



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

April 12, 2021

9:00 A.M.

1025 Escobar Street, Room TBA, Martinez**

****Meeting Remotely Until Further Notice****

To slow the spread of COVID-19, the Health Officer's Shelter Order of March 10, 2021, prevents public gatherings ([Health Officer Order](#)).

In lieu of a public gathering, the Board of Supervisors meeting will be accessible via television and live-streaming to all members of the public as permitted by the Governor's Executive Order N29-20.

Supervisor Candace Andersen, Chair

Supervisor Diane Burgis, Vice Chair

Agenda Items

Items may be taken out of order based on business of the day & preference of the Committee.

When: April 12, 2021 09:00 AM Pacific Time (US and Canada)

Please click the link below to join the meeting:

<https://cccounty-us.zoom.us/j/86004047659>

Meeting ID: 860 0404 7659

Or Telephone, dial:

USA 214 765 0478 US Toll

USA 888 278 0254 US Toll-free

Conference code: 198675

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)

4. **REVIEW record of meeting for February 8, 2021, Transportation, Water and Infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development). Page 5
5. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development) Page 9
6. **CONSIDER recommending to the Board of Supervisors a position of “Oppose” on AB 377 (Rivas), which requires accelerated compliance with National Pollutant Discharge Elimination System goals, and AUTHORIZE a letter.** (Tim Jensen, Department of Public Works) Page 90
7. **RECEIVE an update on the Contra Costa Transportation Authority's Bike Share and Scooter Share/Micromobility Pilot Program, and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development) Page 110
8. **RECEIVE the status report on the Letter of Understanding for the maintenance of PG&E streetlight in Contra Costa County and MONITOR its implementation by PG&E.** (Rochelle Johnson, Department of Public Works) Page 113
9. **ACCEPT the letter from Hazardous Materials concerning Sea Level Rise, discuss possible actions that could be taken to address the potential impacts of Sea Level rise and direct staff as appropriate.** (Michael Kent, Hazardous Materials Commission) Page 119
10. The next meeting is currently scheduled for May 10, 2021.
11. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 655-2915, Fax (925) 655-2709
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 04/12/2021

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925) 655-2915

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 04/12/2021

Subject: REVIEW record of meeting for February 2021, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925) 655-2915

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the February 8, 2021, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

February Meeting Record

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
February 8, 2021

Supervisor Candace Andersen, Chair
Supervisor Diane Burgis, Vice Chair

Present: Candace Andersen, Chair
Diane Burgis, Vice Chair

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

Melissa Jacobson had questions and concerns regarding the new County administration building relative to subterranean toxic waste, whether or not any toxics were released or leaked during digging.
3. CONSIDER Administrative items and Take ACTION as appropriate.

No items/action.
4. Staff recommends approval of the attached Record of Action for the December 14, 2020, Committee Meeting with any necessary corrections.

The Committee unanimously approved the meeting record.
5. RECOMMEND that the Board of Supervisors provide a letter of support for the Alamo Improvement Association Technical Assistance grant application to the Pipeline and Hazardous Materials Safety Administration to assess the need for a pipeline safety information center website for Contra Costa County.

The Committee unanimously accepted the staff recommendation further commenting the grant is consistent with the County's platform and the Chair is authorized to sign the letter of support.

6. RECEIVE report on the preparation of a draft Groundwater Sustainability Plan. The Board of Supervisors will consider adopting the draft GSP later this year per the Sustainable Groundwater Management Act, and DIRECT staff as appropriate.

The Committee received the report.

7. RECEIVE update, and RECOMMEND that the Board of Supervisors sign a letter of support for the WCCTAC grant submittal for the Richmond Parkway Regional Multimodal Mobility Study to the Caltrans Sustainable Communities Grant Program.

The Committee APPROVED the staff recommendation.

8. CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report, and further directed staff to add airport issues (as they relate to transportation and land use) to the TWIC referrals.

9. Receive the update on the Accessible Transportation Strategic Plan, recommend that the Board of Supervisors consider the item, and direct staff as appropriate.

The Committee RECEIVED the report, expressed support for the recommendations in the ATS Plan, and DIRECTED staff to bring the item to the Board of Supervisors.

10. RECEIVE information and DIRECT staff as appropriate.

The Committee RECEIVED Communication, News, and items of interest.

11. REVIEW and REVISE as appropriate, and ADOPT the 2021 Transportation, Water, and Infrastructure Committee Calendar.

The Committee APPROVED the TWIC 2021 calendar.

12. Consider recommendations on referrals to the Committee for 2021, revise as necessary, and direct staff to bring the list to the full Board of Supervisors for approval.

The Committee APPROVED the TWIC referrals for 2021 with the addition of airport issues discussed during agenda item #8.

13. The next meeting is currently scheduled for March 8, 2021.

14. Adjourn

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 655-2915
Fax (925) 655-2709
john.cunningham@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 04/12/2021

Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

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

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925) 655-2915

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

This report includes four sections, 1: **LOCAL**, 2: **REGIONAL**, 3: **STATE**, and 4: **FEDERAL**.

1. LOCAL

Accessible Transportation Strategic (ATS) Plan.

The Contra Costa Transportation Authority approved the ATS Plan at their March 17th meeting, the final Executive Summary is attached. The ATS Plan will move in to an implementation phase that will involve the following activities:

1. Formation of the Task Force that will oversee implementation steps,
2. Identification of funding for implementation, and
3. Staff will also be reaching out to impacted County Departments to explore opportunities for collaboration.

2. REGIONAL

No report in April.

3. STATE Mr. Watts will attend the April Committee meeting to provide a verbal supplement to his attached report.

Also attached for the Committees consideration are the bills currently being tracked by TWIC, and a list of housing related bills from the urban counties caucus. Initial input is below:

AB 780 - Ting: Local zoning ordinances: school district employee housing: This bill would authorize the governing board of a school district to render a city or county zoning ordinance inapplicable if the proposed use of property by the school district is to offer school district employee housing under specified conditions.

Staff Comments: Staff is concerned that 1) the bill is conflict with language in our current legislative platform (MAINTAIN local agency land use authority.), and 2) the County's experience with school districts and consistency with land use/CEQA statutes and best practices in land development are not entirely positive.

Recommendation: Oppose unless amended. Recognizing the significant need for housing, staff recommends the Board of Supervisors request a minor amendment to limit the exemptions in jurisdictions with a voter approved urban limit line, urban growth boundary, or the equivalent growth management mechanism. In these areas, exemptions would only be allowed when the proposed housing is within the area approved for development.

4. FEDERAL

There is significant activity after a number of quiet years at the federal level in the areas of transportation and infrastructure. Staff is arranging to have our federal advocate attend the meeting to provide an update to the Committee. Attached are the following:

1. Public Works submissions for earmark consideration.
2. April 6th White House Press Conference Summary re: infrastructure
3. Fact Sheet: The American Jobs Plan

Recommendation(s)/Next Step(s):

CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

Public Works: Earmarked Project List

Public Works: Earmarked Project Fact Sheets

April TWIC - Leg Report

April TWIC - Legislative Tracking

UCC Housing Bills

FACT SHEET The American Jobs Plan

ATS Plan - Exec Summary - FINAL

Project	Is the project in the STIP or Regional TIP?	Estimated Project Cost	Source of local funds	Letters of support	Public Outreach process	Project Phase	NEPA process	Status of environmental review	Previous Federal Funding	Congressional District	Supervisory District
Appian Way Complete Street Project - Upgrade the Appian Way road configuration to assure comfortable access for all users including bicyclists, pedestrians, transit users, etc. This upgrade will also bring vibrancy to a town core that has suffered economically.		\$18M	\$500k El Sobrante AOB	Supervisor John Gioia, El Sobrante Municipal Advisory Committee, Bike East Bay	4 community workshops from 2016-2019	Planning	Categorical Exclusion	not yet started	no	11	1
Boulevard Way Pedestrian Improvement Project - Project will provide an active transportation option for students who currently have safety barriers on their current route to school.		\$8M	\$500k Central County AOB	N/A	N/A	Planning	Categorical Exclusion	not yet started	no	11	2
Carquinez Middle School Trail Connections Project - Project will close a gap in the Carquinez Strait Scenic Loop Trail, improve access to the Bay Trail, and most importantly provide a safe route to students walking or biking to Carquinez Middle School and Willow High School		\$5M	\$100k local road fund	Congressman Thompson, National Park Service, San Francisco Bay Trail, EBRPD, Bike East Bay, Bay Area Ridge Trail, Supervisor Federal Glover, John Swett School District, West Contra Costa Transportation Advisory Committee	survey of trail users in 2020	Design	Categorical Exclusion	complete	no	5	5
Complete ADA Access - Currently approximately 60% of county roadways do not provide ADA access with standard curb ramps. Unincorporated areas of Contra Costa largely developed in the 1960's & 70's did not provide accessible infrastructure. This project would install thousands of ADA accessible curb ramps to upgrade infrastructure to ADA standards.		\$20M	\$2 M local road fund			Shovel Ready	Categorical Exclusion	not yet started	no	5, 9, 11	1 thru 5
Iron Horse Trail Bike Express Corridor - Maximize the Iron Horse Corridor for active transportation that includes commute to separate users by speed. Improvements will extend 22 miles from north terminus to the County boundary		\$130M	\$5M partner agency contributions	Cities of Concord, Pleasant Hill, Danville, and San Ramon	Pop up events at schools and trails and community events. Also web map feedback	Planning	Environmental Assessment	not yet started	no	11	2 & 4
Kirker Pass Road Southbound Truck Climbing Lane - Construct a truck climbing lane in the southbound direction from Pittsburg to Concord. Separating slow moving truck traffic from the passenger vehicles will improve safety to address the high fatality rate on this regional route.		\$30M	\$100k local road fund			Planning	Environmental Assessment	not yet started	yes - northbound truck climbing lane	11	4
Market Avenue Complete Street Project - Market Avenue Complete Street project will provide a pedestrian friendly corridor to connect residents to Verde Elementary School, transit, market, community services and places of worship to uplift this community and promote a more sustainable community and healthy lifestyles.		\$3.2M	\$500k Traffic Impact fees	Gioia, West Contra Costa Transportation Advisory Committee, Shields Ried Residents Neighborhood Council, Verde Elementary School and AC Transit	Several engagement meetings with the North Richmond Municipal Advisory Committee.	Preliminary Design	Categorical Exclusion	not yet started	no	11	1
Norris Canyon Road Safety Project - Norris Canyon Road is a rural two lane winding roadway that has experienced a history of collisions with serious injury. The project includes installation of guard rails at the top of creek bank and widening of road shoulders at key locations.		\$5.4 M	\$1M Measure J & TVTC impact fees			Design	Categorical Exclusion		no	15	2
Olympic Boulevard Trail Corridor - Construct a multi use trail to connect between the regional Iron Horse Trail and Lamorinda Trail to complete the walking and biking network throughout Central Contra Costa.					several public engagement meetings and workshops in partnership with city of Lafayette and Walnut Creek	Planning	Environmental Assessment	not yet started	no	11	2
Pacheco Boulevard Corridor Improvement Project - Construct Complete Street improvements throughout the Pacheco Boulevard Corridor in partnership with the City of Martinez							Environmental Assessment				
San Pablo Avenue Complete Street Project - Implement a road diet on San Pablo Avenue between the towns of Crockett and Rodeo in West Contra Costa County. The fourth vehicle lane will be converted to a class 1 multi use trail and will serve as a segment of the Bay Trail and connect to the Hercules Intermodal Transportation Center.		\$10M	\$1M impact fees	East Bay Regional Park District, West Contra Costa Transportation Advisory Committee, Supervisor Glover, West Cat Transit, Bike East Bay	Several engagement meetings with community and industrial stakeholders	Planning	Categorical Exclusion	not yet started	no	5	5

Vasco Road Safety Project Phase II Install median barrier as a continuation of the Vasco Road Phase I safety project to address historic collisions resulting in fatalities and serious injury.		\$21M	\$15M RM3			Shovel Ready	Categorical Exclusion		Vasco Phase I received federal funding	11	3
Countywide Surface Treatment 2022-2024 - This project would reduce the backlog of maintenance work to help extend the lifetime of county roadways and preserve the pavement condition.		\$22M	\$2M local road funds			shovel ready	Categorical Exclusion	not yet started		5, 9, 11	1 thru 5
Local Bridge Retrofit - retrofit for structural safety											

