would provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the POI are also within the HCP/NCCP area, and a third alternative route being considered extends out of the HCP/NCCP area as described further under the subheading of West Alignment. The Site is currently vacant with no structures.



LSA

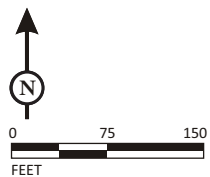


SOURCE: ESRI World Streetmap.

I:\LPD1702\GIS\Maps\Noise\Figure 1_Location Map.mxd (11/10/2017)

FIGURE 1

Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Location Map



SOURCE: TRC Solutions, Inc. (8/29/17)

I:\LPD1702\G\Figure 2_Site Plan.cdr (11/10/2017)

FIGURE 2

*Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Site Plan*

METHODOLOGY

Evaluation of noise and vibration impacts associated with the project includes the following:

- Determination of the short-term construction noise and vibration impacts on off-site noise-sensitive uses;
- Determination of the long-term noise and vibration impacts from on-site stationary noise sources at the existing off-site noise-sensitive uses; and
- Determination of the required mitigation measures to reduce long-term noise and vibration impacts, if any, from all sources.

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds) decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source (noise in a relatively flat environment with absorptive vegetation) decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered a potentially impact.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed area. Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
L_{01} , L_{10} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	—
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2015).

FUNDAMENTALS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 vibration velocity decibels (VdB) or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) from the vibration source, although there are

examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2006). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, both construction of a project and freight train operations on railroad tracks could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise. Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for heavy duty construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2006). Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

Where L_v is the VdB, “V” is the RMS velocity amplitude, and “ V_{ref} ” is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States. Table C illustrates human response to various vibration levels, as described in the *Transit Noise and Vibration Impact Assessment* (FTA 2006).

Table C: Human Response to Different Levels of Ground-Borne Noise and Vibration

Vibration Velocity Level	Noise Level		Human Response
	Low-Frequency ¹	Mid-Frequency ²	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible; mid-frequency sound excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas; mid-frequency noise annoying in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas; mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ Approximate noise level when vibration spectrum peak is near 30 Hz.

² Approximate noise level when vibration spectrum peak is near 60 Hz.

dBA = A-weighted decibels

Hz = Hertz

FTA = Federal Transit Administration

VdB = vibration velocity decibels

Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source.** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- **Vibration Path.** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver.** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates: (1) vibration propagation is more efficient in stiff, clay soils than in loose, sandy soils; and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances from a railroad track. Factors including layering of the soil and the depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

REGULATORY SETTING

FEDERAL REGULATIONS

Vibration standards included in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (FTA 2006) are used in this analysis for ground-borne vibration impacts on human annoyance, as shown in Table D. The criteria presented in Table D account for variation in project types as well as the frequency of events, which differ widely among projects. It is intuitive that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response. This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term "occasional events" is defined as between 30 and 70 events per day.

Table D: Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 μ in/sec)			Ground-Borne Noise Impact Levels (dB re 20 μ Pa)		
	Frequent ¹ Events	Occasional ² Events	Infrequent ³ Events	Frequent ¹ Events	Occasional ² Events	Infrequent ³ Events
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁵	N/A ⁵	N/A ⁵
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ Frequent events are defined as more than 70 events per day.

² Occasional events are defined as between 30 and 70 events per day.

³ Infrequent events are defined as fewer than 30 events per day.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁵ Vibration-sensitive equipment is not sensitive to ground-borne noise.

μ in/sec = microinches per second

FTA = Federal Transit Administration

μ Pa = micropascals

HVAC = heating, ventilation, and air conditioning

dB = decibels

VdB = vibration velocity decibels

dBA = A-weighted decibels

The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table E lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2006).

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered timber

and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table E: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ RMS vibration velocity in decibels (VdB) re 1 μ in/sec.

μ in/sec = inches per second

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

STATE REGULATIONS

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the *State Noise Insulation Standard*, it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

The State has also established land use compatibility guidelines for determining acceptable noise levels for specified land uses. The City has adopted and modified the State's land use compatibility guidelines, as discussed below.

LOCAL REGULATIONS

City of Pittsburg General Plan Noise Element

The Noise Element, Section 12 of the General Plan (2004), contains a description of various noise level increases and their respective perception, specifically at residential uses, in terms of potential impacts: A one (1) dBA change or less is not perceptible.

- A three (3) dBA change is considered barely perceptible

- A five (5) dBA change is considered noticeable, thus often resulting in a potential impact.

As presented in Policy 12-P-7, noise control at the source through site design and other techniques is required for new development.

Policy 12-P-9 limits the generation of loud noises on construction sites to the hours between 8:00 a.m. and 5:00 p.m.

Policy 12-P-10 limits truck traffic to appropriate truck routes and requires consideration of the restriction of truck traffic travel times in sensitive areas.

City of Pittsburg Municipal Code

The City of Pittsburg's Noise Ordinance (Title 9 - Public Peace, Safety and Morals, Chapter 9.44 - Noise, Section 9.44.010) prohibits the use of pile drivers, pneumatic hammers, and similar equipment between the hours of 10:00 p.m. and 7:00 a.m., but does not establish noise-level limits related to fixed noise sources or construction noise.

The City's Building and Construction Ordinance (Title 15 – Buildings and Construction, Chapter 15.88 – Grading, Erosion and Sediment Control, Section 15.88.060.A.5) prohibits grading noise, including warming of equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m. and 7:00 a.m. weekdays, unless other hours are approved by the City Engineer.

The City's Performance Standards For All Uses (Title 18 – Zoning, Chapter 18.82 – Noise, Section 18.82.040B) states that no construction event or activity occurring on any site adjoining a lot located in an R, residential PD or GQ district shall generate loud noises in excess of 65 decibels measured at the property line, except between the hours of 8:00 a.m. and 5:00 p.m.

City of Pittsburg Vibration Standards

The City of Pittsburg does not have established specific vibration impact criteria; therefore, during construction the FTA criteria presented above will be utilized to assess potential damage and human annoyance.

EXISTING SETTING

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The existing noise environment includes traffic noise from Willow Pass Road to the north, industrial uses and the existing rail line to the south and southeast, and corona noise from the existing powerlines. Noise from motor vehicles is generated by engine vibrations, interaction between tires and the road, and exhaust systems. Noise associated with the neighboring industrial uses is generated by heavy truck movements, loading dock activities, forklift operations and other parking lot activities.

SENSITIVE LAND USES IN THE PROJECT VICINITY

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptors would be single-family residences approximately 80 feet east of the project site. These residential uses have an existing 8-foot high wall along the western property line. There are also existing residences to the west and south. The distances to these communities are 1,300 and 1,050 feet, respectively.

EXISTING NOISE LEVEL MEASUREMENTS

Noise levels at the project site are dominated by traffic on the surrounding streets and rail line as well as the existing industrial use activities. In order to assess the existing noise conditions in the project study area. Three long-term measurements were gathered from October 27 to October 29, 2017 as well as two (2) 15-minute short-term noise measurements on October 27, 2017. The locations of the noise measurements are shown on Figure 3, with the results shown in Table F, and the survey sheets are shown in Appendix A.

EXISTING AIRCRAFT NOISE

Airport related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the project site is the Buchanan Field Airport (CCR) located approximately 8.8 miles to the southwest in Contra Costa County. According to the Buchanan Field Noise Program, the project is located outside of the airport's influence area. Aircraft flyovers may be audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of the airport.

Table F: Existing Noise Level Measurements

Location	Description	Range of Daytime Noise Levels (dBA L _{eq})	Range of Nighttime Noise Levels (dBA L _{max})
LT-1	Southeast corner of proposed project site near existing single-family residences.	51.2 – 62.3	53.0 – 62.8
LT-2	Approximately 1,200 feet west of the proposed project site and 50 feet south of Willow Pass Road.	58.4 – 70.0	51.8 – 64.3
LT-3	Approximately 1,750 feet southwest of the proposed project site and 55 feet south of North Parkside Drive.	62.1 – 69.0	55.8 – 67.8
ST-1	Approximately 630 feet southeast of the project site, near the existing industrial uses.	55.9	-
ST-2	Approximately 250 feet west of the project site, near the existing parking lot.	49.0	-

Source: LSA, October 27-29, 2017

dBA = A-weighted decibel

L_{eq} = average noise level

L_{max}=maximum noise level



FIGURE 5

LSA



0 200 400
FEET

LEGEND



Project Site



Noise Monitoring Number and Location

LT-1

SOURCE: Google Maps Satellite (2016).

I:\LPD1702\GIS\Maps\Noise\Figure 3_Noise Monitoring Locations.mxd (11/10/2017)

Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Noise Monitoring Locations

PROJECT NOISE AND VIBRATION IMPACTS

Noise levels on and in the vicinity of the project site would change as a result of the proposed project. Potential noise impacts associated with the project include noises created during construction and operation of the project.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site which would incrementally raise noise levels on access roads leading to the project site. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Willow Pass Road would be used to access the project site. Although there would be high single-event noise exposure potential at a maximum level of 75 dBA L_{max} at 50 ft due to truck pass-bys, the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly and daily traffic volumes. Because construction-related vehicle trips would not approach the hourly and daily traffic volumes mentioned above, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the project site would not cause an impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The site preparation phase is expected to take approximately 60 days. After site preparation is complete, the remaining construction activities are expected to generate barely perceptible noise impacts to surrounding uses.

Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table G lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor provided in Table G is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10 \log(U.F.) - 20 \log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = distance from the receiver to the piece of equipment

Table G: Typical Maximum Construction Equipment Noise Levels (Lmax)

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Bulldozer	40	85
Grader	40	85
Scraper	40	85
Water Truck	20	82
Compactor	20	80
Dump Truck	40	84
Loader	40	80
Bobcat	40	80

Source: Federal Highway Administration, *Highway Construction Noise Handbook* (2006).

dBA = A-weighted decibel

ft = feet

L_{max} = maximum noise level

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq (composite) = 10 * \log_{10} \left(\sum_{1}^n 10^{\frac{Ln}{10}} \right)$$

The composite noise level of the pieces of equipment during construction would be 89 dBA L_{eq} at a distance of 50 ft from the construction area.

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq (at distance X) = Leq (at 50 feet) - 20 * \log_{10} \left(\frac{X}{50} \right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA. It is expected that noise levels at the residences 80 feet to the east would approach 85 dBA L_{eq} , construction impacts at residences 1,325 feet to the west would approach 61 dBA L_{eq} , and construction impacts at residences 1,040 feet to the south would approach 63 dBA L_{eq} . While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area today, the noise impacts would no longer occur once project construction is completed.

With the requirement of the project to comply with hours of operations restriction in the Noise Ordinance and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and not cause a substantial impact to surrounding sensitive uses.

SHORT-TERM CONSTRUCTION VIBRATION IMPACTS

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration while vibration level in PPV is best used to characterize potential for damage. As shown in Table E, the FTA guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table H shows the PPV and VdB values at 25 feet from the construction vibration source. As shown in Table H, bulldozers and other heavy-tracked construction equipment (vibratory rollers) generate approximately 87 VdB of ground-borne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment (FTA 2006). This level of ground-borne vibration levels could result in potential annoyance to residences and workers located adjacent to the project site, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the project is expected to use a bulldozer and loaded truck. The greatest levels of vibration are anticipated to occur during the site preparation phase. After the site preparation phase, all other construction phases will result in lower vibration levels because heavy tracked equipment will not be in use.

Table H: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 ft.	
	PPV (in/sec)	L _v (VdB) ¹
Vibratory Roller	0.210	94
Large Bulldozer²	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ RMS vibration velocity in decibels (VdB) is 1 μin/sec.

² Equipment shown in **bold** is expected to be used on site.

μin/sec = micro-inches per second

ft = feet

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_{v\text{dB}}(D) = L_{v\text{dB}}(25 \text{ ft}) - 30 \log(D/25)$$

$$\text{PPV}_{\text{equip}} = \text{PPV}_{\text{ref}} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 ft. The closest residential structure from the project site is approximately 80 ft. from the project construction boundary. The closest industrial building from the project site from is approximately 135 ft. to the south. Utilizing the information in Table H, the closest residences would experience vibration levels of up to 72 VdB (0.016 PPV [in/sec]). The closest industrial building to the south of the project site would experience vibration levels of 65 VdB (0.007 PPV [in/sec]). This range of vibration levels from construction equipment or activity would be below the FTA 94 VdB (0.2 in/sec PPV) threshold and would not exceed the 80 VdB threshold for residences due to infrequent events, thus resulting in no impact to surrounding uses.

LONG-TERM AIRCRAFT NOISE IMPACTS

The project would develop an energy facility within the City, and would not contribute to any aircraft activity. There currently is no airport located within the city. The closest airport to the project site is the Buchanan Field Airport (CCR) located approximately 8.8 miles to the southwest in Contra Costa County. According to the Buchanan Field Noise Program, the project site is located outside of the airport's influence area. Therefore, no measurable long-term aircraft or airport noise impacts would occur.

LONG-TERM STATIONARY NOISE IMPACTS

Noise impacts associated with the long-term operation of the project must comply with the standards presented in the City's Noise Element, described above. A potential impact could occur if

the noise impacts associated with operation of the proposed project increase existing noise levels by 5 dBA L_{eq} or more. Noise associated with the project includes the energy facility and corona noise.

In order to calculate the expected impacts due to long-term operational stationary source activities, the software SoundPlan was used. SoundPlan is a noise modeling program that allows 3-D calculations to be made taking into account topography, ground attenuation, and shielding from structures and walls. More specifically, this also includes the existing wall that runs north-south and is located east of the project site and west of the existing single-family homes. It is expected that this wall will provide some reduction associated with the sources that are located closer to ground level, however, the wall has the potential to provide less reduction for elevated sources such as rooftop HVAC equipment. Similarly, once the eastern-most building is constructed, it will provide significant reduction from sources associated with the middle and western-most building. Within the model, the noise library allows for the input of many noise sources and calculates the composite noise levels experienced at any receptor necessary. The results from any calculation can be presented both in both tabular and graphic formats.

The proposed operations assumed in this analysis were based on conversations with the project engineer and are conservative in nature (i.e. all operations are occurring simultaneously). A description of the sources measured and their respective sound pressure level at a distance of 10 feet included in the analysis, which represent the loudest noise hour when the greatest amount of equipment is in operation, is as follows:

- 48 (3 groups of 16) – 5.6 megawatt transformers that have a sound pressure noise level of 70.3 dBA L_{eq} .
- 96 (3 groups of 32) – 2.8 megawatt inverters that have a sound pressure noise level of 74.5 dBA L_{eq} .
- 30 (3 groups of 10) rooftop HVAC Units that have a sound pressure noise level of 73.3 dBA L_{eq} .
- 2 HVAC units within the substation that have a sound pressure noise level of 58.7 dBA L_{eq} .
- 1 generator step-up transformer within the substation with a reference sound pressure level of 80.9 dBA L_{eq} .

In order to remain conservative, it is assumed that all equipment above operating simultaneously for the duration of the entire hour.

Table I shows the results of the SoundPlan noise modeling for each phase of project development. The results show that the noise levels at all points around the project site would experience noise level impacts that would increase the existing measured noise level by less than 5 dBA; thus the project would not result in an impact to the existing sensitive receptors. A graphic showing the results of the SoundPlan modeling during full site operations is provided in Figure 4.

Table I: Project Operations – All Sources

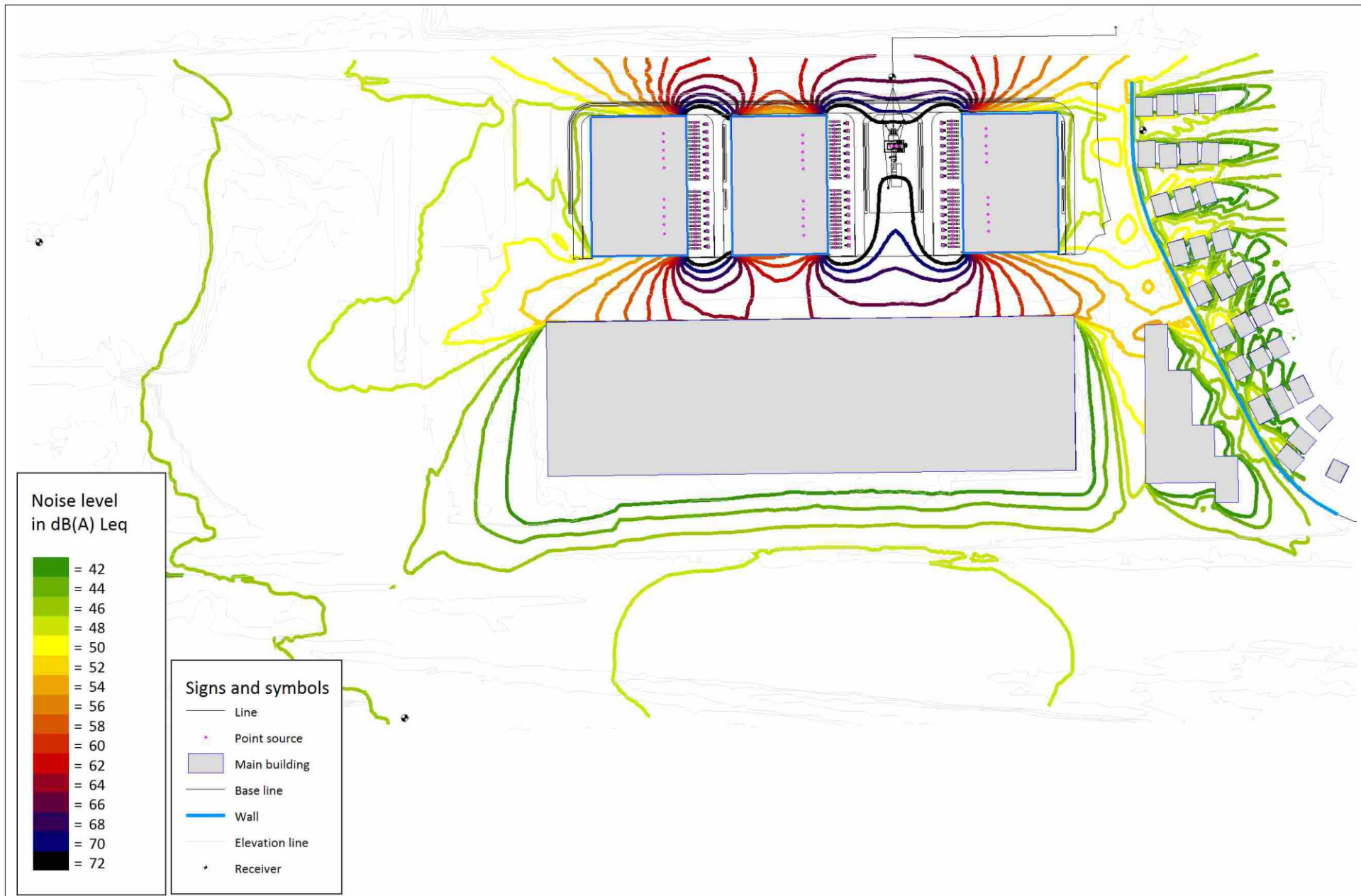
Receiver Location	Existing Average Noise Hour (dBA Leq) ¹	Phase 1		Phase 2		Full Operations	
		Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)	Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)	Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)
R-1 Residences East of Site	57.9 ¹	47.6	58.3 / 0.4	48.6	58.4 / 0.5	48.9	58.4 / 0.5
R-2 Residences West of Site	45.9 ¹	43.4	47.7 / 2.0	42.9	47.5 / 1.8	44.5	48.1 / 2.5
R-3 Residences South of Site	61.8 ¹	43.6	61.9 / 0.1	44.7	61.9 / 0.1	46.1	61.9 / 0.1
R-4 Northern Property Line	64.2 ²	62.9	66.6 / 2.4	63.3	66.8 / 2.6	65.6	68.0 / 3.8

Source: LSA. January 2018..

1. The average nighttime noise hour was taken from existing measurements provided in Table F above. In the case of R-2, existing noise levels were propagated based on distance from Willow Pass Road.
2. The average daytime noise hour was taken from existing measurements provided in Table F above given the use of the sidewalk to the north of the project is expected to occur during daytime hours and is an active use.

dBA = A-weighted decibels

L_{eq} = equivalent continuous level



LSA

FIGURE 4

*Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Future Operational Impacts*

Corona Noise

The proposed project electric tie line has the potential to create corona, or electro-static noise, along the proposed tie-in lines. The audible noise from the corona noise effect was calculated based on the Bonneville Power Administration (BPA) method provided in the Electric Power Research Institute (EPRI) Transmission Line Reference Book – 115 – 230 kV Compact Line Design. The equation used to calculate the audible noise from the corona noise effect is based on median fair weather, rainy weather, and heavy rain conditions and for less than three sub-conductors in each conductor (bundle) as provided below.

Equation: $P = 55 \log d + 120 \log g + \text{Alt.}/300 - 115.4 - 11.4 \log D$

Where: P = the audible noise in dBA above 20 µPA.

d = the sub-conductor diameter in centimeter (cm).

g = the maximum gradient in kilo-volts/centimeter (kV/cm).

Alt. = the altitude above sea level in meters.

D = the distance from the phase to the measuring point in meters.

Table J shows the results of the corona noise calculations for each potential tie-in alignment. The results show that the noise level contributions at the nearest residences would be highly dependent on weather conditions and the potential corona noise levels would be very quiet, less than 20 dBA Leq, which would likely to be masked by existing ambient noise from other sources in the vicinity of the sensitive uses.

Table J: Corona Noise Contributions – dBA Leq

Alignment / Address of Nearest Receptor	Distance to Nearest Receptor (feet)	Noise Level (dBA) for Median Fair Weather Conditions	Noise Level (dBA) for Rainy Weather Conditions ¹	Noise Level (dBA) for Heavy Rain Conditions ²
Reference / 10 feet from Alignment	10	Not Audible	21.0	24.5
West Alignment / 127 Mayport Court	250	Not Audible	12.0	15.5
Middle Alignment / 114 Prosperity Court	130	Not Audible	15.0	18.5
East Alignment / 1000 Beacon Street	110	Not Audible	16.0	19.5

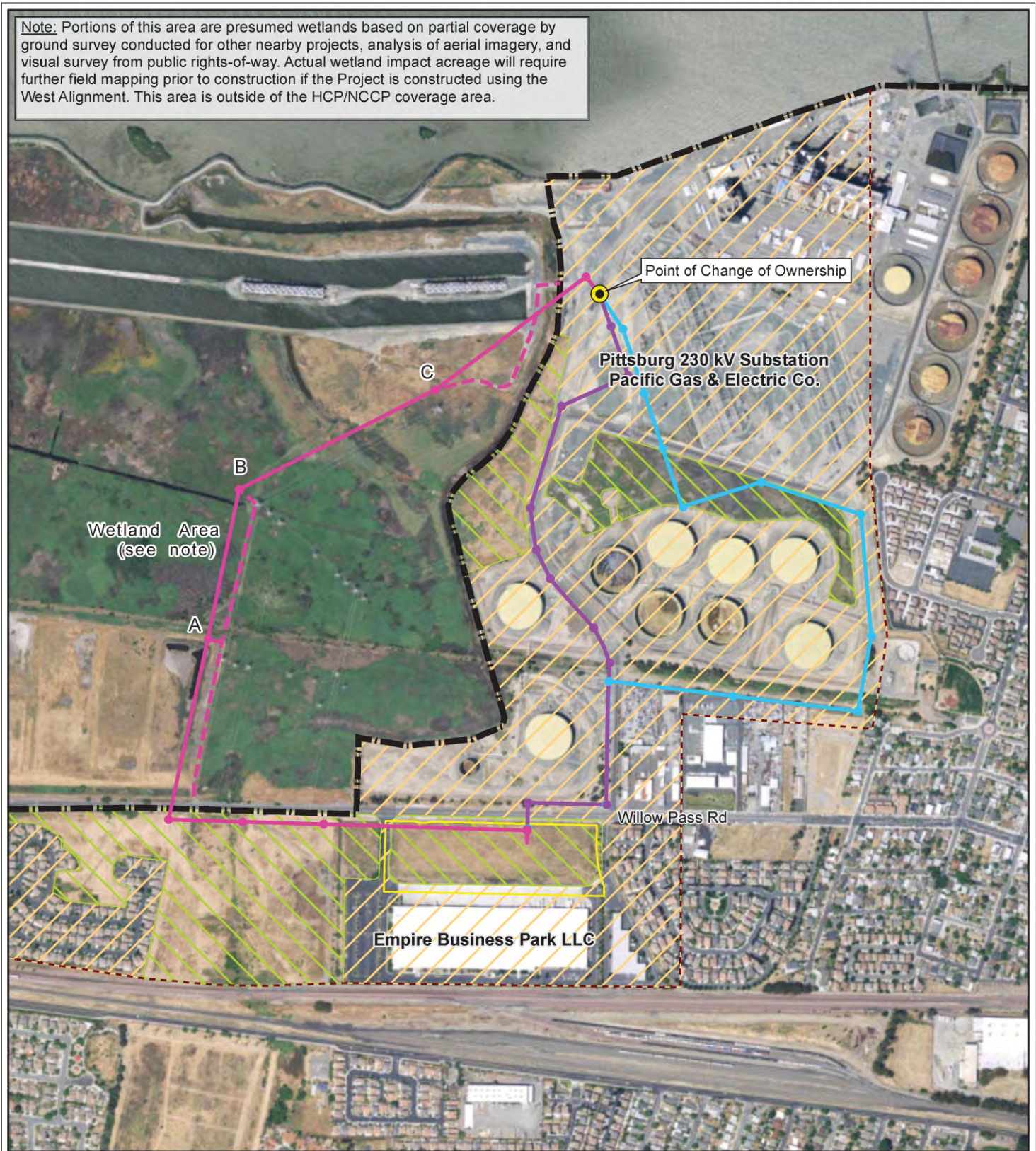
Source: LSA. January 2018.

¹ The audible noise level for median fair weather conditions is 25 dBA less than rainy weather conditions.

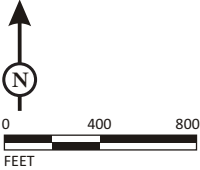
² The audible noise level for heavy rain conditions is 3.5 dBA higher than rainy weather conditions.

dBA = A-weighted decibels

Leq = equivalent continuous level



LSA



SOURCE: TRC Solutions, Inc.

- LEGEND
- Project Site
 - West Alignment
 - Middle Alignment
 - East Alignment

FIGURE 5

*Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Off-site Tie-in Alignments*

RESULTS SUMMARY

As described herein, the proposed project would result in increased noise levels in the project vicinity due to temporary construction activities, however those increases would cease after construction is completed. Noise associated with long-term operations or corona noise would not create an impact to surrounding noise sensitive receptors. With the requirement of the project to comply with hours of operations restriction in the Noise Ordinance and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and not cause a substantial impact to surrounding sensitive uses.