Market Avenue Complete Streets

Fred Jackson Way to 7th Street

North Richmond



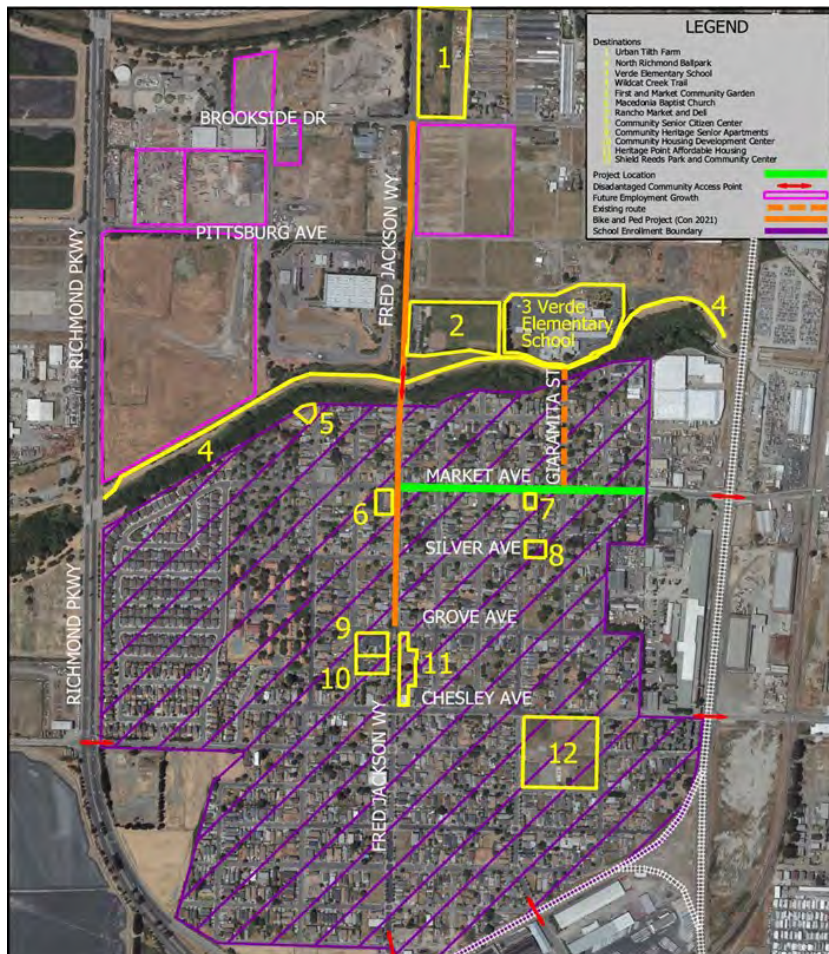
Contra Costa County
Public Works
Department

MARCH 2021

PROJECT OVERVIEW

Market Avenue is one of two major thoroughfares in the underserved community of North Richmond. The existing pedestrian infrastructure on Market Avenue is deficient, and bicycle infrastructure doesn't exist on a street corridor where vehicle lanes are wide and sidewalks are narrow and failing. The emphasis on vehicle travel is no longer the cultural trend and this community needs an investment in infrastructure to promote active modes of travel. Market Avenue Complete Streets project will provide a pedestrian friendly corridor to connect residents to Verde Elementary School, transit, market, community services and places of worship to uplift this community and promote a more sustainable community and healthy lifestyles.

PROJECT LOCATION



Key destinations near project (5 community)



PROJECT BENEFITS

The proposed Market Avenue Complete Streets Project from Fred Jackson Way to 7th Street would provide the following benefits:



Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.



Install and improve the network of sidewalks and bike facilities



Improve capacity and provide congestion relief at key intersections



Improved connectivity access to bus stops, schools, Post Office, and Local Business

Market Avenue Complete Streets

Fred Jackson Way to 7th Street

North Richmond

CONTACT

Contra Costa County

Jeff Valeros, Associate Civil Engineer

(925) 313-2031

jeff.valeros@pw.cccounty.us

MARCH 2021

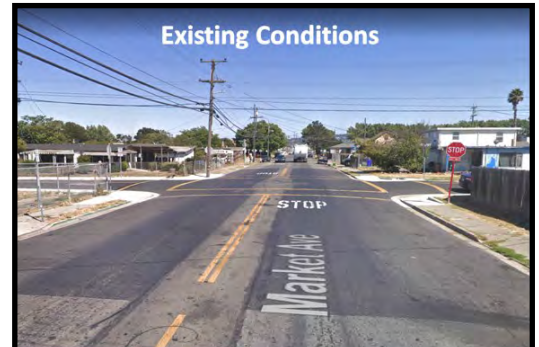
PROJECT FEATURES

- Sidewalk Widening
- Shared-Lane Bike Facilities
- Narrow Travel Lanes
- Signing and Striping
- Curb Ramp Reconstruction
- Increased Access to Local Destinations
- Planting Street Trees

WHAT ARE COMPLETE STREETS?

Complete Streets are **streets for everyone**. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bike to work.

Implementing Complete Streets allows communities to direct their transportation planning efforts to **design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.



COST BREAKDOWN

Construction	\$2,880,000
Plans, Specification, and Estimate	\$240,000
Right of Way and Environmental	\$80,000
Total	\$3,200,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2021
Plans, Specification, and Estimate	Winter 2022
Right of Way	Winter 2022
Construction	Summer 2023



San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

Rodeo/Crockett



Contra Costa County
Public Works
Department

MARCH 2021

PROJECT OVERVIEW

The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet on San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. This road diet will narrow the existing four lanes of San Pablo Avenue to three. With the space created by removing the fourth lane, a path separated from the road will be constructed giving bicyclists and pedestrians a safe means of transportation along San Pablo Avenue.

There are currently no existing pedestrian and bicycle infrastructure on the 3.2 miles of San Pablo Avenue that connect Rodeo and Crockett. As a result, non-motorized users are forced to use the travel lane as shown in the picture to the right. The path created from this project is classified as a class I shared used path and will be 10 feet wide with a 2-foot-wide physical barrier separating the path from the road.

Not only does this path provide safer travel for pedestrians and bicyclists but this path also further adds to the San Francisco Bay Trail. Currently the Bay Trail has approximately 350 miles of trail in place out of 500 miles. This path will close a 3.2-mile gap in the Bay Trail while also completing a 29 continuous miles stretch of the Bay Trail from Oakland to Vallejo. By giving residents the ability to access the Bay Trail, they will be connected to the larger Bay Area through the numerous connections of the Bay Trail.

PROJECT LOCATION

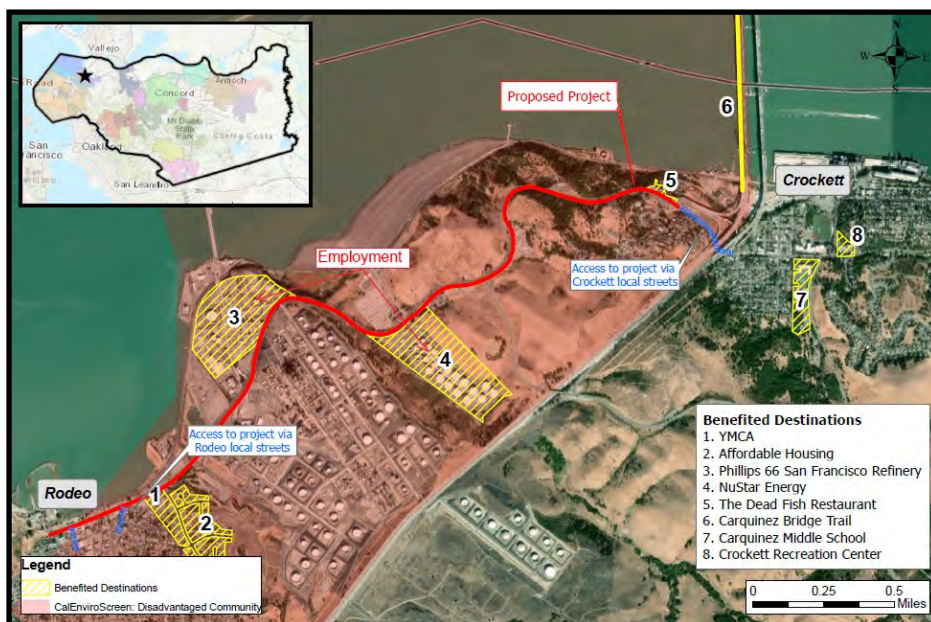
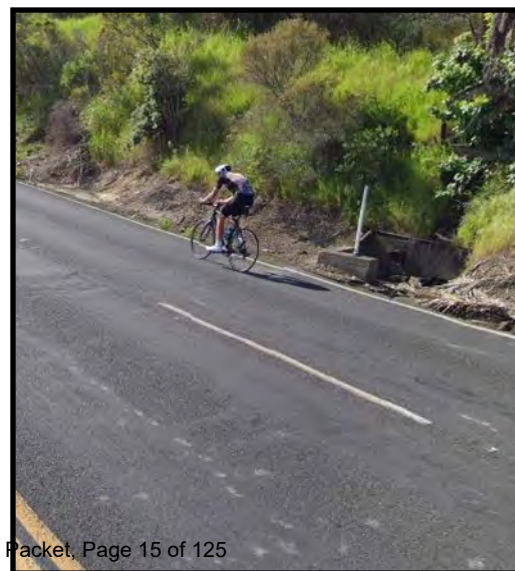


Photo (right): No shoulders or sidewalks exist on San Pablo Avenue between the Rodeo and Crockett communities. Pedestrians or bicyclists are forced to use the vehicle travel lanes such as the one in this picture.



PROJECT BENEFITS

	Road diets typically provide traffic calming which reduces speeds and increases safety
	Separated Class I bike and pedestrian path will give residents safe and easy means of traveling on San Pablo Avenue and the San Francisco Bay Trail
	Hercules Intermodal Station accessible through the Bay Trail



San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

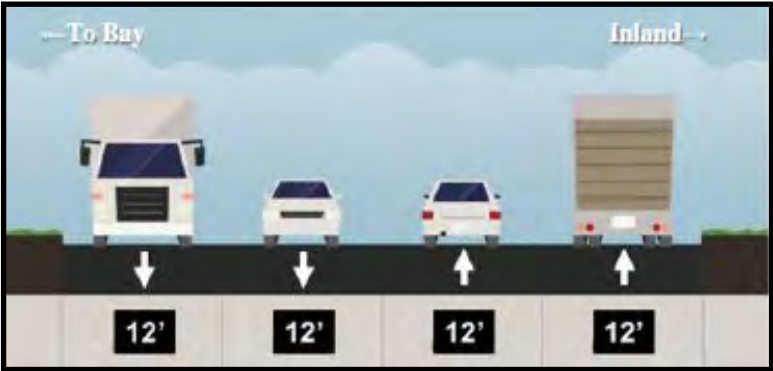
Rodeo/Crockett

CONTACT
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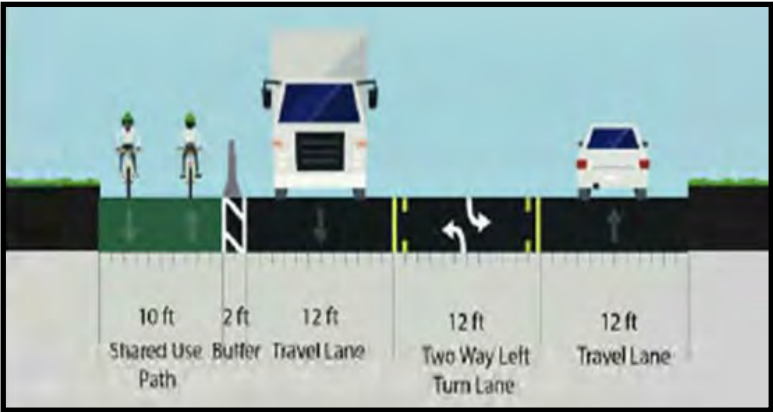
MARCH 2021

PROJECT GOALS

The San Pablo Avenue Complete Street project will provide residents with improved access to safely walk or bike along the San Pablo Avenue corridor. The project will improve access for all users, encourage active transportation modes, improve access to key destinations such as employment, restaurants, or businesses, and as a result will reduce GHG emissions and will improve public health by fighting obesity with an active lifestyle. Residents of Rodeo can walk or bike to their destination to Crockett instead of driving and vice versa. This project aims to create a safe means for non-motorized users to travel along San Pablo Avenue and for them to be connected the greater Bay Area through the San Francisco Bay Trail.