REFERENCES

- California Department of Transportation. 2004. *Transportation- and Construction-Induced Vibration Guidance Manual*, June. Website:
<http://www.dot.ca.gov/hq/env/noise/pub/vibrationmanFINAL.pdf> (Accessed January 2018).
- City of Pittsburg. 2001. *General Plan Pittsburg 2020: A Vision for the 21st Century, Noise Element*. Website: <http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=1388> (Accessed January 2018).
- _____. 2007. Municipal Code, Code of Ordinance. Website:
<http://www.codepublishing.com/CA/Pittsburg/> (Accessed January 2018).
- Electric Power Research Institute (EPRI). 2008. *Transmission Line Reference Book – 115 – 230 kV Compact Line Design*.
- Federal Highway Administration (FHWA). 2006. *Highway Construction Noise Handbook*. Roadway Construction Noise Model, FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. August.
- Federal Transit Administration (FTA). 2006. Office of Planning and Environment. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. August.
- Harris, Cyril M., editor. 1991. *Handbook of Acoustical Measurements and Noise Control*, Third Edition.
- United States Environmental Protection Agency (EPA). 1978. *Protective Noise Levels, Condensed Version of EPA Levels Document*, EPA 550/9-79-100. November.

LIST OF PREPARERS

J.T. Stephens, Author, Senior Noise Specialist

Mr. Stephens holds a B.S. in Acoustical Engineering from Purdue University. He is a Senior Acoustical Specialist at LSA with over 13 years of experience in preparing noise studies. Mr. Stephens is primarily responsible for the preparation of noise studies for a variety of projects. He is proficient in the use of the FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108), Traffic Noise Model (TNM) 2.5, RCNM, Insul, and SoundPlan noise prediction software. Mr. Stephens is also responsible for performing noise monitoring surveys using a variety of Larson Davis sound level meters.

Amy Fischer, Principal-In-Charge.

Ms. Fischer has a B.S. in Environmental Policy Analysis from the University of Nevada, Reno. With 17 years of experience, Ms. Fischer serves as a Noise Principal, is qualified to conduct analyses for a variety of projects, is the technical lead on noise impact analyses documents, and oversees the research and preparation of technical reports.

APPENDIX A

NOISE MONITORING SURVEY SHEETS

Noise Measurement Survey – 24 HR

Project Number: LPD1702

Test Personnel: JT / Kaitlin

Project Name: Diablo Energy

Equipment: Quest Noise Pro DLX

Site Number: LT-1 Date: 10/27-10/30/17

Time: From 12 pm To 1 pm

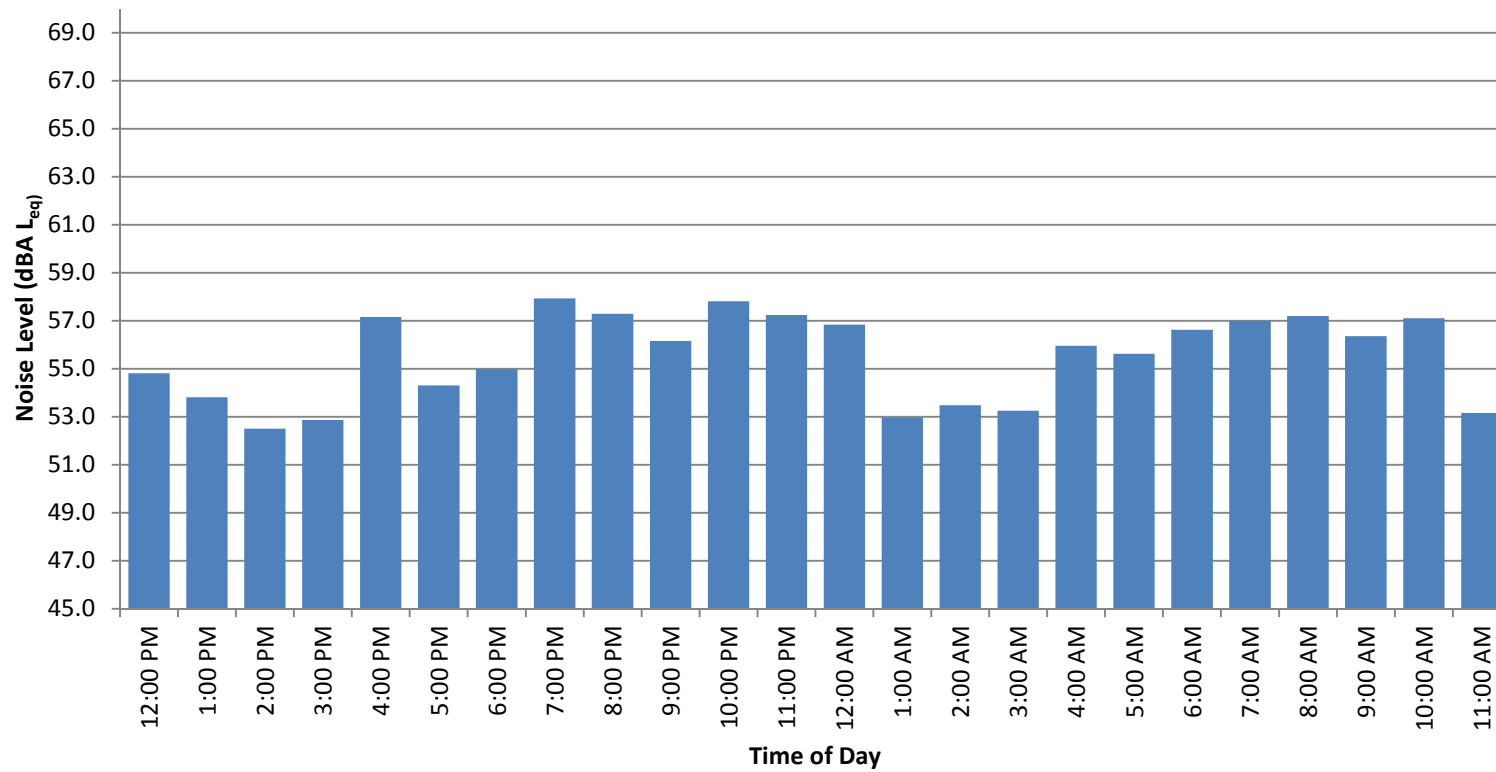
Site Location: SE Corner of the Proposed Project Site

Primary Noise Sources: Activities at the existing distribution center, traffic on Willow Pass Road, Trains

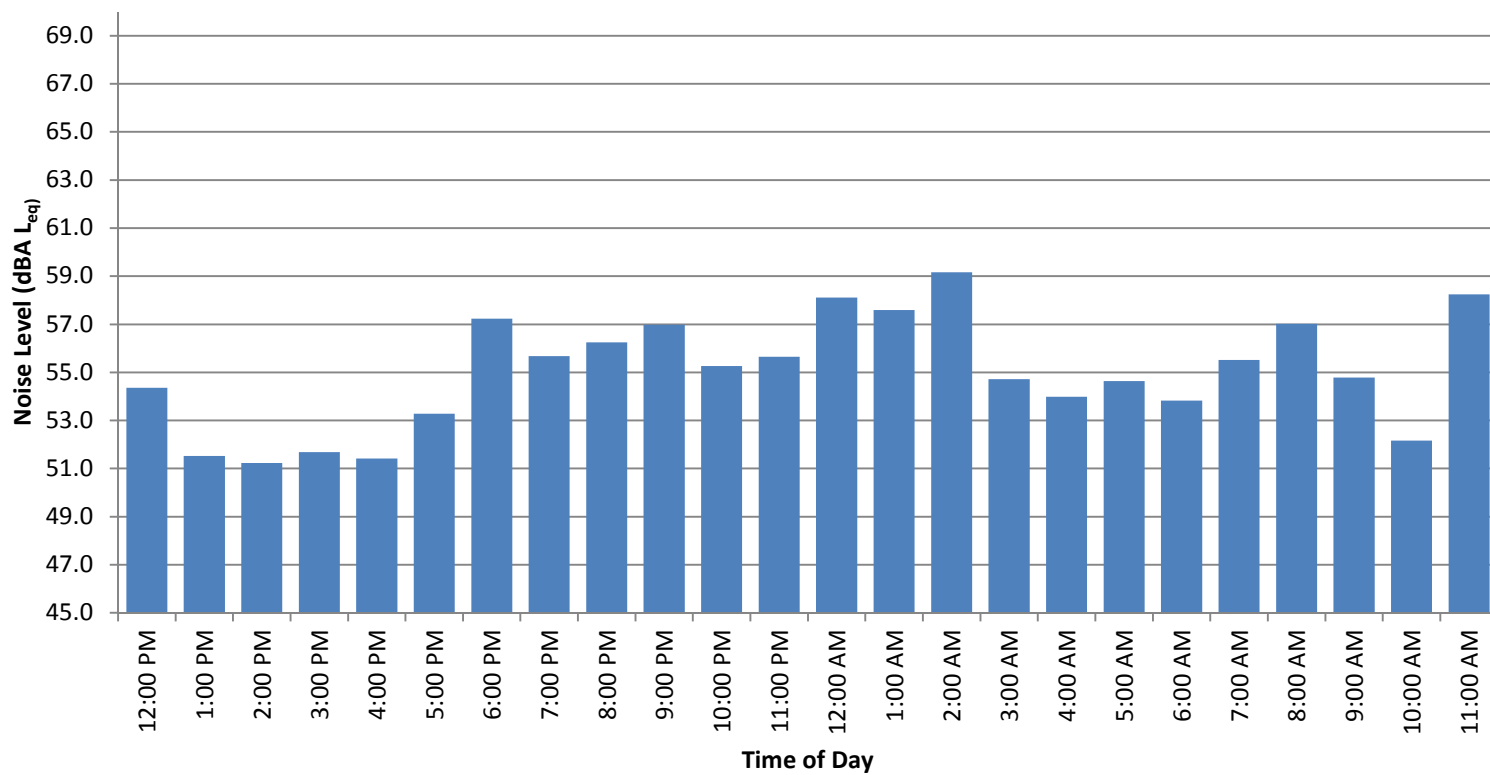
Comments: Serial Number: NXF 160112



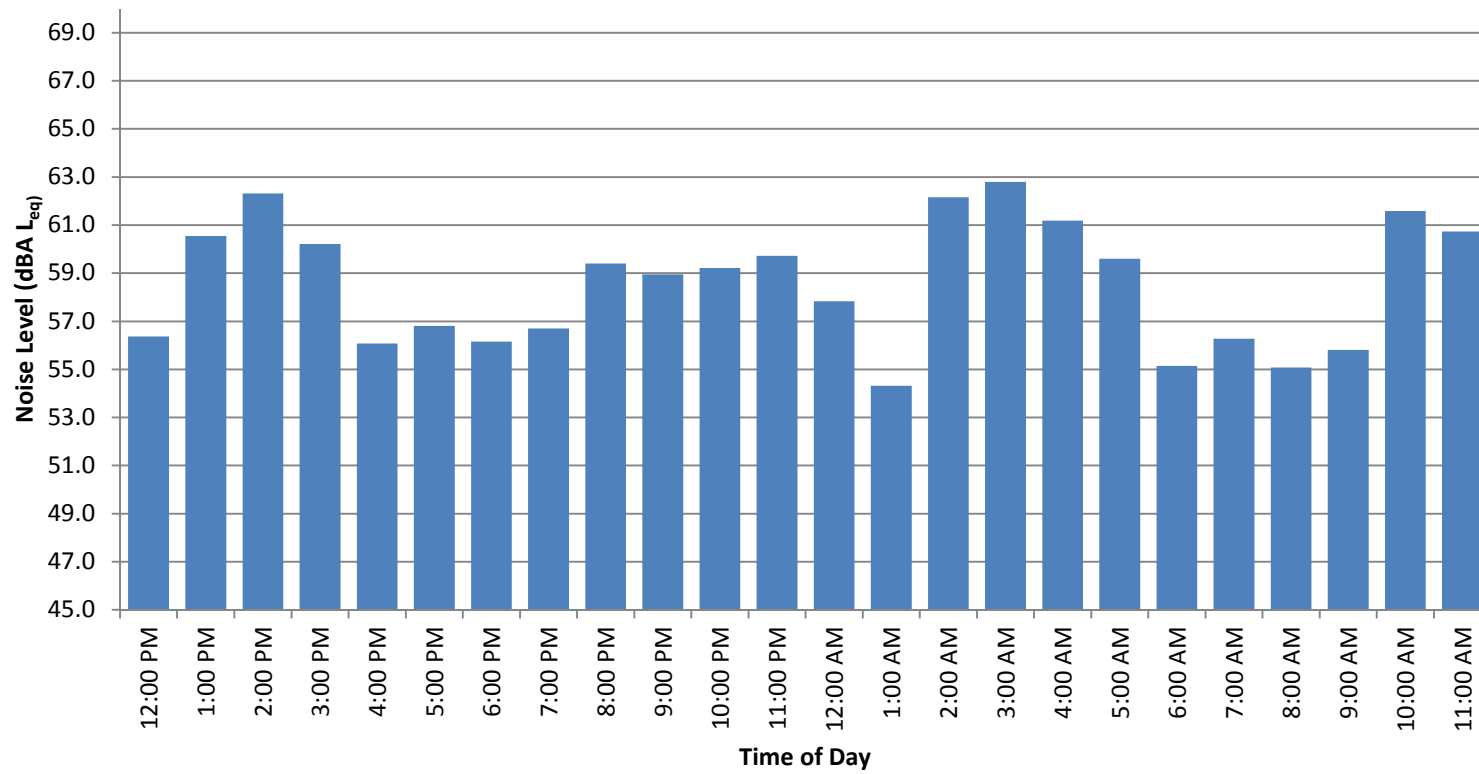
Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 3



Noise Measurement Survey – 24 HR

Project Number: LPD1702

Test Personnel: JT / Kaitlin

Project Name: Diablo Energy

Equipment: Quest Noise Pro DLX

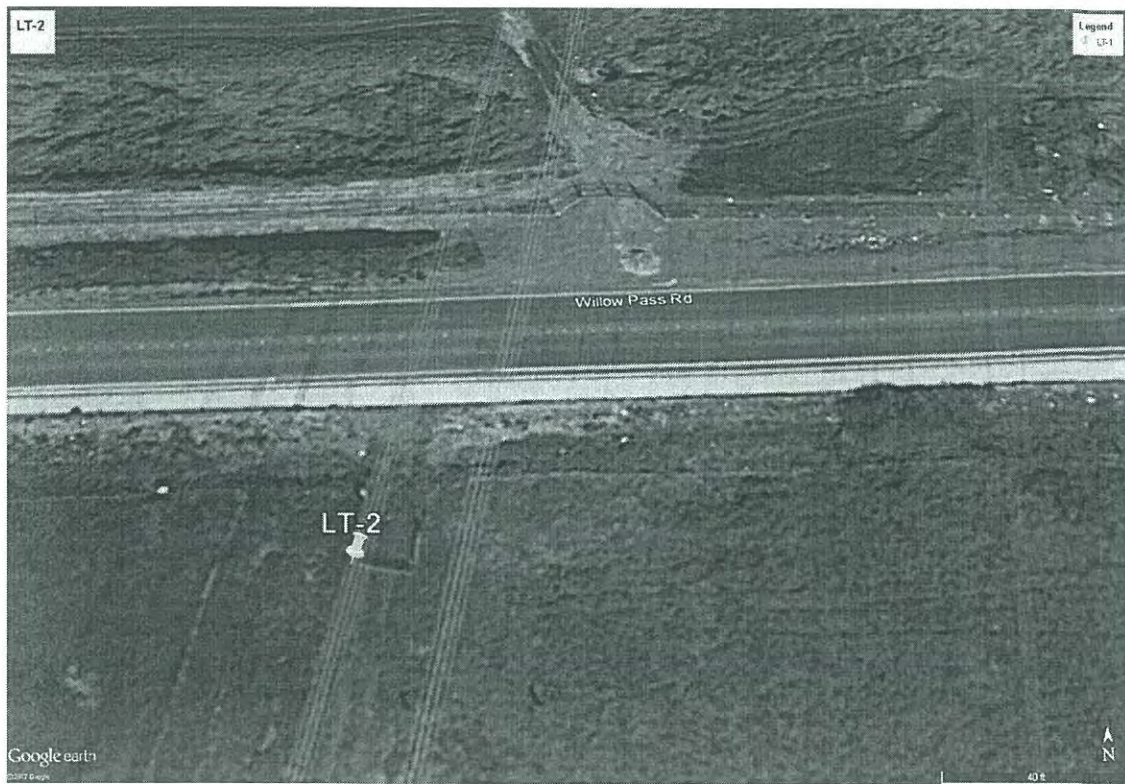
Site Number: LT-2 Date: 10/27-10/30/17

Time: From 12 pm To 1:10 pm

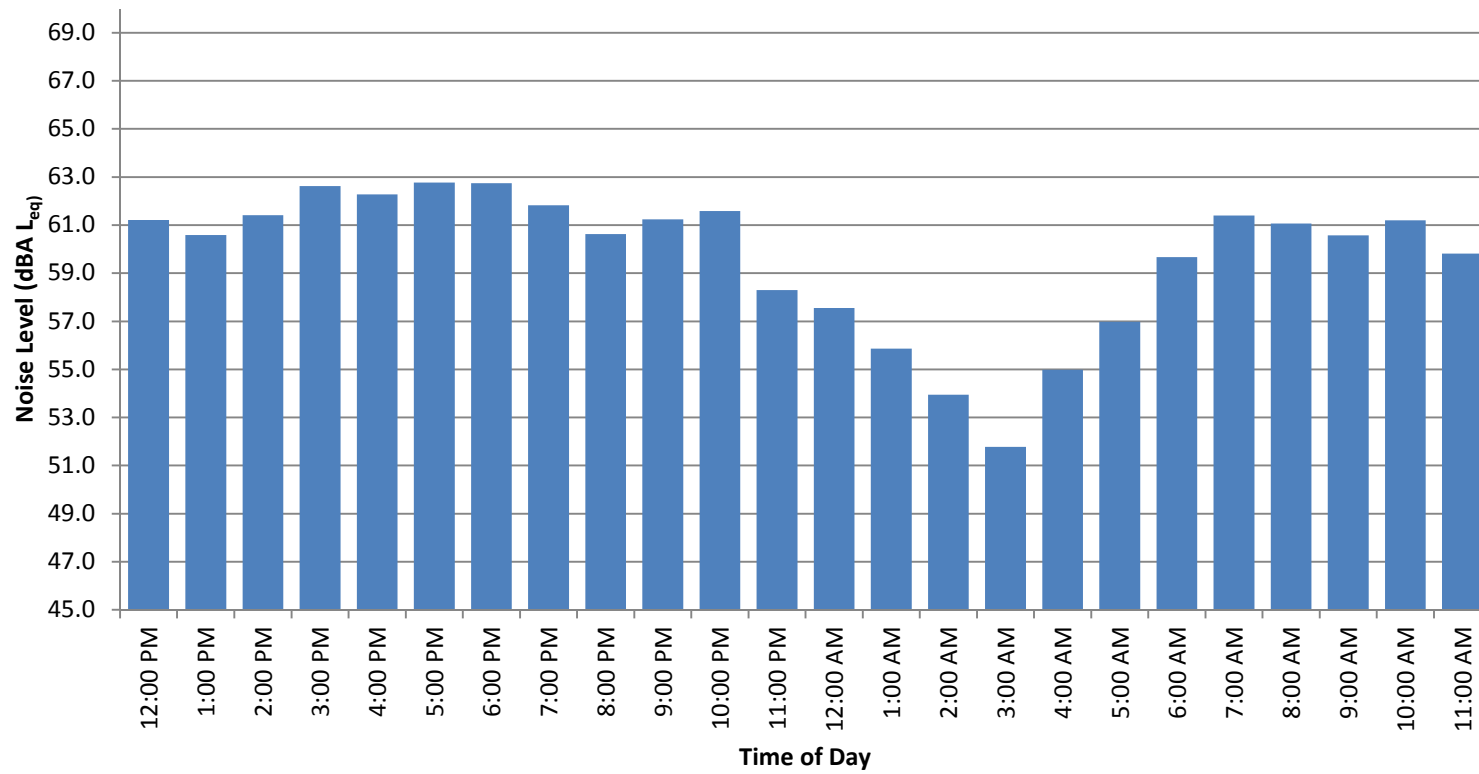
Site Location: West of the Proposed Project Site, south of Willow Pass Road

Primary Noise Sources: Traffic on Willow Pass Road, Corona Noise

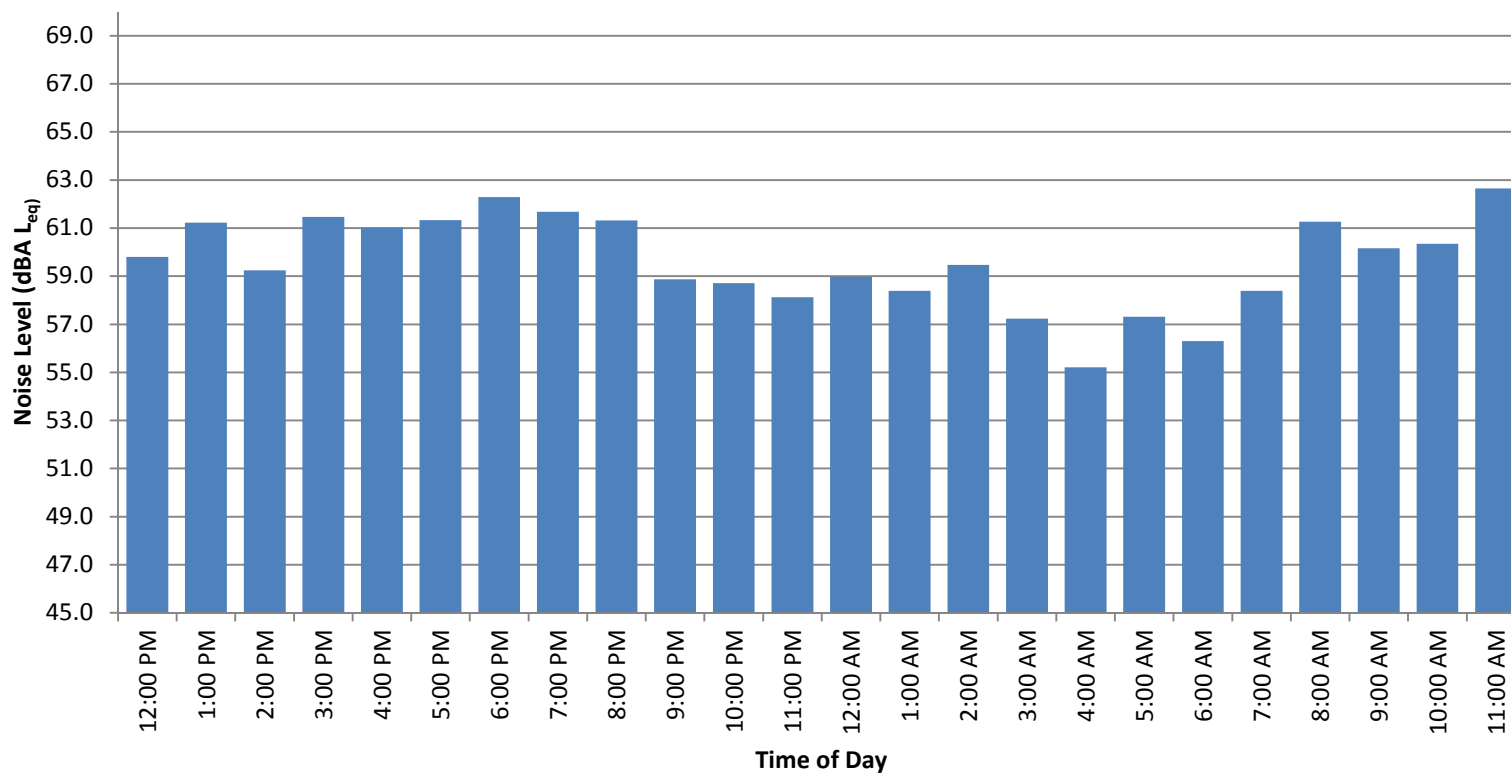
Comments: Serial Number: NXG0601AA



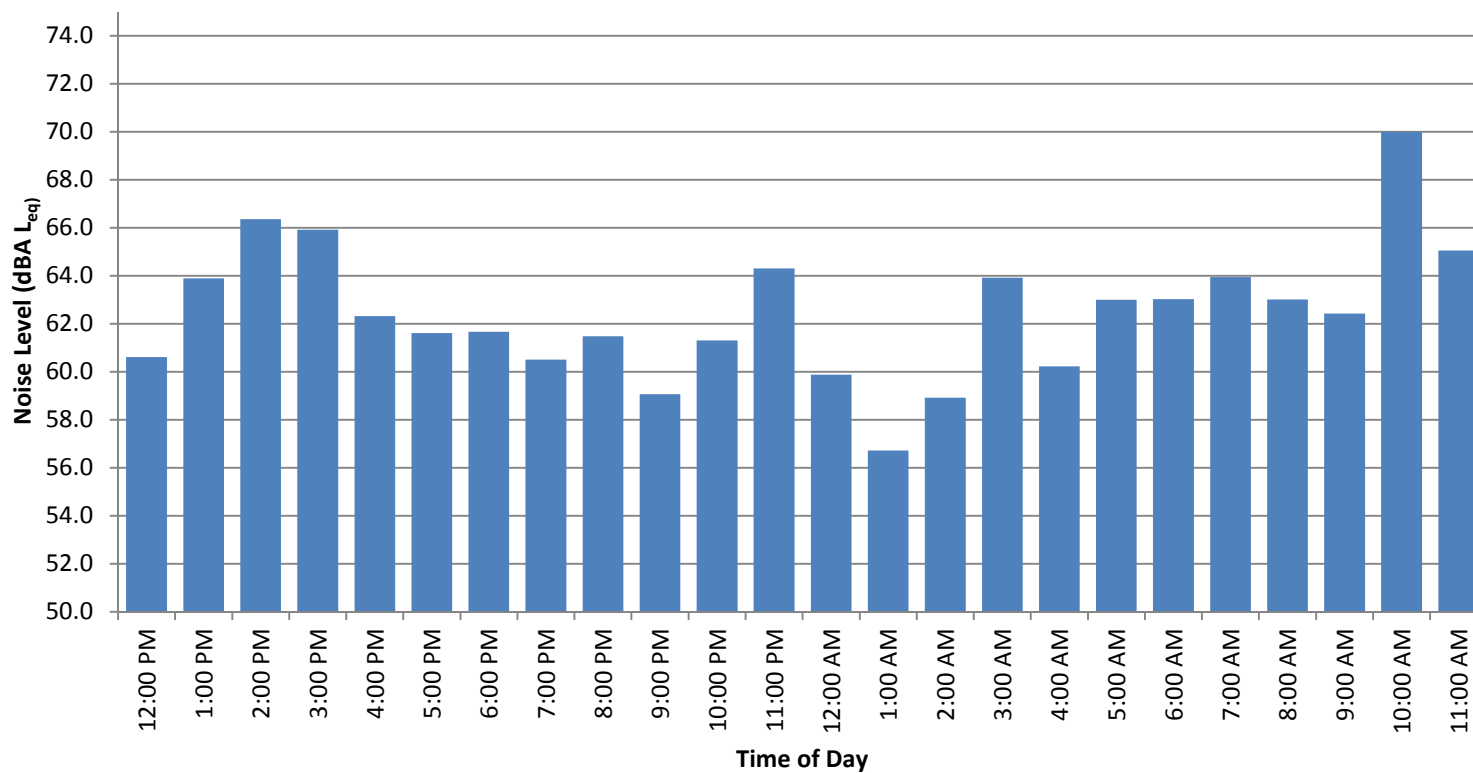
Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 3