Existing Cross-Section

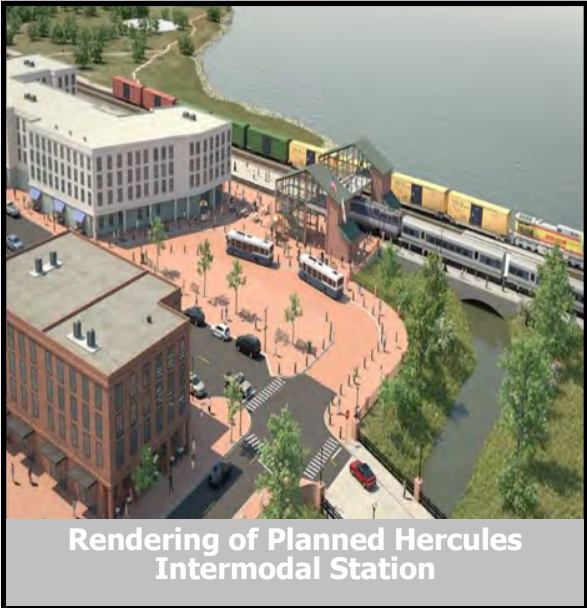


Proposed Cross-Section

CONNECTIONS VIA PROPOSED PATH

Phillips 66 Refinery and NuStar Energy, are major employment destinations for this area and are located within the Project Limits. With the construction of the path, employees will be able to walk or bike to work safely. This path will also close a 3.2-mile gap in the San Francisco Bay Trail and complete the segment from Vallejo to Oakland. The San Francisco Bay Trail circles the entire nine county Bay

Area, traveling through 47 cities. The ultimate goal of the Bay Trail is to build a continuous shoreline bicycle and pedestrian path for all to enjoy. The future Hercules Intermodal Station is directly accessible from the Bay Trail and will provide Amtrak and Ferry services, giving residents of this community easier access to anywhere throughout the Bay Area.



Rendering of Planned Hercules Intermodal Station

COST BREAKDOWN

Construction	\$7,685,000
Plans, Specification, and Estimate	\$680,000
Right of Way and Environmental	\$1,480,000
Total	\$9,845,000

PROJECT SCHEDULE

Environmental Study Complete	Winter 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Fall 2023
Construction	Summer 2024

Pacheco Boulevard Corridor Improvements

Blum Road to Morello Avenue

Martinez



Contra Costa County
Public Works
Department

MARCH 2021

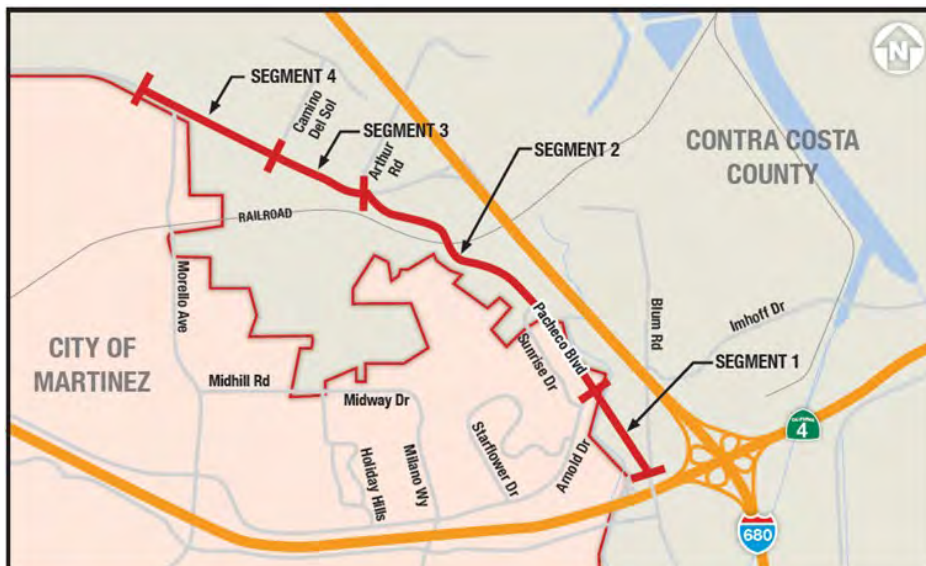
PROJECT OVERVIEW

Contra Costa County has conducted a study in partnership with the City of Martinez to coordinate roadway improvements along Pacheco Boulevard between Blum Road and Morello Avenue. The proposed improvements support Complete Streets for continuous bicycle and pedestrian access while improving traffic flow through a corridor that runs parallel to I-680. The study considered realignments at the railroad crossing, different roadway widenings and configurations, intersection improvements, continuous sidewalks, and the addition of bike lanes.

PROJECT LOCATION

The study analyzed four segments Pacheco Boulevard:

- Segment 1: Blum Road to Arnold Avenue
- Segment 2: Arnold Drive to Arthur Road
- Segment 3: Arthur Road to Camino del Sol
- Segment 4: Camino Del Sol to Morello Avenue



PROJECT BENEFITS

The proposed Pacheco Boulevard Improvements project would provide the following benefits:

	Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.
	Install a network of sidewalks and bike lanes
	Improve capacity and provide congestion relief at key intersections
	Improved connectivity access to bus stops, schools, Post Office, and Local Business

Pacheco Boulevard Corridor Improvements

Blum Road to Morello Avenue

Martinez

CONTACT

Contra Costa County

Larry Leong, Staff Engineer

(925) 313-2026

larry.leong@pw.cccounty.us

MARCH 2021

PROJECT FEATURES

The project will implement "Complete Street" principles by providing continuous sidewalks and bike lanes throughout the corridor.

WHAT ARE COMPLETE STREETS?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bike to work.

Implementing Complete Streets allows communities to direct their transportation planning efforts to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

FUNDING AND SCHEDULING

This project is funded by the Contra Costa County Measure C/J Transportation sales tax.

The project study underway considers Alternative Analysis concerning the railroad crossing as well as other alternatives coordinated with the City of Martinez.

The City and the County will continue to coordinate their effort in this corridor.

Improvement projects will commence as soon as projects are prioritized and project costs are identified.

WEBSITE

<https://www.contracosta.ca.gov/6103/Pacheco-Blvd-Improvements---Blum-Road-to>

COST BREAKDOWN

Construction	\$X,XXX,000
Plans, Specification, and Estimate	\$XXX,000
Right of Way and Environmental	\$XXX,000
Total	\$X,XXX,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024



Kirker Pass Road Southbound Truck Climbing Lane

Concord/Pittsburg

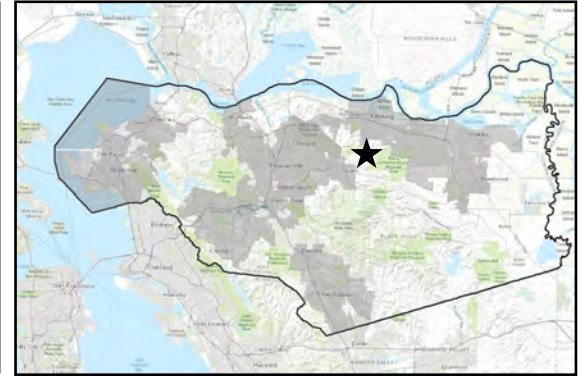


Contra Costa County
Public Works
Department

MARCH 2021

PROJECT OVERVIEW

Kirker Pass Road is an interregional route between Central and East Contra Costa County. The roadway is used by commuters and approximately 1,200 trucks each day. The mountainous terrain features a number of sustained grades greater than 8%. The speed differential between high speed passenger cars and trucks climbing an 8% grade results in safety concerns. Kirker Pass Road has experienced \times fatal collisions over the past \times years. The addition of truck lanes will reduce congestion and improve safety along the roadway.



The project will improve safety and reduce congestion along Kirker Pass Road by constructing a truck climbing lane in the southbound direction. The project is located between the City of Pittsburg and the City of Concord. Pavement widening is proposed on the west side of the roadway to provide a 12-foot truck lane and 8-foot paved shoulder. Widening will require retaining structures due to the existing topography adjacent to the roadway.

PROJECT LOCATION

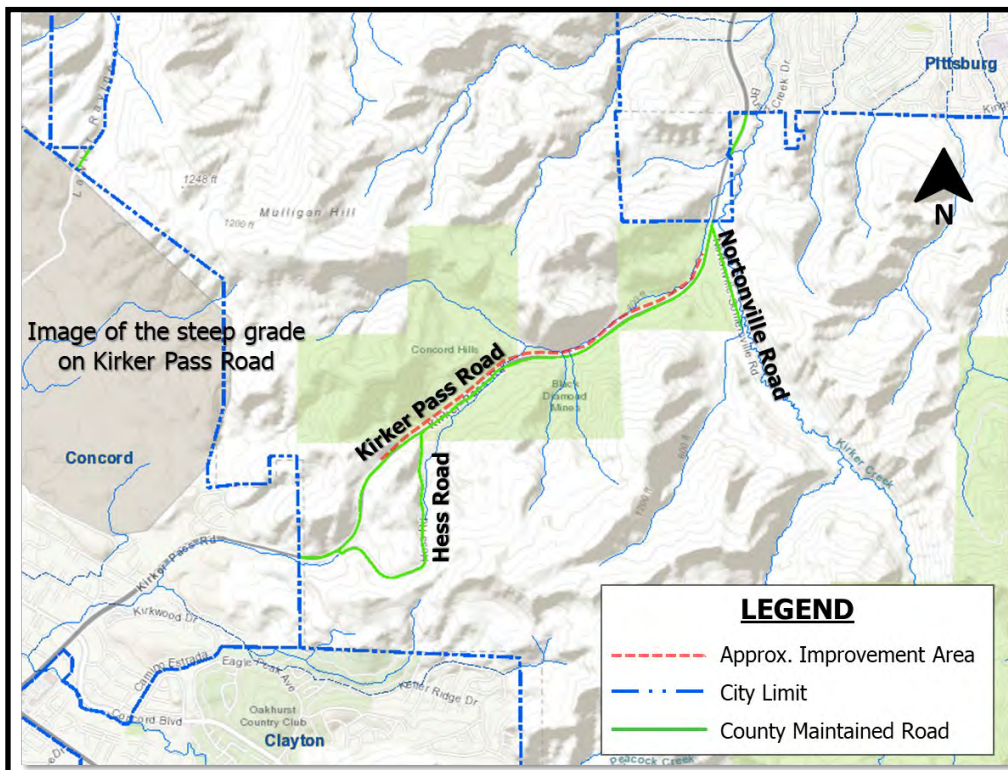


Image of the steep grade on Kirker Pass Road

Kirker Pass Road Southbound Truck Climbing Lane

Concord/Pittsburg

CONTACT
Contra Costa County
Larry Leong, Staff Engineer
(925) 313-2026
larry.leong@pw.cccounty.us

MARCH 2021

CONSTRUCTION COMPONENTS

- Pavement Widening
- Earthwork
- Retaining Walls
- Storm Drainage
- Stormwater Treatment
- Signing and Striping
- Utility Relocation



PROJECT PARTNER



COST BREAKDOWN

Construction	\$25,000,000
Plans, Specification, and Estimate	\$3,000,000
<u>Right of Way and Environmental</u>	<u>\$2,000,000</u>
Total	\$30,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024

Boulevard Way Pedestrian Improvements

Del Hambre Circle to Olympic Boulevard

Walnut Creek



Contra Costa County
Public Works
Department

MARCH 2021

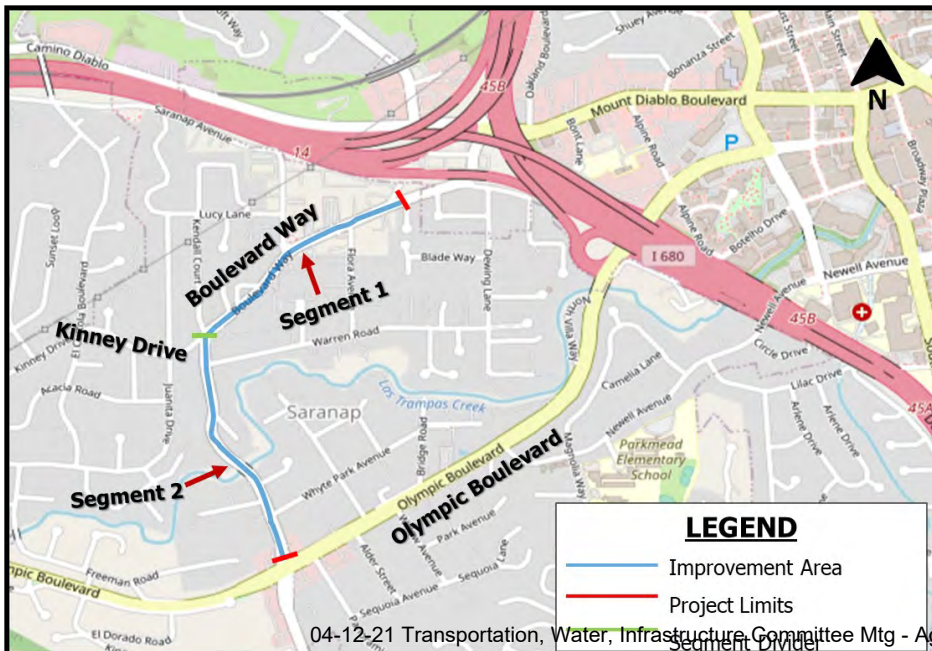
PROJECT OVERVIEW

The Saranap area of Walnut Creek is perfectly situated to be a walkable community due to proximity to schools, mass transit, and the office and commercial core of downtown Walnut Creek. The only element that is missing is the pedestrian network. This project will improve safety and access along Boulevard Way by constructing continuous pedestrian improvements. Boulevard Way is a major collector roadway that links the surrounding neighborhood to local businesses, schools, transit, and Interstate 680. Once complete, it is anticipated that the number of students that walk or bike to school will double. The project consists of two distinctively different segments of roadway. ADA-compliant sidewalk and pedestrian path are proposed for both project segments along with crossing improvements to increase safety.

PROJECT LOCATION

There are two segments for this project:

- Segment 1: Del Hambre Circle to Kinney Drive
- Segment 2: Kinney Drive to Olympic Boulevard



EXISTING CONDITIONS



Segment 1: Del Hambre Circle to Kinney Drive



Segment 2: Kinney Drive to Olympic Boulevard

Boulevard Way Pedestrian Improvements

Olympic Boulevard to Del Hambre Circle

Walnut Creek

CONTACT
Contra Costa County
Alexander Zandian, Staff Engineer
(925) 313-2052
alexander.zandian@pw.cccounty.us

MARCH 2021

PROJECT FEATURES

- Segment 1: Del Hambre Circle to Kinney Drive

Construct safety improvements at crossing locations, including curb extensions and Rectangular Rapid Flashing Beacons and fill gaps in sidewalk to provide continuous sidewalk and access to downtown Walnut Creek.

Estimated cost: \$3.5 million

- Segment 2: Kinney Drive to Olympic Boulevard

Construct continuous ADA-compliant pedestrian path for recreation and to access business centers

Estimated cost: \$4.5 million

COST BREAKDOWN

Construction	\$6,000,000
Plans, Specification, and Estimate	\$1,000,000
Right of Way and Environmental	\$1,000,000
Total	\$8,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Summer 2023
Right of Way	Summer 2023
Construction	Summer 2024

Norris Canyon Road Widening

West of Ashbourne Road

San Ramon



Contra Costa County
Public Works
Department

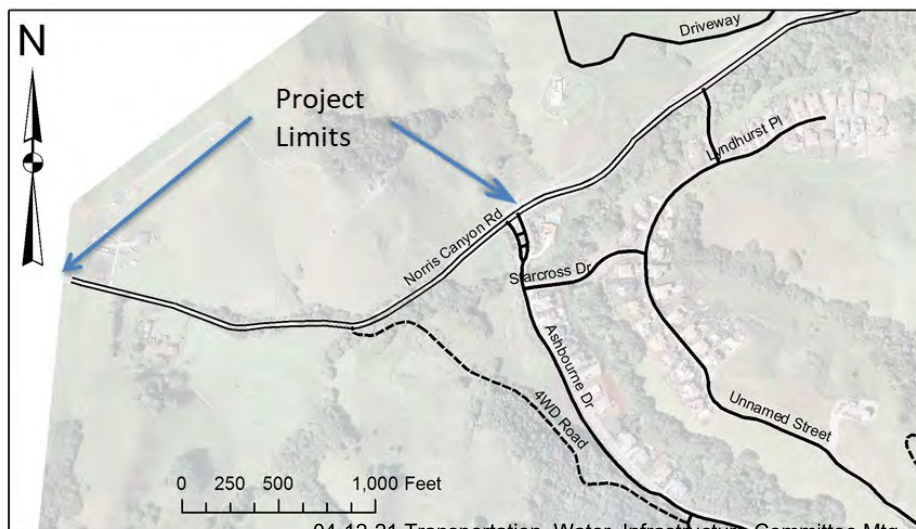
MARCH 2021

PROJECT OVERVIEW

Norris Canyon Road is a narrow rural road that winds through the hills of Bollinger Canyon along the banks of San Catanio Creek. The existing road width is 20 feet, with 10-foot wide travel lanes and limited to non existent road shoulders. At several locations, severe incisions of San Catanio Creek has resulted in a steep creek bank immediately adjacent to the rural road. During the last decade, two run-off-the-road collisions resulted in fatalities as the adjacent creek drops approximately twenty feet or more below the roadway. The proposed widening project that includes 11-foot lanes, 5-foot shoulders, retaining walls, and a metal beam guard-rail is intended to: keep motorists from leaving the roadway to minimize injury as a result of collisions.

Roadway widening is proposed to occur from Ashbourne Road to 3,000 feet east of Ashbourne Road. To accommodate widening from two 10-foot lanes to two 11-foot lanes with 5-foot shoulders, the project includes roadway excavation and construction of a soil -nail and shotcrete type wall on the north side of the road into a substantial upslope. Depending on the ultimate alignment, the project may also include a retaining wall near the downslope of the south side of the road above San Catanio Creek. The project also includes installation of a metal beam guard rail on the south side of the road to protect errant vehicles from driving into the Creek.

PROJECT LOCATION



EXISTING CONDITIONS



Narrow shoulders that drop into San Catanio Creek



Narrow travel lanes and limited shoulder width for recoveries from lane departures

Norris Canyon Road Widening

West of Ashbourne Road

San Ramon

CONTACT
Contra Costa County
Nancy Wein, Senior Civil Engineer
(925) 313-2275
nancy.wein@pw.cccounty.us

MARCH 2021

PROJECT STATUS

The project is presently in its planning phase as all potential environmental impacts are being evaluated.

FUNDING SOURCES

This project is partially funded by the Contra Costa County Measure C/J Transportation sales tax (\$750,000) and local road funds (\$1,000,000). There is a remaining shortfall of \$3,650,000 to construct this shovel-worthy project.

PROJECT PARTNER



COST BREAKDOWN

Construction	\$4,000,000
Plans, Specification, and Estimate	\$1,000,000
<u>Right of Way and Environmental</u>	<u>\$400,000</u>
Total	\$5,400,000

PROJECT SCHEDULE

Environmental Study Complete	Spring 2024
Plans, Specification, and Estimate	Fall 2025
Right of Way	Fall 2025
Construction	Summer 2026



PROJECT OVERVIEW

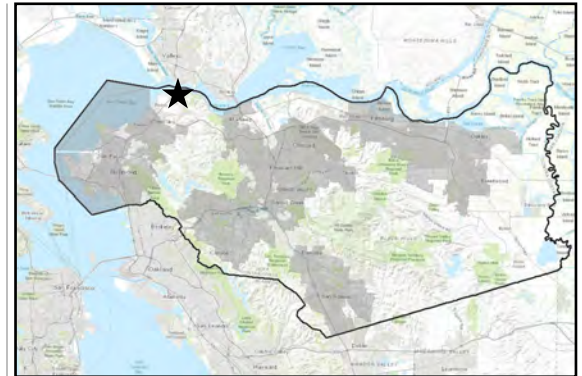
The Carquinez Middle School Trail Connection project includes construction of a multi-use trail to close a gap in the Carquinez Strait Scenic Loop Trail (CSSLT), which is a spur of the greater Bay Trail. This multi-use trail will provide bicycle and pedestrian access along the east side of the Carquinez Middle School from Crockett Boulevard to Willow High School in the Crockett community. The project also includes a high visibility crosswalk across Crockett Boulevard with rectangular rapid flashing beacons (RRFB). This project will serve the local school community to improve safety for walking and biking to school as well as serve the greater Crockett community and also serve the region as this will close a key link in the CSSLT which provides a popular bridge to bridge bike route that loops from the Benicia/Martinez Bridge to the Carquinez Bridge.

Contra Costa County is partnering with the John Swett Unified School District (JSUSD) on this project. The project will encourage pedestrian and bicycle use and will provide a safe, convenient, and accessible trail for pedestrians who travel along the west side of the busy, high-speed Crockett Boulevard.

The Carquinez Middle School Trail Connection project will remove a barrier to pedestrians and bicyclists who access local schools and trail facilities within the Crockett community.

The ADA accessible perspective of the project will be highly valuable as parents, grandparents and other family members can more easily participate in school events as the existing option of either a three story staircase or a route on the road shoulder is burdensome not only for wheelchair users but those who have only mild mobility challenges.

The multi-benefit of this project is that it provides a much needed safe and accessible connection for the school community but it also provides a critical 1300-foot segment for bicyclists and pedestrians along the planned Carquinez Strait Scenic Loop Trail (CSSLT). The trail will connect users to over 10,000 acres of open space lands. In addition, completing the CSSLT will create public health, economic, and social equity benefits for the residents and communities around the Carquinez Strait and the region.



PROJECT LOCATION



Carquinez Middle School Trail Connection

Crockett

CONTACT
Contra Costa County
Craig Standafer, Civil Engineer
(925) 313-2018
craig.standafer@pw.cccounty.us

MARCH 2021

EXISTING CONDITIONS AND RENDERING



COST BREAKDOWN

Construction	\$3,700,000
Plans, Specification, and Estimate	\$750,000
Right of Way and Environmental	\$250,000
Total	\$4,700,000

PROJECT SCHEDULE

Environmental Study Complete	Spring 2022
Plans, Specification, and Estimate	Fall 2023
Right of Way	Fall 2023
Construction	Summer 2024

PROJECT PARTNER



Appian Way Complete Streets

Allview Avenue to San Pablo Dam Road

El Sobrante



Contra Costa County
Public Works
Department

MARCH 2021

PROJECT OVERVIEW

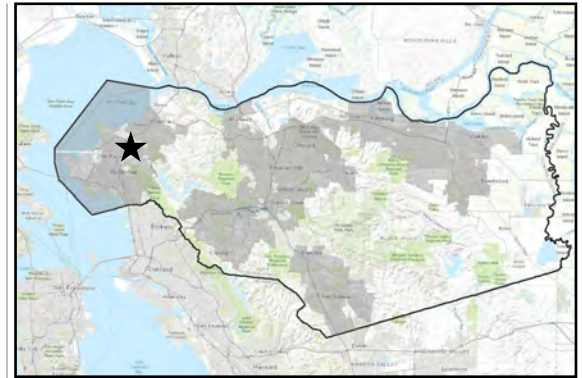
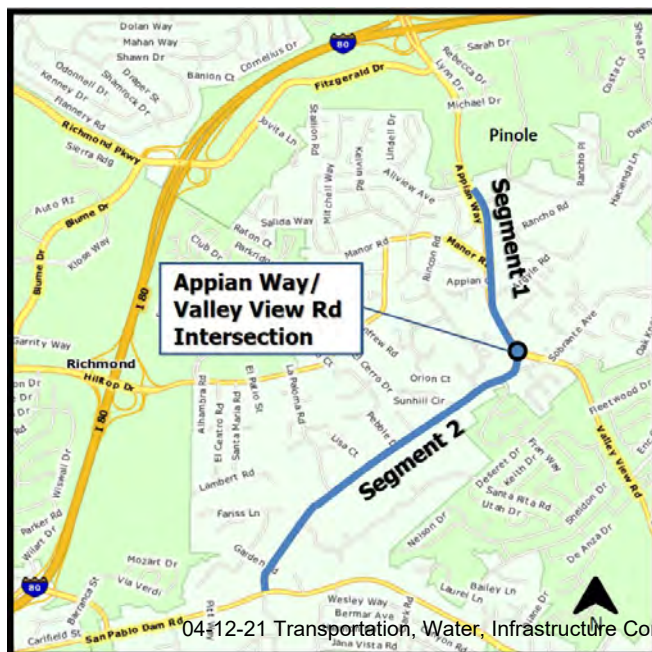
Once a two-lane rural road, Appian Way has been improved incrementally in segments as Contra Costa County has developed. Consequently, physical conditions within the corridor are varied. There are numerous existing gaps in pedestrian and bicycle facilities.