Noise Measurement Survey – 24 HR

Project Number: LPD1702

Test Personnel: JT / Kaitlin

Project Name: Diablo Energy

Equipment: Quest Noise Pro DLX

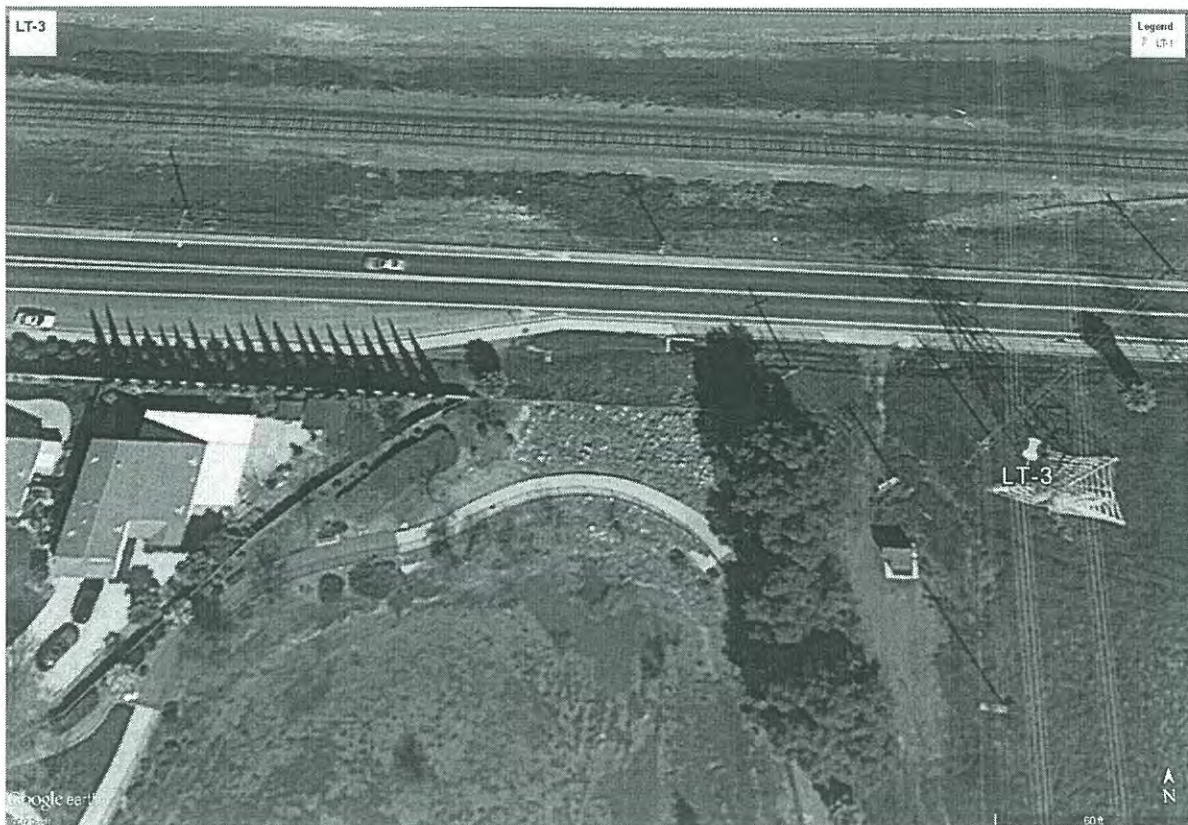
Site Number: LT-3 Date: 10/27-10/30/17

Time: From 12 pm To 1:23 pm

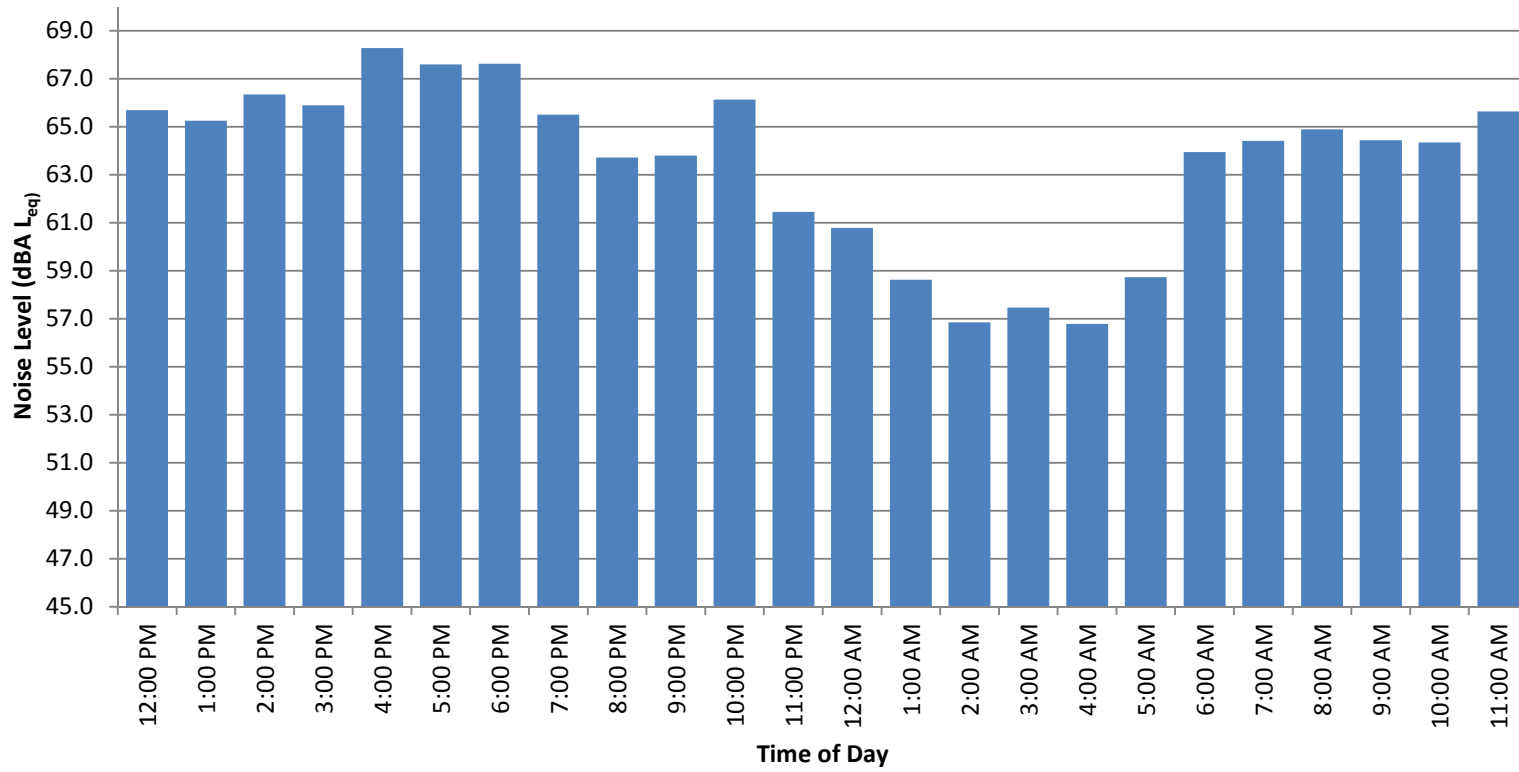
Site Location: Southwest of the Proposed Project Site, south of Parkside Drive

Primary Noise Sources: Traffic on Parkside Drive, Corona Noise

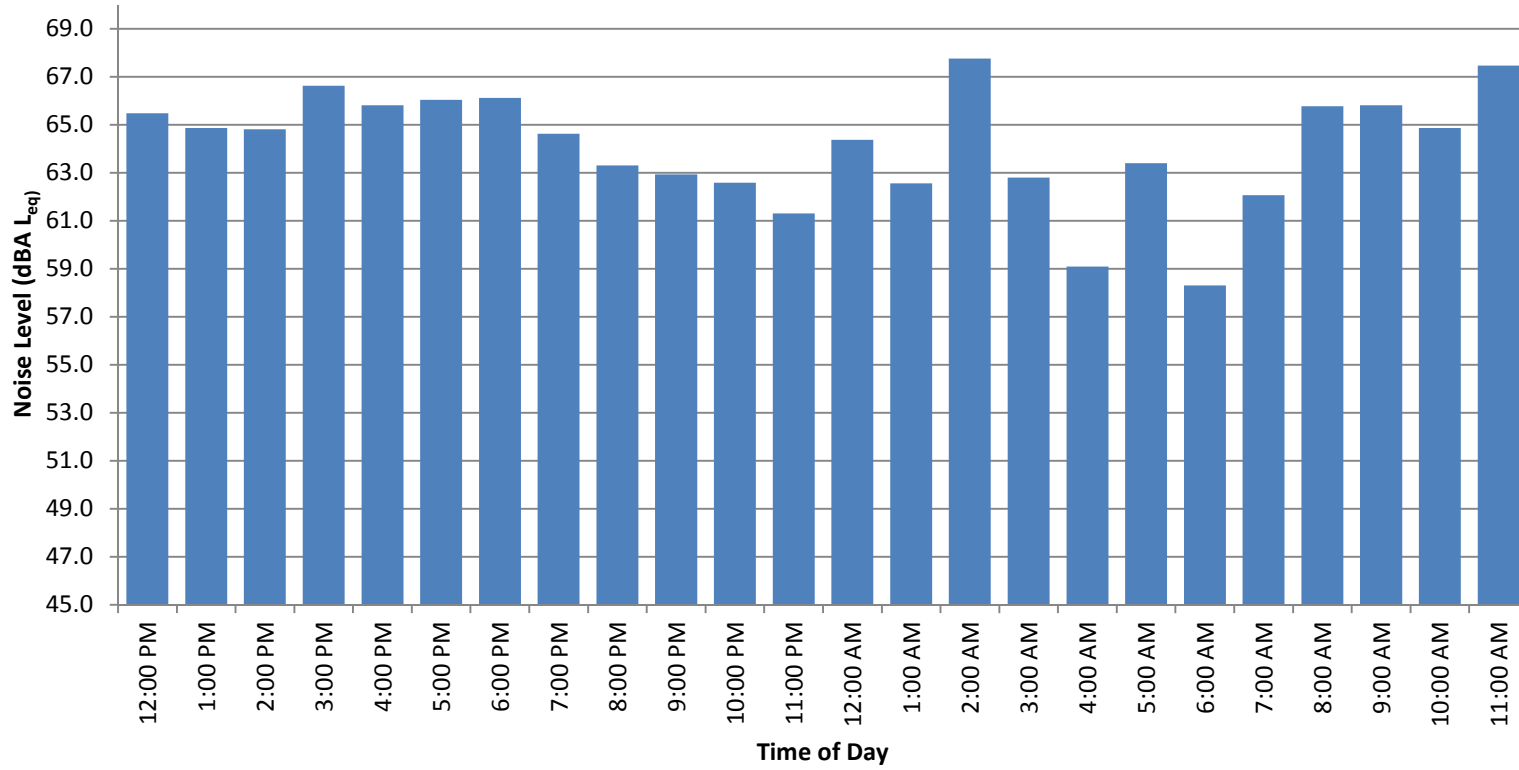
Comments: Serial Number: NYM07002A



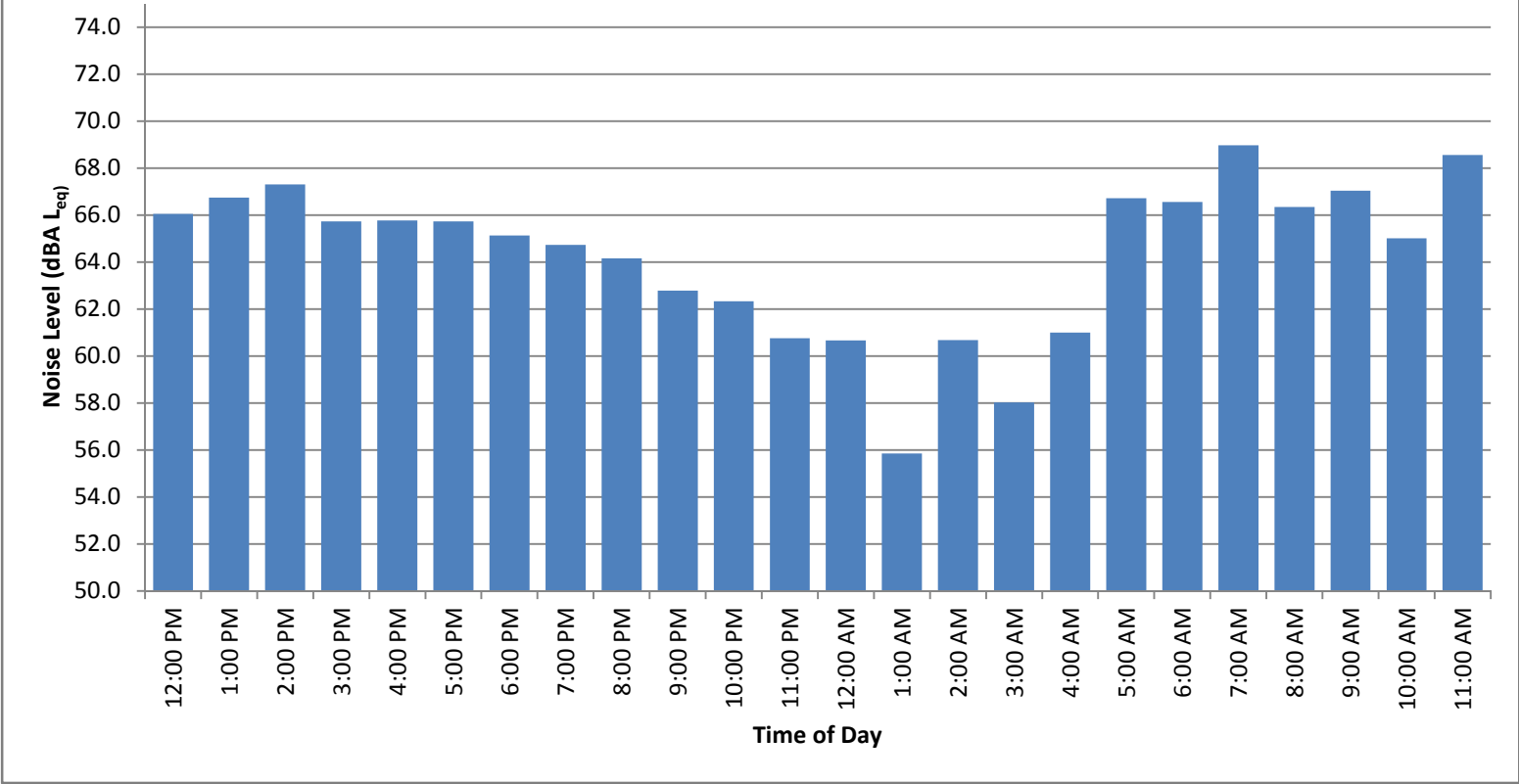
Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 3



Noise Measurement Survey

Project Number: LPD1702
 Project Name: Diablo Energy

Test Personnel: JT Stephens
 Equipment: LD LxT

Site Number: BT-1 Date: 10/27/17

Time: From 1:21p To 1:36p.

Site Location: SE Corner of Existing Industrial Building
Along fence line close to single-family homes

Primary Noise Sources: Forklift operations / back-up beeper
trains

Comments: 9'-10' high prop. line fence.
Forklift pass-by 64-66dBA
Backup beeper 61 dBA when near door

Adjacent Roadways: Existing Rail Line

File:	<u>164</u>
L _{eq}	<u>55.9</u>
L _{max}	<u>69.3</u>
L _{min}	<u>37.9</u>
L ₂₅	<u>63.2</u>
L ₁₀	<u>60.3</u>
L ₂₅ <u>33.3</u>	<u>52.3</u>
L ₅₀	<u>49.7</u>
L ₉₀ <u>66.4</u>	<u>43.4</u>
L ₉₅ <u>90</u>	<u>39.3</u>

Atmospheric Conditions	
Average Wind Velocity (mph)	<u>0.9</u>
Maximum Wind Velocity (mph)	<u>1.9</u>
Temperature (F)	<u>87.2</u>
Relative Humidity (%)	<u>21</u>

Noise Measurement Survey

Project Number: LPD1702
Project Name: Diablo Energy

Test Personnel: JT Stephens
Equipment: LD LxT

Site Number: ST-2 Date: 10/27/17

Time: From 1:44p To _____

Site Location: West of project site, NW corner of existing parking lot

Primary Noise Sources: Truck and Vehicle Movements
Loading Dock Activities / Forklift
Traffic on Willow Pass Rd (faint)
Airplanes

Comments: ~ 20 dock @ building.

Adjacent Roadways: Willow Pass Rd.

File:	<u>65</u>
L _{eq}	<u>49.0</u>
L _{max}	<u>62.1</u>
L _{min}	<u>40.3</u>
L ₂ <u>5</u>	<u>52.8</u>
L ₈ <u>15</u>	<u>51.5</u>
L ₂₅ <u>33.3</u>	<u>48.9</u>
L ₅₀	<u>47.5</u>
L ₉₀ <u>66.4</u>	<u>46.2</u>
L ₉₉ <u>90</u>	<u>43.2</u>

Atmospheric Conditions	
Average Wind Velocity (mph)	<u>1.0</u>
Maximum Wind Velocity (mph)	<u>3.0</u>
Temperature (F)	<u>87.4</u>
Relative Humidity (%)	<u>21%</u>

Appendix E
NAHC Correspondence

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



May 30, 2017

Howard Higgins
TRC Environmental

Sent by Email: hhiggins@trcsolutions.com
Number of Pages: 2

RE: Diablo Project, Honker Bay, Contra Costa County

Dear Mr. Higgins:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. **Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.**

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. **By contacting all those on the list, your organization will be better able to respond to claims of failure to consult.** If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: Sharaya.souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst

**Native American Heritage Commission
Native American Contacts
5/30/2017**

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office
(650) 332-1526 Fax

Ohlone/Costanoan

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624
rhitchcock@wiltonrancheria-nsn.gov
(916) 683-6000 Office

(916) 683-6015 Fax

Miwok

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas, CA 95036
muwekma@muwekma.org
(408) 314-1898
(510) 581-5194

Ohlone / Costanoan

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717
Linden, CA 95236
canutes@verizon.net
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152
Fremont, CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell

(510) 687-9393 Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the updated contact list for Diablo Project, Honker Bay, Contra Costa County.



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 11, 2017

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Raymond Hitchcock:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

In September 2017, Diablo Energy Storage LLC submitted an application requesting a Conditional Use Permit, Zoning Text Amendment and Design Review for a Battery Storage Project. The applicant proposes to install up to three single story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The proposed project would also include a tie in line to the existing PG&E Substation. Three alternative routes are shown on the attached project location map.

If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

North Valley Yakuts Tribe
Katherine Erolinda Perez, Chairperson
P. O. Box 717
Linden, CA 95236

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Katherine Erolinda Perez:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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Pittsburg, CA 94565

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Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P. O. Box 28
Hollister, CA 95024

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Ann Marie Sayers:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Irene Zwierlein:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

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City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

The Ohlone Indian Tribe
Andrew Galvin
P. O. Box 3152
Fremont, CA 94539

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Andrew Galvin:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P. O. Box 360791
Milpitas, CA 95036

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Rosemary Cambra:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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Kristin Pollot, Planning Manager
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65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
<u>Impact BIO-1:</u> Development of the Proposed Tie-line on the western alignment has the potential to impact six special status plant species.	<u>Mitigation Measure BIO-1:</u> If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide biological, wetlands and jurisdictional waters survey reports accompanying the final tie-line design demonstrating that facilities and access are designed to minimize disturbance to sensitive plants to the extent practical for safe and efficient construction. Reports provided by the Applicant shall be prepared by qualified professionals and shall address federal and state jurisdictional waters and potential for occurrence of Soft salty bird's-beak, Bolander's water hemlock, Delta tule pea, Delta mudwort, Mason's lilaeopsis, Suisun marsh aster based on pedestrian transect surveys for the portion of the West Alignment north of Wouldow Pass Road including final access routes. The project shall be designed to avoid direct impact to soft salty bird's beak and Mason's lilaeopsis, as well as Bolander's water hemlock, Delta tule pea, Delta	Applicant and City of Pittsburg Community Development Services Department, US Army Corps of Engineers, US Fish and Wildlife Service, California Department of Fish and Wildlife	Prior to approval of any grading or building plans for the Tie-line route.	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	mudwort, and Suisun marsh aster. If direct impact to soft salty bird's beak and Mason's lilaeopsis cannot be practically avoided, then the applicant shall consult with USFWS and CDFW to develop a plan for transplanting affected individuals to an appropriate adjacent location. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to the issuance of a Building Permit.. If direct impact to Bolander's water hemlock, Delta tule pea, Delta mudwort, or Suisun marsh aster cannot be practically avoided, then the applicant shall submit a plan for transplanting, restoring, or preserving these species including success criteria to offset individuals lost at a ratio of no less than 1:1. This report shall e submitted to the State Department of Fish and Wildlife, and approved prior to the issuance of a Building Permit. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to federal or state jurisdictional waters or wetlands, or locations with State or federally listed plants or State Rare plants.			

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	Material revisions to the selected final tie-line alignment routing and structure locations shown and described in the Applicant's Project Description shall be subject to approval by the Planning Manager.			
<u>Impact BIO-2:</u> Development of the Tie-line on the western alignment has the potential to impact the Salt Marsh Harvest Mouse, which is a protected species under the State of California Endangered Species Act.	<u>Mitigation Measure BIO-2:</u> If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a biological survey report prepared by a qualified professional accompanying the final tie-line design addressing potential for occurrence of salt-marsh harvest mouse. The project shall be designed to avoid any Take of salt-marsh harvest mouse under the State ESA. If impact to salt-marsh harvest mouse habitat cannot be practically avoided, then the applicant shall develop a plan for construction to ensure no State ESA Take during construction, and for restoring or preserving habitat for this species at an area ratio of no less than 3 to 1. The plan shall be subject to review by USFWS and CDFW and approval by the	Applicant and City of Pittsburg Community Development Services Department, US Fish and Wildlife Service, California Department of Fish and Wildlife	Prior to issuance of any grading or building permit.	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	City prior to the issuance of any Building Permit.			
<u>Impact BIO-3:</u> Development of the Tie-line route along the western alignment has the potential to impact the habit of the Western Pond Turtle which is a State Species of Special Concern.	<u>Mitigation Measure BIO-3:</u> If the tie-line West Alignment is used, a qualified biologist shall conduct a pre-construction survey for western pond turtles no more than 30 days prior to construction in suitable aquatic habitats in and adjacent to the West Alignment work area. A combination of visual and trapping surveys may be performed with authorization from the California Department of Fish and Wildlife. If the species is found near any proposed construction areas, impacts on individuals and their habitat shall be avoided to the extent feasible. If occupied habitat can be avoided, an exclusion zone shall be established around the habitat and clearly marked with temporary fencing for avoidance during construction. If avoidance is not possible and the species is determined to be present in work areas, the biologist with approval from CDFW may capture turtles prior to construction activities and	Applicant and City of Pittsburg Community Development Services Department	Prior to issuance of grading or building permits for the Tie-line route.	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	relocate them to nearby, suitable habitat a minimum of 300 feet from the work area. Exclusion fencing should then be installed if feasible to prevent turtles from reentering the work area. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to occupied western pond turtle habitat.			
<u>Impact BIO-4:</u> If the Tie-line is developed on the western alignment, the project could result in 0.38 acres of long term wetland disturbance and an additional 1.09 acres of short-term wetland disturbance for construction.	<u>Mitigation Measure BIO-4:</u> If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a wetlands and jurisdictional waters survey report accompanying the final tie-line design demonstrating that facilities and access are designed to minimize disturbance to waters and wetlands to the extent practical for safe and efficient construction. Reports provided by the Applicant shall be prepared by a qualified professional and shall delineate federal and state jurisdictional waters and wetlands, including verification by USACE for federal wetlands, if present. If disturbance	Applicant and City of Pittsburg Community Development Services Department, US Army Corps of Engineers, US Fish and Wildlife Service, California Department of Fish and Wildlife	Prior to issuance of any grading or building permits for the Tie-line route.	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	to waters of the US and the state including wetlands cannot be avoided, then such disturbance shall not exceed 0.5-acre long term plus 1.3 acres of short term disturbance, and the Applicant shall obtain required authorizations from USACE and CDFW prior to construction. Disturbances to wetlands or riparian vegetation shall be mitigated at a ratio of no less than 3:1 for long term impacts.			
<u>Impact Bio-5</u> The Project is within the area covered by the HCP/NCCP.	<u>Mitigation Measure BIO-5</u> Measure BIO-5: The Developer shall pay HCP/NCCP mitigation fees consistent with HCP/NCCP requirements. If development is phased such fees, shall be paid prior to the issuance of a grading permit for acreage to be disturbed in such phase.	Applicant and City of Pittsburg Community Development Services Department, East Contra Costa County Habitat Conservancy	Prior to the issuance of a grading or building permit.	
<u>Impact CUL-1:</u> There is a potential for an impact on historic resources during construction of the tie-in line.	<u>Mitigation Measure CUL-1:</u> Prior to issuance of a grading permit, the Applicant shall provide the City with a historical resources survey report prepared by a	Applicant and City of Pittsburg Community Development Services Department	Prior to the issuance of any grading or building permits for the Tie-line route.	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	professional meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) for the electric tie-line easement. If the survey identifies potentially significant cultural resources within the electric tie-line easement, then a tie-line design shall be provided to the City for approval prior to issuance of a grading permit that demonstrates either: (1) no significant resource would be disturbed by tie-line construction; or (2) any significant resource that cannot be practically avoided would be mitigated through photo-documentation and archival research by a qualified historic archaeologist or architectural historian.			
<u>Impact CUL-2:</u> There are no known archaeological resources within the project site or along the proposed tie-line routes. However, there is always the possibility (although very slight) that archaeological resources could be uncovered during site excavation work.	<u>Mitigation Measure CUL-2:</u> Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of	Applicant and City of Pittsburg Community Development Services Department, California Historical Resources Northwest Information Center	During construction	