The Appian Way Complete Streets Project will transform this heavily travelled corridor into a community space that provides a low stress network to serve various modes travel for residents with varying abilities. The scope includes continuous accessible pedestrian facilities, continuous bike facilities and features such as bulb outs, pedestrian refuge islands, and roundabout to foster traffic calming and increase safety. During the past x years, there has been xxx serious collisions on Appian Way including x pedestrian, x bicycle, and xx motor vehicle crashes. This project will not only increase safety, but also encourage multi modal travel and has potential to uplift the economic viability of the commercial core in El Sobrante.

PROJECT LOCATION

This project is separated into three areas:

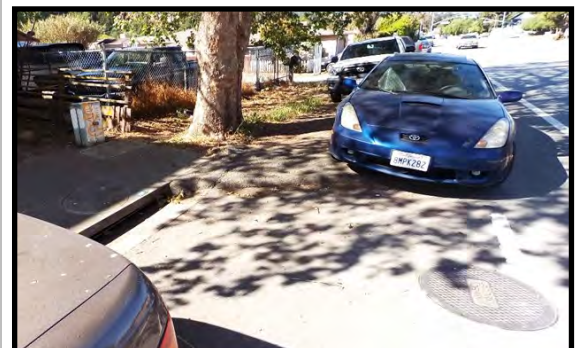
- Appian Way/Valley View Intersection
- Segment 1: Residential corridors from Allview Avenue to Valley View Road
- Segment 2: Commercial/mixed land use corridor from Valley View Road to San Pablo Dam Road



PROJECT BENEFITS

The proposed Appian Way Complete Streets Project from Allview Avenue to San Pablo Dam Road would provide the following benefits:

	Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.
	Install a network of sidewalks and bike lanes



Concrete Sidewalk terminates at tree. Inadequate pedestrian facilities with cars parking on path in Segment 2.

Appian Way Complete Streets

Allview Avenue to San Pablo Dam Road

El Sobrante

CONTACT
Contra Costa County
Larry Leong, Staff Engineer
(925) 313-2026
larry.leong@pw.cccounty.us

MARCH 2021

PROJECT FEATURES

- Appian Way/Valley View Road Intersection

Construct a roundabout to improve traffic circulation for all modes of transportation and reduce collision severity of future collisions

Estimated cost: \$4 million

- Segment 1: Allview Avenue to Valley View Road

Provide Class II bike lanes and fill gaps in sidewalk infrastructure to provide continuous sidewalk to the commercial corridor.

Estimated cost: \$6.5 million

- Segment 2: Fran Way to San Pablo Dam Road

Construct continuous ADA-compliant sidewalk and driveways with bulb-outs and pedestrian enhancements to improve pedestrian circulation and safety.

Estimated cost: \$7.5 million

WEBSITE

<http://www.contracosta.ca.gov/6031/Appian-Way-Complete-Streets-Project>

COST BREAKDOWN

Construction	\$16,000,000
Plans, Specification, and Estimate	\$1,800,000
<u>Right of Way and Environmental</u>	<u>\$200,000</u>
Total	\$18,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

April 5, 2021

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

SUBJECT: Sacramento Report – TWIC Meeting

This report provides a status update on activities undertaken by the Newsom Administration and key legislative or state budget activities.

Newsom Administration

Climate Action Plan for Transportation Infrastructure (CAPTI)

CalSTA released the [Draft CAPTI](#) in mid-March. I was able to participate in a pre-briefing earlier this month and the released draft appears consistent with the information CalSTA had shared then. Next steps for this new program include:

- a. **Public comment on the CAPTI is due May 4.**
- b. CalSTA is hosting a **CAPTI public workshop on March 18.**
- c. **The CTC has agendaized a CAPTI conversation for their March 24-25 meeting.** I anticipate the issue to come up in the morning on March 24 but will confirm after the CTC meeting agenda is published.

This new CAPTI effort outlines investment strategies for billions of discretionary transportation dollars annually under programming or grant award control of state agencies. The objective of the new plan is to target transportation programs for adaptation to climate change while supporting public health, safety and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation.

A key aspect the Secretary has emphasized is the recognition that California will continue the “fix-it-first” approach to maintaining the state’s highways, roads and bridges as outlined in SB 1.

LEGISLATURE

In March, the Assembly Budget Subcommittee #3 and Assembly Transportation Committee conducted a joint review of the High-Speed Rail business plan. This was a very thorough review of the HSR Authority and its progress to date as well as their future plans and the key question became should the legislature appropriate the remaining Proposition 1A bond funds and continue construction of the high-speed rail project as proposed by the HSRA?

Essentially, they determined for now that the likely request for the remainder of the Proposition 1A bond funds in the Governor’s May Revision offers an opportunity to pause further development of the project

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

beyond the 119 miles (unelectrified) currently being constructed in the Central Valley. This would provide time for other factors to possibly come into play, such as action by the Biden Administration.

Additionally, the Senate Transportation Committee and Senate Budget Sub-committee #5 also conducted a joint informational hearing as well to review the California high-speed rail authority revised draft 2020 business plan. They too arrived at the similar place as the Assembly, namely that the new Plan continues the vision of Governor Newsom to complete a working high-speed line in the Central Valley and that they anticipate a request for additional Prop 1A funds in May.



California

LEGISLATIVE INFORMATION

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Delete

Expanded / Collapsed	Select All <input type="checkbox"/>	Bill	Subject	Status	Delete
Expand	<input type="checkbox"/>	AB-15	COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	Assembly-In Committee Process-Housing and Community Development	delete
Expand	<input type="checkbox"/>	AB-537	Communications: wireless telecommunications and broadband facilities.	Assembly-In Committee Process-Local Government	delete
Expand	<input type="checkbox"/>	AB-780	Local zoning ordinances: school district employee housing.	Assembly-In Committee Process-Local Government	delete
Expand	<input type="checkbox"/>	AB-784	Alameda-Contra Costa Transit District.	Assembly-In Committee Process-Appropriations	delete
Expand	<input type="checkbox"/>	AB-970	Planning and zoning: electric vehicle charging stations: permit application: approval.	Assembly-In Committee Process-Local Government	delete
Expand	<input type="checkbox"/>	AB-1147	Regional transportation plan: Active Transportation Program.	Assembly-In Committee Process-Natural Resources	delete
Expand	<input type="checkbox"/>	AB-1188	Rental registry online portal.	Assembly-In Desk Process-Engrossing	delete
Expand	<input type="checkbox"/>	AB-1304	Affirmatively further fair housing: housing element: inventory of land.	Assembly-In Desk Process-Engrossing	delete
Expand	<input type="checkbox"/>	AB-1409	Planning and zoning: general plan: safety element.	Assembly-In Committee Process-Local Government	delete
Expand	<input type="checkbox"/>	SB-12	Local government: planning and zoning: wildfires.	Senate-In Committee Process-Housing	delete
Expand	<input type="checkbox"/>	SB-28	Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021.	Senate-In Committee Process-Energy, Utilities and Communications	delete

Expanded / Collapsed	Select All <input type="checkbox"/>	Bill	Subject	Status	Delete
Expand	<input type="checkbox"/>	SB-32	Energy: general plan: building decarbonization requirements.	Senate-In Committee Process-Governance and Finance	delete
Expand	<input type="checkbox"/>	SB-66	California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	Senate-In Committee Process-Transportation	delete
Expand	<input type="checkbox"/>	SB-261	Regional transportation plans: sustainable communities strategies.	Senate-In Committee Process-Transportation	delete
Expand	<input type="checkbox"/>	SB-378	Local government: broadband infrastructure development project permit processing: microtrenching permit processing ordinance.	Senate-In Committee Process-Governance and Finance	delete
Expand	<input type="checkbox"/>	SB-475	Transportation planning: sustainable communities strategies.	Senate-In Committee Process-Environmental Quality	delete
Expand	<input type="checkbox"/>	SB-499	General plan: land use element: uses adversely impacting health outcomes.	Senate-In Committee Process-Governance and Finance	delete
Expand	<input type="checkbox"/>	SB-640	Transportation financing: jointly proposed projects.	Senate-In Committee Process-Transportation	delete
Expand	<input type="checkbox"/>	SB-679	Los Angeles County: housing development: financing.	Senate-In Committee Process-Housing	delete
Expand	<input type="checkbox"/>	SB-780	Local finance: public investment authorities.	Senate-In Committee Process-Governance and Finance	delete

UCC Housing Legislation

Measure	Author	Topic	Status	Location	Calendar	Position	Letter	Comments
AB 15	Chiu	COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	1/11/2021-Referred to Com. on H. & C.D.	1/11/2021-A. H. & C.D.		Watch		
AB 16	Chiu	Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.	1/13/2021-Re-referred to Com. on H. & C.D.	1/11/2021-A. H. & C.D.		Watch		
AB 49	Petrie-Norris	California Debt Limit Allocation Committee: elimination and allocation of duties.	3/22/2021-Re-referred to Com. on A. & A.R.	3/18/2021-A. A. & A.R.		Watch		
AB 59	Gabriel	Mitigation Fee Act: fees: notice and timelines.	1/11/2021-Referred to Coms. on L. GOV. and H. & C.D.	1/11/2021-A. L. GOV.		Oppose		Bill is not moving this year.
AB 68	Salas	Affordable housing: California State Auditor's Report.	3/22/2021-Re-referred to Com. on H. & C.D.	3/18/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Pending		Request for comment on the housing appeals committee concept.
AB 115	Bloom	Planning and zoning: commercial zoning: housing development.	1/11/2021-Read first time. Referred to Coms. on H. & C.D. and L. GOV.	1/11/2021-A. H. & C.D.		Oppose		
AB 215	Chiu	Housing element.	1/28/2021-Referred to Coms. on H. & C.D. and L. GOV.	1/28/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Watch		
AB 244	Rubio	Affordable housing cost study: housing plan addendum.	1/28/2021-Referred to Com. on H. & C.D.	1/28/2021-A. H. & C.D.		Support		
AB 255	Muratsuchi	Tenancy: commercial leases: COVID-19 rent relief.	3/25/2021-Referred to Com. on JUD. From committee chair, with author's amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.	3/25/2021-A. JUD.		Watch		
AB 328	Chiu	Reentry Housing and Workforce Development Program.	3/18/2021-Re-referred to Com. on APPR.	3/16/2021-A. APPR.		Pending		
AB 345	Quirk-Silva	Accessory dwelling units: separate conveyance.	3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (March 24). Re-referred to Com. on APPR.	3/24/2021-A. APPR.		Watch		
AB 348	Villapudua	Affordable housing: annual expenditure report.	2/12/2021-Referred to Com. on H. & C.D.	2/12/2021-A. H. & C.D.		Watch		
AB 357	Kamlager	Affordable housing.	2/2/2021-From printer. May be heard in committee March 4.	2/1/2021-A. PRINT		Watch		
AB 387	Lee	Social Housing Act of 2021.	3/25/2021-Referred to Com. on H. & C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.	3/25/2021-A. H. & C.D.		Watch		
AB 491	Gonzalez, L.	Housing: affordable and market rate units.	2/18/2021-Referred to Com. on H. & C.D.	2/18/2021-A. H. & C.D.		Watch		
AB 500	Ward	Local planning: permitting: coastal development.	3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	3/18/2021-A. NAT. RES.		Watch		