Exhibit C of Ordinance No. 18-1456
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Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	archaeological resources in the geologic materials encountered, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if such resources are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified cultural resource specialist. If evaluation by a qualified cultural resource specialist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified cultural resource specialist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project, including development of a Research Design and Data Recovery Program if needed to mitigate impacts. If cultural artifacts are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared if significant cultural			

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Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	resources are discovered. This report shall be submitted to the California Historical Resources Northwest Information Center.			
<u>Impact CUL-3:</u>	<u>Mitigation Measure CUL-3:</u> Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of paleontological resources when excavating on the Site beneath the depth of existing fill, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if vertebrate fossils are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified paleontologist. If evaluation by a qualified paleontologist indicates that the discovery may be significant, then excavation in the area shall be	Applicant and City of Pittsburg Community Development Services Department, California Historical Resources Northwest Information Center	During construction	

Exhibit C of Ordinance No. 18-1456
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
	continued only as directed by a qualified paleontologist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project. If significant fossils are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared if significant fossils are discovered. This report shall be submitted to the California Historical Resources Northwest Information Center			
<u>Impact CUL-4:</u> Given that there are no records of Native American sacred lands in the area, no evidence of human remains at the site, and the area is so heavily disturbed, no impact to human remains is anticipated. However, a Mitigation Measure is included to ensure that impacts are mitigated to a less than significant level in the event that human remains are encountered unexpectedly during construction.	<u>Mitigation Measure CUL-4:</u> Construction shift foremen, excavation equipment operators and other construction workers shall be trained and instructed by a representative of the Applicant or its contractor to halt work immediately if human remains are observed in the geologic materials encountered. In the event of a discovery, the County coroner shall be notified immediately and work in the area shall cease until the discovery is evaluated and removed in accordance with applicable laws and requirements.	Applicant and City of Pittsburg Community Development Services Department, County Coroner	During Construction	

Exhibit C of Ordinance No. 18-1456
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 Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Signature and Date)
<u>Impact NOISE-1:</u> Construction could generate noise levels that exceed 70 dBA depending on the construction activity.	<u>Mitigation Measure NOISE-1:</u> <i>Loud construction work adjacent to development shall be limited to normal business hours between 8:00 am and 5:00 pm.</i>	Applicant and City of Pittsburg Community Development Services Department	During construction	



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

DATE: 9/21/2018

TO: Mayor and Council Members

FROM: Joe Sbranti, City Manager

SUBJECT: Adoption of a City Council Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District 2016-1 (Maintenance of Project Facilities)

MEETING DATE: 10/1/2018

EXECUTIVE SUMMARY

The City currently has four community facilities districts (“CFDs”) that provide funds for certain services, including public safety, park maintenance and fire safety emergency services. Two of the four districts allow future annexations for new developments located anywhere within the City limits. This action would make this designation consistent among all the CFDs and allow an expedited annexation procedure for parcels that are required to annex into one or more of these CFDS in the future.

FISCAL IMPACT

Parcels can annex into each of the four existing CFDs from the future annexation area related thereto via a Unanimous Approval form, signed by the owner of the applicable parcel and delivered to the City. This is a short-form method of annexation that does not require further public hearings or Council actions, saving time administrative costs. The only cost of the expansion of the future annexation areas for CFD 2016-1 is the legal costs to special outside counsel, Jones Hall. These costs would be paid by the district.

RECOMMENDATION

City Council adopt the Resolution of Intention to Add Territory to Future Annexation Area of Community Facilities District No. 2016-1 (Maintenance of Project Facilities).

BACKGROUND

The City of Pittsburg (“City”) currently has four community facilities districts (“CFDs”) that provide funds primarily for authorized services. These CFDs are as follows:

- Community Facilities District No. 2005-1 (Public Safety Services)
- Community Facilities District No. 2007-1 (Park Maintenance Services)
- Community Facilities District No. 2016-1 (Maintenance of Project Facilities)
- Community Facilities District No. 2017-1 (Fire Facilities and Fire Safety and Emergency Services)

The City Council established the districts pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of division 2, Title 5, commencing at Section 53311, of the California Government Code (the “Act”), which authorizes the City Council to establish a community facilities district, to establish a future annexation area and to add territory thereto.

Each of the four CFDs contains a “future annexation area” from which parcels can annex into the CFD and be levied a special tax to pay for authorized services. The future annexation area for each of CFD No. 2005-1 and CFD No. 2007-1 extends City-wide. The future annexation area for CFD No. 2016-1 does not.

Staff proposes to add territory to the existing future annexation area for CFD No. 2016-1 to also make the future annexation areas City-wide, to be consistent among all four CFDs. If approved the change will also allow for an expedited annexation procedure for parcels that annex into one or more of these CFDs in the future.

SUBCOMMITTEE FINDINGS

Not applicable.

STAFF ANALYSIS

As noted above, staff recommends approval of this resolution to be consistent among all four CFDs and expedite future annexations. If approved, this resolution is the first step in the process of adding territory to the future annexation area previously established for CFD No. 2016-1. Upon adoption of this Resolution, the City Clerk shall certify the Map Adding Territory to CFD 2016-1, which will then be recorded in the Office of the County of Contra Costa Clerk-Recorder.

Staff anticipates returning to the City Council’s regularly scheduled meeting to be held on November 5, 2018, with a request the City Council take the following actions:

- Conduct a public hearing
- Consider adoption of a Resolution Adding Territory to CFD 2016-1

ATTACHMENTS: Resolution
Future Annexation Area Map for CFD 2016-1

Report Prepared By: Jolan Longway, Clean Water Program Coordinator

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a City Council Resolution of)	
Intention to Add Territory to Future)	RESOLUTION NO. 18-
Annexation Area of Community Facilities)	
District No. 2016-1 (Maintenance of)	
<u>Project Facilities)</u>	

The Pittsburg City Council DOES RESOLVE as follows:

WHEREAS, this City Council (this "Council") of the City of Pittsburg (the "City") has conducted proceedings to establish Community Facilities District No. 2016-1 (Maintenance of Project Facilities) (the "CFD") and a Future Annexation Area (the "Future Annexation Area") related thereto pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code; and

WHEREAS, under the Act, this Council, as the legislative body for the CFD, is empowered with the authority to add territory to the Future Annexation Area of the CFD, and now desires to undertake proceedings to add territory to the Future Annexation Area of the CFD.

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. Findings. This Council hereby finds and determines that public convenience and necessity require that territory be added to the Future Annexation Area of the CFD.

Section 2. Territory Described. The name of the existing CFD is "City of Pittsburg Community Facilities District No. 2016-1 (Maintenance of Project Facilities)." The territory originally included in the existing CFD and the Future Annexation Area is set forth in the map of the CFD heretofore recorded on March 7, 2016 in the Contra Costa County Clerk-Recorder's Office in Book 85 at Page 23 of Maps of Assessment and Community Facilities Districts, to which map reference is hereby made.

The territory now proposed to be added to the Future Annexation Area of the CFD is as shown on the Map Adding Territory to Future Annexation Area, on file with the City Clerk, the boundaries of which territory are hereby preliminarily approved and to which map reference is hereby made for further particulars. The City Clerk is hereby directed to cause to be recorded such map, showing the territory to be added to the Future Annexation Area, in the office of the Clerk-Recorder of the County of Contra Costa within 15 days of the date of adoption of this resolution.

Parcels within the Future Annexation Area shall be annexed to the CFD only with the unanimous approval (each, a "Unanimous Approval") of the owner or owners of each parcel or parcels at the time that parcel or those parcels are annexed, without any requirement for further public hearings or additional proceedings.

Section 3. The Services. The types of public services financed by the CFD and pursuant to the Act consist of those municipal services (the “Services”) as described in Exhibit B to the Resolution of Formation with respect to the CFD adopted by the Council as Resolution No. 16-13160 on March 21, 2016 (the “Resolution of Formation”). It is presently intended that the Services will be provided, without preference or priority, to the existing territory in the CFD and the territory proposed to be added to the Future Annexation Area of the CFD.

Section 4. Special Tax. Except to the extent that funds are otherwise available to the CFD to pay for the Services, a special tax sufficient to pay the costs thereof is intended to be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes; provided, that the City may also hand-bill parcels in the CFD for the Special Tax.

The special tax proposed to pay for Services to be supplied within the territory proposed to be annexed in the future from the Future Annexation Area will be equal to the special taxes levied to pay for the same Services in the CFD, except that a higher or lower tax may be levied within the territory proposed to be annexed in the future from the Future Annexation Area to the extent that the actual cost of providing the Services in that territory is higher or lower than the cost of providing those Services in the CFD.

The existing rate and method of apportionment of special tax (the “Rate and Method”) among the parcels of real property within the existing territory of the CFD, as described in Exhibit A to the Resolution of Formation, will not be altered in connection with the proposed annexation and the territory proposed to be annexed. The proposed rate and method of apportionment of the special tax among the parcels of real property within the CFD, as now in existence and following the annexation proposed herein, in sufficient detail to allow each landowner within the territory proposed to be annexed to the CFD to estimate the maximum amount such owner will have to pay, are described in the Rate and Method.

A special tax shall be levied in the Future Annexation Area only with the Unanimous Approval of the owner or owners of each parcel or parcels at the time that parcel or those parcels are annexed, without any requirement for further public hearings or additional proceedings.

Section 5. Public Hearing. Monday, November 5, 2018 at 7:00 p.m. or as soon as possible thereafter, in the City Council Chambers, Pittsburg Civic Center, 65 Civic Avenue, Pittsburg, California 94565, be, and the same are hereby appointed and fixed as the time and place when and where this Council, as legislative body for the CFD, will conduct a public hearing on the matters described in this Resolution.

Section 6. Notice. The City Clerk is hereby directed to cause notice of said public hearing to be given by publication one time in a newspaper of general circulation in the area of the CFD, including the area to be added to the Future Annexation Area to the CFD. The publication of said notice shall be completed at least 7 days before the date herein set for said hearing. The City Clerk may also cause a copy of such notice and a copy of this Resolution to be mailed to each landowner within the territory proposed to be added to the Future Annexation Area, which notice and resolution shall be mailed at least 15 days

before the date of said hearing. Such notice shall be substantially in the form specified in Section 53339.4 of the Act, with a summary form specifically authorized.

Section 7.Effective Date. This Resolution shall take effect upon its adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 1st day of October,2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Dwaine "Pete" Longmire, Mayor

ATTEST:

Alice E. Evenson, City Clerk

MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2016-1
MAINTENANCE OF PROJECT FACILITIES

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



REFERENCE IS HEREBY MADE TO THAT CERTAIN MAP ENTITLED PROPOSED BOUNDARIES OF CITY OF PITTSBURG COMMUNITY FACILITIES DISTRICT NO. 2016-1 (MAINTENANCE OF PROJECT FACILITIES), COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA," FILED THE ____ AT THE HOUR OR ____, IN BOOK 5 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE ____, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WHICH THIS ANNEXATION MAP AFFECTS.

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF PITTSBURG THIS ____ DAY OF ____ 20__

CITY CLERK

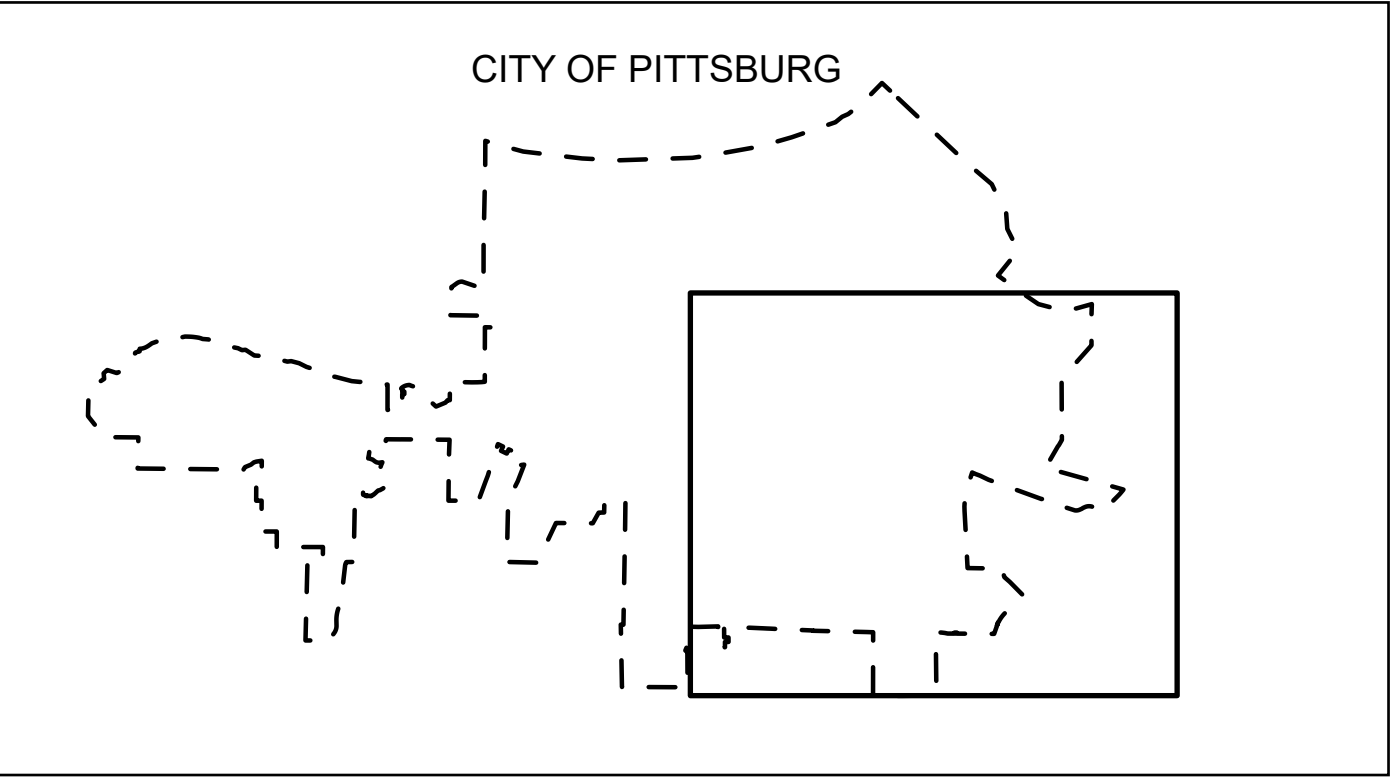
I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF TERRITORY TO BE ADDED TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG COMMUNITY FACILITIES DISTRICT NO. 2016-1 (MAINTENANCE OF PROJECT FACILITIES), COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF PITTSBURG, AT A MEETING THEREOF, HELD ON THE ____ DAY OF ____ 20____. BY ITS RESOLUTION NO ____ .

CITY CLERK

FILED THIS ____ DAY OF ____, 20 __. AT THE HOUR OF ____ O' CLOCK __ 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.

COUNTY RECORDER,
COUNTY OF CONTRA COSTA

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA.

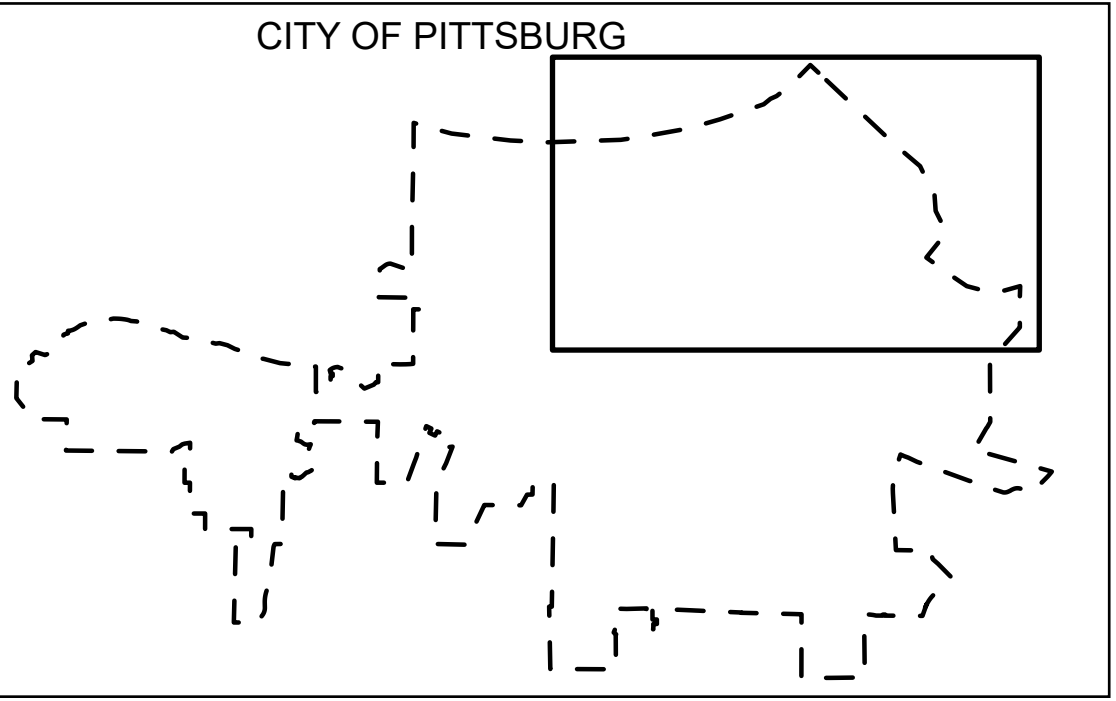
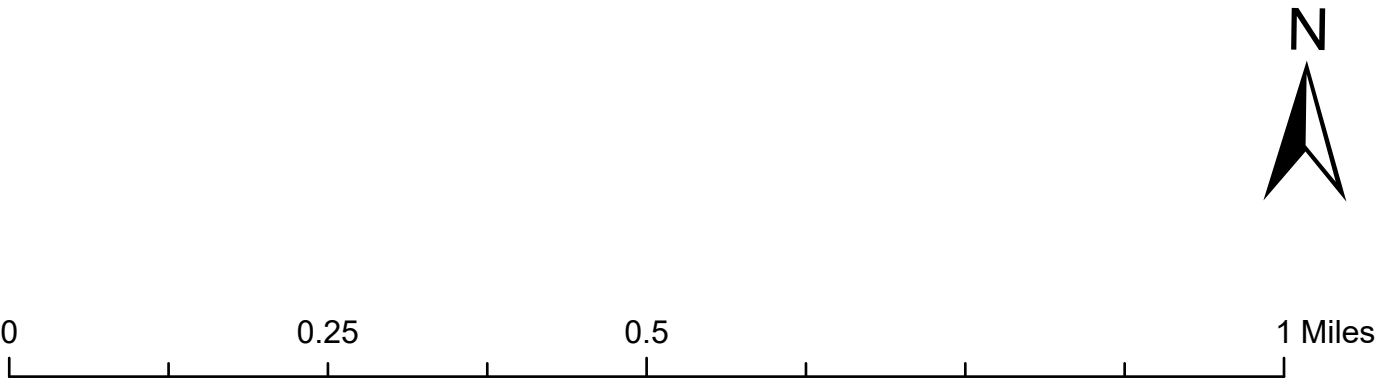


- Parcel Lines
- Territory already included in CFD 2016-1
- Territory for future annexation area

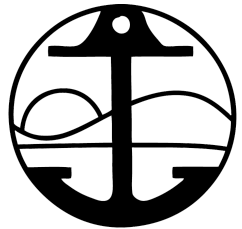


MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2016-1
MAINTENANCE OF PROJECT FACILITIES

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA

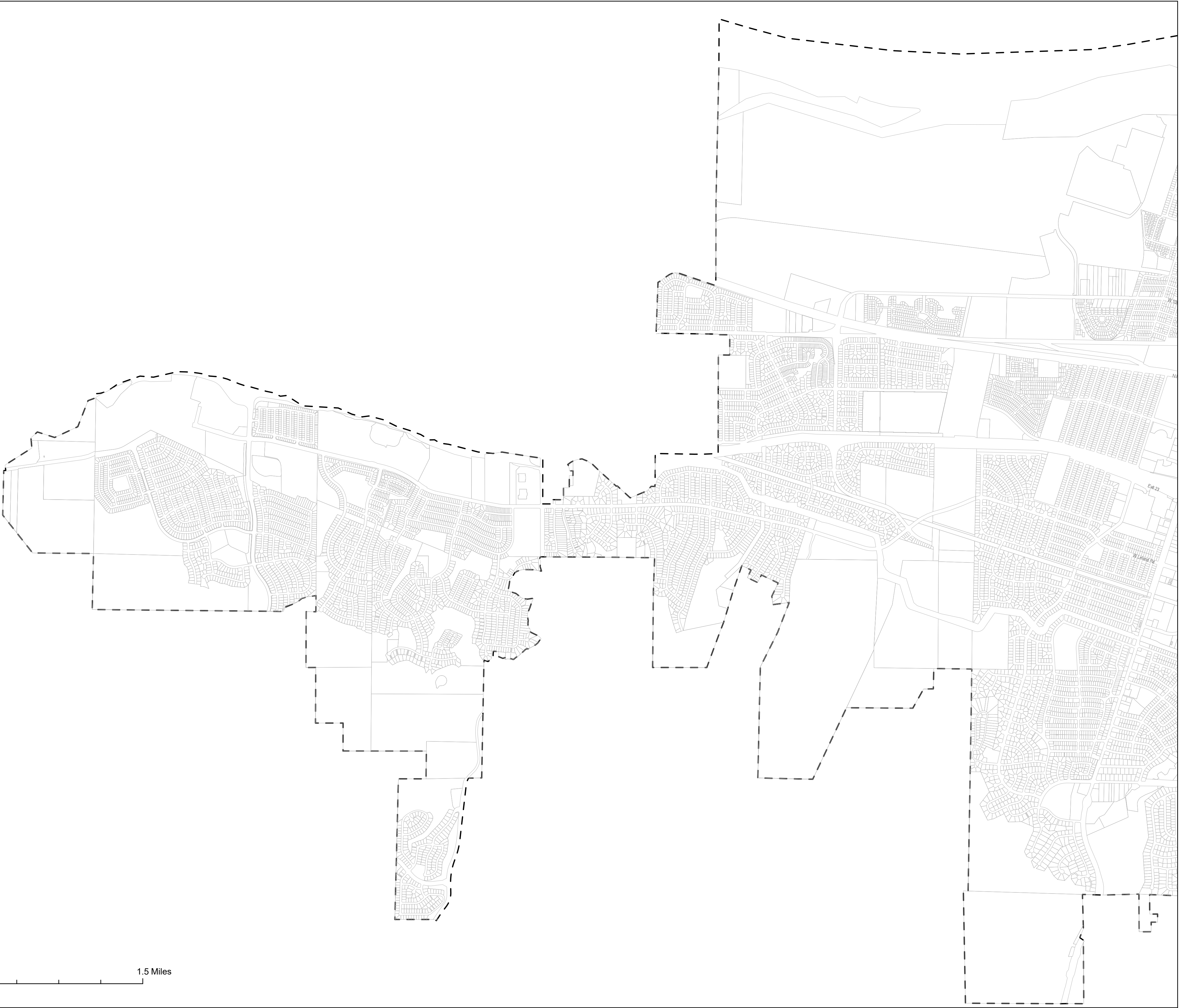


- Parcel Lines
- Territory already included in CFD 2016-1
- Territory for future annexation area

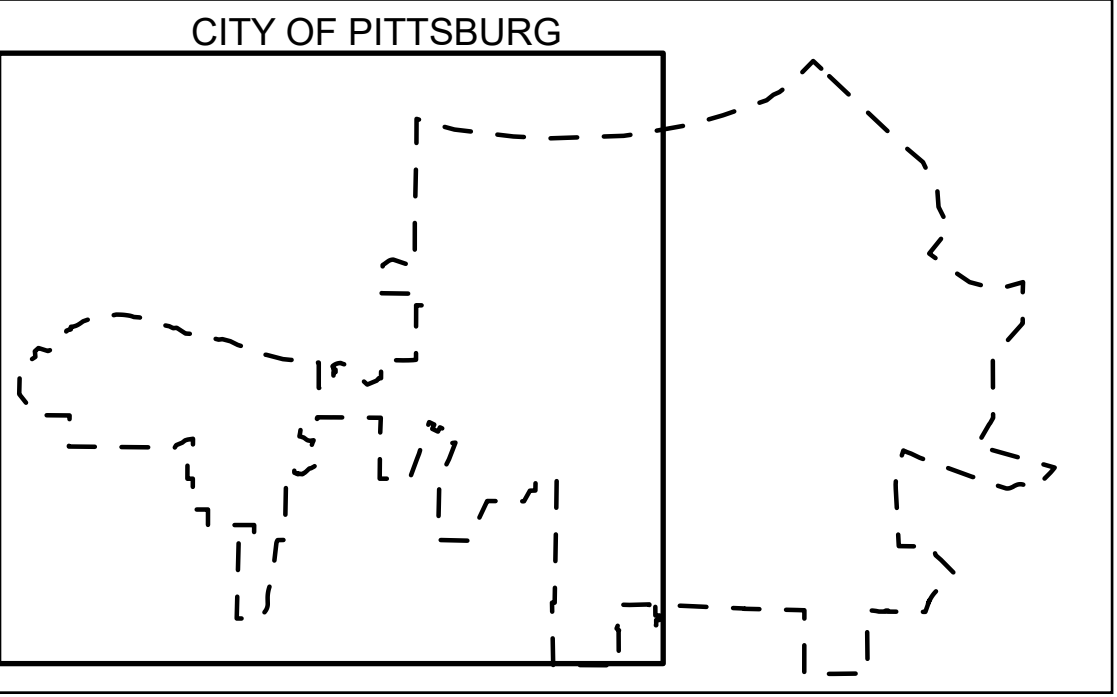


MAP ADDING TERRITORY TO FUTURE ANNEXATION AREA OF CITY OF PITTSBURG
COMMUNITY FACILITIES DISTRICT NO. 2016-1
MAINTENANCE OF PROJECT FACILITIES

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



0 0.38 0.75 1.5 Miles



- Parcel Lines
- Territory already included in CFD 2016-1
- Territory for future annexation area