UCC Housing Legislation

AB 571	Mayes	Planning and zoning: density bonuses: affordable housing.	3/25/2021-Re-referred to Com. on H. & C.D.	2/18/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Pending		Seek amendments in A. HCD Cmte. Concept is okay but need to clean up types of fees the bill incorporates.
AB 602	Grayson	Development fees.	3/22/2021-Re-referred to Com. on L. GOV.	3/18/2021-A. L. GOV.		Oppose		
AB 605	Villapudua	Department of Housing and Community Development: program administration: bonus points: housing element.	3/15/21 Re-referred to Com. on H. & C.D.	3/11/21 A-H. & C.D.		Pending		
AB 617	Davies	Planning and zoning: regional housing needs: exchange of allocation.	2/25/2021-Referred to Coms. on H. & C.D. and L. GOV.	2/25/2021-A. H. & C.D.		Watch		
AB 626	Smith	Veterans' homes: funding.	2/13/2021-From printer. May be heard in committee March 15.	2/12/2021-A. PRINT		Watch		
AB 634	Carrillo	Housing zones: restrictions: timelines.	2/25/2021-Referred to Coms. on H. & C.D. and L. GOV.	2/25/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Support		LA County sponsored
AB 672	Garcia, C.	Planning and zoning law: rezoning authorization: golf courses.	3/22/2021-Re-referred to Com. on H. & C.D.	3/18/2021-A. H. & C.D.		Watch		
AB 678	Grayson	Land use: development fees.	2/13/2021-From printer. May be heard in committee March 15.	2/12/2021-A. PRINT		Watch		Not moving in 2021.
AB 682	Bloom	Planning and zoning: cohousing buildings.	3/15/2021-In committee: Hearing postponed by committee.	2/25/2021-A. H. & C.D.		Pending		Author doesn't intend for it to apply to counties. A. Local Gov staff have heard otherwise. Will work on amendments accordingly.
AB 721	Bloom	Covenants and restrictions: affordable housing.	2/25/2021-Referred to Coms. on H. & C.D. and JUD.	2/25/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Watch		
AB 724	Ward	Housing.	3/25/2021-Referred to Com. on H. & C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended	3/25/2021-A. H. & C.D.		Watch		
AB 777	McCarty	State property: transfer: housing	2/25/2021-Referred to Com. on A. & A.R.	2/25/2021-A. A. & A.R.		Watch		
AB 780	Ting	Local zoning ordinances: school district employee housing.	3/25/2021-Re-referred to Coms. on L. GOV. and ED. pursuant to Assembly Rule 96.	3/25/2021-A. L. GOV.		Pending		
AB 787	Gabriel	Planning and zoning: housing element: converted affordable housing units.	3/22/2021-Re-referred to Com. on H. & C.D.	3/18/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Pending		
AB 795	Patterson	Department of Housing and Community Development: housing bond programs.	2/25/2021-Referred to Com. on H. & C.D.	2/25/2021-A. H. & C.D.		Pending		

UCC Housing Legislation

AB 803	Boerner-Horvath		3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.	3/11/2021-A. H. & C.D.		Pending		
AB 838	Friedman	Starter Home Revitalization Act of 2021. State Housing Law: enforcement response to complaints.	2/25/2021-Referred to Com. on H. & C.D.	2/25/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Oppose		
AB 854	Lee	Residential property: withdrawal of accommodations.	3/22/2021-Re-referred to Com. on H. & C.D.	3/18/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Pending		
AB 880	Aguiar-Curry	Affordable Disaster Housing Revolving Development and Acquisition Program.	2/25/2021-Referred to Com. on H. & C.D.	2/25/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Watch		
AB 916	Salas	Zoning: accessory dwelling units: bedroom addition.	2/25/2021-Referred to Coms. on H. & C.D. and L. GOV.	2/25/2021-A. H. & C.D.		Oppose		Going to require counties to amend ordinances AGAIN
AB 922	Garcia, E.	Housing authorities.	2/18/2021-From printer. May be heard in committee March 20.	2/17/2021-A. PRINT		Watch		
AB 946	Lee	Home Purchase Assistance Fund: personal income taxation: mortgage interest deduction.	3/4/2021-Referred to Com. on REV. & TAX.	3/4/2021-A. REV. & TAX		Watch		
AB 950	Ward	Department of Transportation: sales of excess real property: affordable housing.	2/25/2021-Referred to Com. on H. & C.D.	2/25/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Support		
AB 989	Gabriel	Housing: local development decisions: appeals	3/25/21 Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. (Amended 3/25/2021)	3/25/21 A-H. & C.D.				
AB 1174	Grayson	Planning and zoning: housing: development application modifications.	2/19/2021-From printer. May be heard in committee March 21.	2/18/2021-A. PRINT		Watch		
AB 1258	Nguyen	Housing element: regional housing need plan: judicial review.	3/4/2021-Referred to Coms. on H. & C.D. and JUD.	3/4/2021-A. H. & C.D.		Watch		
AB 1277	Rubio, B.	California Environmental Quality Act: student housing development projects: expedited judicial review.	3/4/2021-Referred to Coms. on NAT. RES. and JUD.	3/4/2021-A. NAT. RES.		Pending		
AB 1304	Santiago	Affirmatively further fair housing: housing element: inventory of land.	3/4/2021-Referred to Coms. on H. & C.D. and L. GOV.	3/4/2021-A. H. & C.D.	4/15/2021 @ 2 p.m. ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT	Pending		

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AB 1322	Bonta	Land use: substantially compliant housing element.	3/23/2021-Re-referred to Com. on L. GOV.	3/4/2021-A. L. GOV.				
AB 1327	Ting	Aging in place: home modification.	3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. (Amended 3/25/2021)	3/4/2021-A. H. & C.D.		Watch		
AB 1370	Quirk-Silva	Housing element: annual report: housing units.	3/22/2021-Re-referred to Com. on H. & C.D.	3/18/2021-A. H. & C.D.		Pending		
AB 1377	McCarty	Student housing: California Student Housing Revolving Loan Fund Act of 2021	3/11/2021-Referred to Com. on HIGHER ED	3/11/2021-A. HIGHER ED.		Watch		
AB 1398	Bloom	Planning and zoning: housing element: rezoning of sites: prohousing local policies.	3/25/2021-Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. (Amended 3/25/2021)	3/25/2021-A. H. & C.D.		Pending		
AB 1401	Friedman	Residential and commercial development: parking requirements.	2/22/2021-Read first time.	2/19/2021-A. PRINT		Pending		Need feedback from county planning directors.
AB 1423	Daly	Housing programs: multifamily housing programs: expenditure of loan proceeds.	3/11/2021-Referred to Com. on H. & C.D.	3/11/2021-A. H. & C.D.		Support		
AB 1442	Ting	Accessory dwelling units.	2/22/2021-Read first time.	2/19/2021-A. PRINT		Watch		
AB 1445	Levine	Planning and zoning: regional housing need allocation: climate change impacts.	3/11/2021-Referred to Coms. on H. & C.D. and L. GOV.	3/11/2021-A. H. & C.D.		Watch		
AB 1449	Wicks	Housing.	2/22/2021-Read first time.	2/19/2021-A. PRINT		Watch		
AB 1462	Fong	Affordable housing: grant programs: progress payments.	3/11/2021-Referred to Com. on H. & C.D.	3/11/2021-A. H. & C.D.		Support		
AB 1486	Carrillo	California Environmental Quality Act: housing.	3/22/2021-Re-referred to Com. on NAT. RES.	3/18/2021-A. NAT. RES.		Pending		
AB 1492	Bloom	Department of Housing and Community Development: high-opportunity areas.	3/11/2021-Referred to Com. on H. & C.D.	3/11/2021-A. H. & C.D.		Pending		Might be two-year bill; Anya trying to figure it out.
AB 1501	Santiago	Planning and zoning: housing development: very low and lower income households.	3/25/2021-Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.	3/25/2021-A. H. & C.D.		Pending		
AB 1516	Gabriel	Income taxes: credits: low-income housing.	3/11/2021-Referred to Com. on REV. & TAX.	3/11/2021-A. REV. & TAX		Support		
AB 1551	Santiago	Planning and zoning: housing: adaptive reuse of commercial space.	3/15/21 Re-referred to Com. on H. & C.D.	3/11/21 A-H. & C.D.		Pending		
ACA 1	Aguiar-Curry	Local government financing: affordable housing and public infrastructure: voter	12/8/2020-From printer. May be heard in committee January 7.	12/7/2020-A. PRINT		Support		
SB 3	Caballero	Tenancy: COVID-19	1/28/2021-Referred to Com. on JUD.	1/28/2021-S. JUD.		Watch		
SB 5	Atkins	Housing: bond act.	3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.	3/18/2021-S. HOUSING		Pending		

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SB 6	Caballero	Local planning: housing: commercial zones.	3/11/2021-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 5. Noes 0.) (March 11). Re-referred to Com. on HOUSING.	3/11/2021-S. HOUSING	4/29/2021 @ 10:30 a.m. SENATE HOUSING	Oppose		
SB 8	Skinner	Density Bonus Law.	3/25/2021-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 5. Noes 0.) (March 25). Re-referred to Com. on HOUSING.	3/25/2021-S. HOUSING		Pending		SB 330 extension with 3 years left in the authorization.
SB 9	Atkins	Housing development: approvals	3/3/2021-March 18 set for first hearing canceled at the request of author.	1/28/2021-S. HOUSING		Pending		
SB 10	Wiener	Planning and zoning: housing development: density.	3/22/2021-Read second time and amended. Re-referred to Com. on GOV. & F.	3/18/2021-S. GOV. & F.		Watch		
SB 15	Portantino	Housing development: incentives: rezoning of idle retail sites.	3/23/2021-Set for hearing April 5.	3/18/2021-S. APPR.	4/5/2021 @ 9 a.m. SENATE APPROPRIATIONS	Pending		
SB 55	Stern	Very high fire hazard severity zone: state responsibility area: development prohibition.	3/3/2021-Re-referred to Coms. on GOV. & F. and HOUSING.	3/3/2021-S. GOV. & F.		Watch		Going to be amended to deal with OPR guidelines on fire related issues.
SB 290	Skinner	Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints	3/18/2021-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 6. Noes 1.) (March 18). Re-referred to Com. on GOV. & F.	3/18/2021-S. GOV. & F.		Pending		
SB 319	Melendez	Land use: development fees: audit.	3/24/2021-Set for hearing April 8.	2/17/2021-S. GOV. & F.	4/8/2021 @ Upon adjournment of Session SENATE GOVERNANCE AND FINANCE			
SB 333	Durazo	California Community Colleges: affordable housing.	3/19/2021-Set for hearing April 5.	3/10/2021-S. APPR.	4/5/2021 @ 9 a.m. SENATE APPROPRIATIONS	Watch		
SB 477	Wiener	General plan: annual report.	3/23/2021-Set for hearing April 5.	3/18/2021-S. APPR.	4/5/2021 @ 9 a.m. SENATE APPROPRIATIONS	Oppose		Seek amendments to remove CEQA documents, at minimum.
SB 478	Wiener	Planning and Zoning Law: housing development projects.	3/24/2021-Set for hearing April 8.	2/25/2021-S. GOV. & F.	4/8/2021 @ Upon adjournment of Session SENATE GOVERNANCE AND FINANCE	Oppose		Seek amendments: FAR is aggressive, interaction with ADU laws?

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SB 490	Caballero	Housing acquisition and rehabilitation: technical assistance.	2/25/2021-Referred to Com. on HOUSING.	2/25/2021-S. HOUSING	4/29/2021 @ 10:30 a.m. SENATE HOUSING	Watch		If it gets out of approps, consider supporting?
SB 649	Cortese	Local governments: affordable housing: local tenant preference.	3/16/2021-Set for hearing April 15.	3/3/2021-S. HOUSING	4/15/2021 @ 10:30 a.m. SENATE HOUSING	Pending		Consider support, CSAC going to request comment.
SB 695	Ochoa Bogh	Mitigation Fee Act: housing developments.	3/18/2021-Re-referred to Com. on GOV. & F.	3/18/2021-S. GOV. & F.		Oppose		Contains all the worst aspects of the impact fee discussion.
SB 728	Hertzberg	Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.	3/18/2021-Re-referred to Com. on HOUSING.	3/18/2021-S. HOUSING	4/29/2021 @ 10:30 a.m.Senate Chamber SENATE HOUSING	Watch		
SB 765	Stern	Accessory dwelling units: setbacks.	3/3/2021-Referred to Coms. on HOUSING and GOV. & F.	3/3/2021-S. HOUSING		Pending		CSAC meeting w/author's office on this and SB 55.
SB 778	Becker	Planning and zoning: accessory dwelling units.	3/18/2021-Re-referred to Coms. on GOV. & F. and HOUSING.	3/18/2021-S. GOV. & F.		Pending		
SB 791	Cortese	California Surplus Land Authority.	3/11/21 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	2/19/21 S-RLS.		Watch		
SB 809	Allen	Multijurisdictional regional agreements: housing element.	3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.	3/18/2021-S. HOUSING		Pending		
SCA 2	Allen	Public housing projects.	From printer. May be acted upon on or after January 7.	12/7/20 S-RLS.		Support		

BRIEFING ROOM

FACT SHEET: The American Jobs Plan

MARCH 31, 2021 • STATEMENTS AND RELEASES

While the American Rescue Plan is changing the course of the pandemic and delivering relief for working families, this is no time to build back to the way things were. This is the moment to reimagine and rebuild a new economy. The American Jobs Plan is an investment in America that will create millions of good jobs, rebuild our country's infrastructure, and position the United States to out-compete China. Public domestic investment as a share of the economy has fallen by more than 40 percent since the 1960s. The American Jobs Plan will invest in America in a way we have not invested since we built the interstate highways and won the Space Race.

The United States of America is the wealthiest country in the world, yet we rank 13th when it comes to the overall quality of our infrastructure. After decades of disinvestment, our roads, bridges, and water systems are crumbling. Our electric grid is vulnerable to catastrophic outages. Too many lack access to affordable, high-speed Internet and to quality housing. The past year has led to job losses and threatened economic security, eroding more than 30 years of progress in women's labor force participation. It has unmasked the fragility of our caregiving infrastructure. And, our nation is falling behind its biggest competitors on research and development (R&D), manufacturing, and training. It has never been more important for us to invest in strengthening our infrastructure and competitiveness, and in creating the good-paying, union jobs of the future.

Like great projects of the past, the President's plan will unify and mobilize the country to meet the great challenges of our time: the climate crisis and the ambitions of an autocratic China. It will invest in Americans and deliver the jobs and opportunities they deserve. But unlike past major investments, the plan prioritizes addressing long-standing and persistent racial injustice. The plan targets 40 percent of the benefits of climate and clean infrastructure investments to disadvantaged communities. And, the plan invests in rural communities and communities impacted by the market-based transition to clean energy. Specifically, President Biden's plan will:

Fix highways, rebuild bridges, upgrade ports, airports and transit systems. The President's plan will modernize 20,000 miles of highways, roads, and main-streets. It will fix the ten most

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economically significant bridges in the country in need of reconstruction. It also will repair the worst 10,000 smaller bridges, providing critical linkages to communities. And, it will replace thousands of buses and rail cars, repair hundreds of stations, renew airports, and expand transit and rail into new communities.

Deliver clean drinking water, a renewed electric grid, and high-speed broadband to all

Americans. President Biden's plan will eliminate all lead pipes and service lines in our drinking water systems, improving the health of our country's children and communities of color. It will put hundreds of thousands of people to work laying thousands of miles of transmission lines and capping hundreds of thousands of orphan oil and gas wells and abandoned mines. And, it will bring affordable, reliable, high-speed broadband to every American, including the more than 35 percent of rural Americans who lack access to broadband at minimally acceptable speeds.

Build, preserve, and retrofit more than two million homes and commercial buildings, modernize our nation's schools and child care facilities, and upgrade veterans' hospitals

and federal buildings. President Biden's plan will create good jobs building, rehabilitating, and retrofitting affordable, accessible, energy efficient, and resilient housing, commercial buildings, schools, and child care facilities all over the country, while also vastly improving our nation's federal facilities, especially those that serve veterans.

Solidify the infrastructure of our care economy by creating jobs and raising wages and benefits for essential home care workers.

These workers – the majority of whom are women of color – have been underpaid and undervalued for too long. The President's plan makes substantial investments in the infrastructure of our care economy, starting by creating new and better jobs for caregiving workers. His plan will provide home and community-based care for individuals who otherwise would need to wait as many as five years to get the services they badly need.

Revitalize manufacturing, secure U.S. supply chains, invest in R&D, and train Americans for the jobs of the future.

President Biden's plan will ensure that the best, diverse minds in America are put to work creating the innovations of the future while creating hundreds of thousands of quality jobs today. Our workers will build and make things in every part of America, and they will be trained for well-paying, middle-class jobs.

Create good-quality jobs that pay prevailing wages in safe and healthy workplaces while ensuring workers have a free and fair choice to organize, join a union, and bargain collectively with their employers.

By ensuring that American taxpayers' dollars benefit working families and their communities, and not multinational corporations or foreign

governments, the plan will require that goods and materials are made in America and shipped on U.S.-flag, U.S.-crewed vessels. The plan also will ensure that Americans who have endured systemic discrimination and exclusion for generations finally have a fair shot at obtaining good paying jobs and being part of a union.

Alongside his American Jobs Plan, President Biden is releasing a Made in America Tax Plan to make sure corporations pay their fair share in taxes and encourage job creation at home. A recent study found that 91 Fortune 500 companies paid \$0 in federal taxes on U.S. income in 2018. Another study found that the average corporation paid just 8 percent in taxes. President Biden believes that profitable corporations should not be able to get away with paying little or no tax by shifting jobs and profits overseas. President Biden's plan will reward investment at home, stop profit shifting, and ensure other nations won't gain a competitive edge by becoming tax havens.

The President's American Jobs Plan is a historic public investment – consisting principally of one-time capital investments in our nation's productivity and long-term growth. It will invest about 1 percent of GDP per year over eight years to upgrade our nation's infrastructure, revitalize manufacturing, invest in basic research and science, shore up supply chains, and solidify our care infrastructure. These are investments that leading economists agree will give Americans good jobs now and will pay off for future generations by leaving the country more competitive and our communities stronger. In total, the plan will invest about \$2 trillion this decade. If passed alongside President Biden's Made in America corporate tax plan, it will be fully paid for within the next 15 years and reduce deficits in the years after.

BUILD WORLD-CLASS TRANSPORTATION INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS, AIRPORTS AND TRANSIT SYSTEMS

President Biden is calling on Congress to make a historic and overdue investment in our roads, bridges, rail, ports, airports, and transit systems. The President's plan will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities. These investments also will extend opportunities to small businesses to participate in the design, construction, and manufacturing of new infrastructure and component parts. President Biden's plan will deliver infrastructure Americans can trust, because it will be resilient to floods, fires, storms, and other threats, and not fragile in the face of these increasing risks. President Biden is calling on Congress to:

Transform our crumbling transportation infrastructure:

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Decades of declining public investment has left our roads, bridges, rail, and transit systems in poor condition, with a trillion-dollar backlog of needed repairs. More than 35,000 people die in traffic crashes on U.S. roads each year, and millions more are seriously and often permanently injured. The United States has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Across cities, suburbs, and rural areas, President Biden's plan will help parents get to work reliably and affordably, reduce the impacts of climate change for our kids, and make sure fewer families mourn the loss of a loved one to road crashes. His investments will use more sustainable and innovative materials, including cleaner steel and cement, and component parts Made in America and shipped on U.S.-flag vessels with American crews under U.S. laws. And, his infrastructure investments will mitigate socio-economic disparities, advance racial equity, and promote affordable access to opportunity.

The President's plan invests an additional \$621 billion in transportation infrastructure and resilience. It will:

- **Repair American roads and bridges.** One in five miles, or 173,000 total miles, of our highways and major roads are in poor condition, as well as 45,000 bridges. Delays caused by traffic congestion alone cost over \$160 billion per year, and motorists are forced to pay over \$1,000 every year in wasted time and fuel. The President is proposing a total increase of \$115 billion to modernize the bridges, highways, roads, and main streets that are in most critical need of repair. This includes funding to improve air quality, limit greenhouse gas emissions, and reduce congestion. His plan will modernize 20,000 miles of highways, roads, and main streets, not only "fixing them first" but "fixing them right," with safety, resilience, and all users in mind. It will fix the most economically significant large bridges in the country in need of reconstruction, and it will repair the worst 10,000 smaller bridges, including bridges that provide critical connections to rural and tribal communities. The plan includes \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Modernize public transit.** Households that take public transportation to work have twice the commute time, and households of color are twice as likely to take public transportation. Our current transit infrastructure is inadequate – the Department of Transportation estimates a repair backlog of over \$105 billion, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. This translates to service delays and disruptions

that leave riders stranded and discourage transit use. President Biden is calling on Congress to invest \$85 billion to modernize existing transit and help agencies expand their systems to meet rider demand. This investment will double federal funding for public transit, spend down the repair backlog, and bring bus, bus rapid transit, and rail service to communities and neighborhoods across the country. It will ultimately reduce traffic congestion for everyone.

- **Invest in reliable passenger and freight rail service.** The nation's rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives for moving people and freight. However, unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. There are currently projects just waiting to be funded that will give millions more Americans reliable and fast inter-city train service. President Biden is calling on Congress to invest \$80 billion to address Amtrak's repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- **Create good jobs electrifying vehicles.** U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. He is proposing a \$174 billion investment to win the EV market. His plan will enable automakers to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. It will give consumers point of sale rebates and tax incentives to buy American-made EVs, while ensuring that these vehicles are affordable for all families and manufactured by workers with good jobs. It will establish grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030, while promoting strong labor, training, and installation standards. His plan also will replace 50,000 diesel transit vehicles and electrify at least 20 percent of our yellow school bus fleet through a new Clean Buses for Kids Program at the Environmental Protection Agency, with support from the Department of Energy. These investments will set us on a path to 100 percent clean buses, while ensuring that the American workforce is trained to operate and maintain this 21st century infrastructure. Finally, it will utilize the vast tools of federal procurement to electrify the federal fleet, including the United States Postal Service.
- **Improve ports, waterways, and airports.** The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. President Biden is calling on Congress to invest \$25 billion in our

airports, including funding for the Airport Improvement Program, upgrades to FAA assets that ensure safe and efficient air travel, and a new program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel. President Biden is calling on Congress to invest an additional \$17 billion in inland waterways, coastal ports, land ports of entry, and ferries, which are all essential to our nation's freight. This includes a Healthy Ports program to mitigate the cumulative impacts of air pollution on neighborhoods near ports, often communities of color. These investments will position the United States as a global leader in clean freight and aviation.

- **Redress historic inequities and build the future of transportation infrastructure.** The President's plan for transportation is not just ambitious in scale, it is designed with equity in mind and to set up America for the future. Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. The President's plan includes \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access. The President's plan will inspire basic research, like advanced pavements that recycle carbon dioxide, and “future proof” investments that will last decades to leave coming generations with a safe, equitable, and sustainable transportation system. And, the President's plan will accelerate transformative investments, from pre-development through construction, turning “shovel worthy” ideas into “shovel ready” projects. This includes \$25 billion for a dedicated fund to support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.
- **Invest resources wisely to deliver infrastructure projects that produce real results.** America lags its peers – including Canada, the U.K., and Australia – in the on-time and on-budget delivery of infrastructure, and is falling behind countries like China on overall investment. Delivering this historic investment will require partnership across government, unions, and industry, to produce meaningful outcomes for the American people – reliable transportation, safe water, affordable housing, healthy schools, clean electricity, and broadband for all. When President Biden managed the implementation of the Recovery Act, he insisted on the strongest possible accountability and transparency measures to ensure public dollars were invested efficiently and effectively. When Congress enacts the American Jobs Plan, the President will bring the best practices from the Recovery Act and models from around the world to break down barriers and drive implementation of infrastructure investments across all levels of government to realize the President's vision of safe, reliable, and resilient infrastructure. Critically, in order to achieve the best outcomes on cost and performance for the American people, the Administration will support the state, local, and tribal governments delivering these

projects through world-class training, technical assistance, and procurement best practices. In addition, the President's plan will use smart, coordinated infrastructure permitting to expedite federal decisions while prioritizing stakeholder engagement, community consultation, and maximizing equity, health, and environmental benefits.

Make our infrastructure more resilient:

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. Chronic underinvestment in resilience has harmed American transportation infrastructure, disrupting service, making travel conditions unsafe, causing severe damage, and increasing maintenance and operating costs.

In 2020, the United States endured 22 separate billion-dollar weather and climate disasters, costing \$95 billion in damages to homes, businesses, and public infrastructure. In Louisiana, Hurricane Laura caused \$19 billion of damage, resulting in broken water systems and a severely damaged electrical grid that impeded a quick recovery. Building back better requires that the investments in this historic plan make our infrastructure more resilient in the face of increasingly severe floods, wildfires, hurricanes, and other risks. Every dollar spent on rebuilding our infrastructure during the Biden administration will be used to prevent, reduce, and withstand the impacts of the climate crisis. Additionally, the President is calling for \$50 billion in dedicated investments to improve infrastructure resilience and:

- **Safeguard critical infrastructure and services, and defend vulnerable communities.** People of color and low-income people are more likely to live in areas most vulnerable to flooding and other climate change-related weather events. They also are less likely to have the funds to prepare for and recover from extreme weather events. In the wake of Hurricane Harvey, Black and Hispanic residents were twice as likely as white residents to report experiencing an income shock with no recovery support. President Biden's plan increases resilience in the most essential services, including the electric grid; food systems; urban infrastructure; community health and hospitals; and our roads, rail, and other transportation assets. His plan also targets investments to support infrastructure in those communities most vulnerable physically and financially to climate-driven disasters and to build back above existing codes and standards. The President's plan will invest in vulnerable communities through a range of programs, including FEMA's Building Resilient Infrastructure and Communities program, HUD's Community Development Block Grant program, new initiatives at the Department of Transportation, a bipartisan tax credit to provide incentives to low- and middle-income families and to small

businesses to invest in disaster resilience, and transition and relocation assistance to support community-led transitions for the most vulnerable tribal communities.

- **Maximize the resilience of land and water resources to protect communities and the environment.** President Biden's plan will protect and, where necessary, restore nature-based infrastructure – our lands, forests, wetlands, watersheds, and coastal and ocean resources. Families and businesses throughout the United States rely on this infrastructure for their lives and livelihoods. President Biden is calling on Congress to invest in protection from extreme wildfires, coastal resilience to sea-level rise and hurricanes, support for agricultural resources management and climate-smart technologies, and the protection and restoration of major land and water resources like Florida's Everglades and the Great Lakes. Additionally, the President's plan provides funding for the western drought crisis by investing in water efficiency and recycling programs, Tribal Water Settlements, and dam safety. President Biden's plan will empower local leaders to shape these restoration and resilience project funds in line with the Outdoor Restoration Force Act.

REBUILD CLEAN DRINKING WATER INFRASTRUCTURE, A RENEWED ELECTRIC GRID, AND HIGH-SPEED BROADBAND TO ALL AMERICANS

Too many American families drink polluted water, lack access to affordable, high-speed internet, or experience power outages too often – all while paying more for those services. President Biden's plan invests in the infrastructure necessary to finally deliver the water, broadband, and electricity service that Americans deserve. Specifically, his plan will:

Ensure clean, safe drinking water is a right in all communities:

Across the country, pipes and treatment plants are aging and polluted drinking water is endangering public health. An estimated six to ten million homes still receive drinking water through lead pipes and service lines. The President's investments in improving water infrastructure and replacing lead service lines will create good jobs, including union and prevailing wage jobs. President Biden's plan invests \$111 billion to:

- **Replace 100 percent of the nation's lead pipes and service lines.** According to the CDC, there is no safe level of lead exposure for children. Lead can slow development and cause learning, behavior, and hearing problems in children, as well as lasting kidney and brain damage. President Biden believes that no American family should still be receiving drinking water through lead pipes and service lines. To eliminate all lead pipes and service lines in the country, he is calling on Congress to invest \$45 billion in the Environmental Protection Agency's Drinking Water State Revolving Fund and in Water Infrastructure

Improvements for the Nation Act (WIIN) grants. In addition to reducing lead exposure in homes, this investment also will reduce lead exposure in 400,000 schools and childcare facilities.

- **Upgrade and modernize America’s drinking water, wastewater, and stormwater systems, tackle new contaminants, and support clean water infrastructure across rural America.** Aging water systems threaten public health in thousands of communities nationwide. President Biden will modernize these systems by scaling up existing, successful programs, including by providing \$56 billion in grants and low-cost flexible loans to states, Tribes, territories, and disadvantaged communities across the country. President Biden’s plan also provides \$10 billion in funding to monitor and remediate PFAS (per- and polyfluoroalkyl substances) in drinking water and to invest in rural small water systems and household well and wastewater systems, including drainage fields.

Revitalize America’s digital infrastructure:

Generations ago, the federal government recognized that without affordable access to electricity, Americans couldn’t fully participate in modern society and the modern economy. With the 1936 Rural Electrification Act, the federal government made a historic investment in bringing electricity to nearly every home and farm in America, and millions of families and our economy reaped the benefits. Broadband internet is the new electricity. It is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds. Americans in rural areas and on tribal lands particularly lack adequate access. And, in part because the United States has some of the highest broadband prices among OECD countries, millions of Americans can’t use broadband internet even if the infrastructure exists where they live. In urban areas as well, there is a stark digital divide: a much higher percentage of White families use home broadband internet than Black or Latino families. The last year made painfully clear the cost of these disparities, particularly for students who struggled to connect while learning remotely, compounding learning loss and social isolation for those students.

The President believes we can bring affordable, reliable, high-speed broadband to every American through a historic investment of \$100 billion. That investment will:

- **Build high-speed broadband infrastructure to reach 100 percent coverage.** The President’s plan prioritizes building “future proof” broadband infrastructure in unserved and underserved areas so that we finally reach 100 percent high-speed broadband coverage. It also prioritizes support for broadband networks owned, operated by, or affiliated with local governments, non-profits, and co-operatives—providers with less pressure to turn profits and with a commitment to serving entire communities. Moreover,

it ensures funds are set aside for infrastructure on tribal lands and that tribal nations are consulted in program administration. Along the way, it will create good-paying jobs with labor protections and the right to organize and bargain collectively.

- **Promote transparency and competition.** President Biden's plan will promote price transparency and competition among internet providers, including by lifting barriers that prevent municipally-owned or affiliated providers and rural electric co-ops from competing on an even playing field with private providers, and requiring internet providers to clearly disclose the prices they charge.
- **Reduce the cost of broadband internet service and promote more widespread adoption.** President Biden believes that building out broadband infrastructure isn't enough. We also must ensure that every American who wants to can afford high-quality and reliable broadband internet. While the President recognizes that individual subsidies to cover internet costs may be needed in the short term, he believes continually providing subsidies to cover the cost of overpriced internet service is not the right long-term solution for consumers or taxpayers. Americans pay too much for the internet – much more than people in many other countries – and the President is committed to working with Congress to find a solution to reduce internet prices for all Americans, increase adoption in both rural and urban areas, hold providers accountable, and save taxpayer money.

Reenergize America's power infrastructure:

As the recent Texas power outages demonstrated, our aging electric grid needs urgent modernization. A Department of Energy study found that power outages cost the U.S. economy up to \$70 billion annually. The President's plan will create a more resilient grid, lower energy bills for middle class Americans, improve air quality and public health outcomes, and create good jobs, with a choice to join a union, on the path to achieving 100 percent carbon-free electricity by 2035. President Biden is calling on Congress to invest \$100 billion to:

- **Build a more resilient electric transmission system.** Through investments in the grid, we can move cheaper, cleaner electricity to where it is needed most. This starts with the creation of a targeted investment tax credit that incentivizes the buildout of at least 20 gigawatts of high-voltage capacity power lines and mobilizes tens of billions in private capital off the sidelines – right away. In addition, President Biden's plan will establish a new Grid Deployment Authority at the Department of Energy that allows for better leverage of existing rights-of-way – along roads and railways – and supports creative financing tools to spur additional high priority, high-voltage transmission lines. These

efforts will create good-paying jobs for union laborers, line workers, and electricians, in addition to creating demand for American-made building materials and parts.

- **Spur jobs modernizing power generation and delivering clean electricity.** President Biden is proposing a ten-year extension and phase down of an expanded direct-pay investment tax credit and production tax credit for clean energy generation and storage. These credits will be paired with strong labor standards to ensure the jobs created are good-quality jobs with a free and fair choice to join a union and bargain collectively. President Biden's plan will mobilize private investment to modernize our power sector. It also will support state, local, and tribal governments choosing to accelerate this modernization through complementary policies – like clean energy block grants that can be used to support clean energy, worker empowerment, and environmental justice. And, it will use the federal government's incredible purchasing power to drive clean energy deployment across the market by purchasing 24/7 clean power for federal buildings. To ensure that we fully take advantage of the opportunity that modernizing our power sector presents, President Biden will establish an Energy Efficiency and Clean Electricity Standard (EECES) aimed at cutting electricity bills and electricity pollution, increasing competition in the market, incentivizing more efficient use of existing infrastructure, and continuing to leverage the carbon pollution-free energy provided by existing sources like nuclear and hydropower. All of this will be done while ensuring those facilities meet robust and rigorous standards for worker, public, and environmental safety as well as environmental justice – and all while moving toward 100 percent carbon-pollution free power by 2035.
- **Put the energy industry to work plugging orphan oil and gas wells and cleaning up abandoned mines.** Hundreds of thousands of former orphan oil and gas wells and abandoned mines pose serious safety hazards, while also causing ongoing air, water, and other environmental damage. Many of these old wells and mines are located in rural communities that have suffered from years of disinvestment. President Biden's plan includes an immediate up-front investment of \$16 billion that will put hundreds of thousands to work in union jobs plugging oil and gas wells and restoring and reclaiming abandoned coal, hardrock, and uranium mines. In addition to creating good jobs in hard-hit communities, this investment will reduce the methane and brine that leaks from these wells, just as we invest in reducing leaks from other sources like aging pipes and distribution systems.
- **Remediate and redevelop idle real property, and spur the buildout of critical physical, social, and civic infrastructure in distressed and disadvantaged communities.** In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. Through

a \$5 billion investment in the remediation and redevelopment of these Brownfield and Superfund sites, as well as related economic and workforce development, President Biden's plan will turn this idle real property into new hubs of economic growth and job creation. But it's not enough to redevelop old infrastructure. President Biden's plan also will bring these communities new critical physical, social, and civic infrastructure. This means investing in the Economic Development Agency's Public Works program (while lifting the cap of \$3 million on projects) and in "Main Street" revitalization efforts through HUD and USDA. President Biden's plan also will spur targeted sustainable, economic development efforts through the Appalachian Regional Commission's POWER grant program, Department of Energy retooling grants for idled factories (through the Section 132 program), and dedicated funding to support community-driven environmental justice efforts – such as capacity and project grants to address legacy pollution and the cumulative impacts experienced by frontline and fenceline communities.

- **Build next generation industries in distressed communities.** President Biden believes that the market-based shift toward clean energy presents enormous opportunities for the development of new markets and new industries. For example, by pairing an investment in 15 decarbonized hydrogen demonstration projects in distressed communities with a new production tax credit, we can spur capital-project retrofits and installations that bolster and decarbonize our industry. The President's plan also will establish ten pioneer facilities that demonstrate carbon capture retrofits for large steel, cement, and chemical production facilities, all while ensuring that overburdened communities are protected from increases in cumulative pollution. In addition, in line with the bipartisan SCALE Act, his plan will support large-scale sequestration efforts that leverage the best science and prioritize community engagement. And to accelerate responsible carbon capture deployment and ensure permanent storage, President Biden's plan reforms and expands the bipartisan Section 45Q tax credit, making it direct pay and easier to use for hard-to-decarbonize industrial applications, direct air capture, and retrofits of existing power plants.
- **Mobilize the next generation of conservation and resilience workers.** This \$10 billion investment will put a new, diverse generation of Americans to work conserving our public lands and waters, bolstering community resilience, and advancing environmental justice through a new Civilian Climate Corps, all while placing good-paying union jobs within reach for more Americans.

BUILD, PRESERVE, AND RETROFIT MORE THAN TWO MILLION HOMES AND COMMERCIAL BUILDINGS; MODERNIZE OUR NATION'S SCHOOLS, COMMUNITY COLLEGES, AND EARLY LEARNING FACILITIES; AND UPGRADE VETERANS' HOSPITALS AND FEDERAL BUILDINGS

There is a severe shortage of affordable housing options in America, and the American Society of Civil Engineers gives our school infrastructure a “D+.” President Biden believes we must invest in building and upgrading modern, resilient, and energy-efficient homes and buildings, including our nation’s schools, early learning facilities, veterans’ hospitals and other federal buildings, and in the process, employ American workers in jobs with good wages and benefits. President Biden’s plan will:

Build, preserve, and retrofit more than two million homes and commercial buildings to address the affordable housing crisis:

There is a severe shortage of affordable housing options in America. Millions of families pay more than half their income on rent, and home energy costs are a significant concern for American renters as well. And, across the country, people are struggling to purchase their first home.

The President’s plan invests \$213 billion to produce, preserve, and retrofit more than two million affordable and sustainable places to live. It pairs this investment with an innovative new approach to eliminate state and local exclusionary zoning laws, which drive up the cost of construction and keep families from moving to neighborhoods with more opportunities for them and their kids. The President’s plan will help address the growing cost of rent and create jobs that pay prevailing wages, including through project labor agreements with a free and fair choice to join a union and bargain collectively.

President Biden is calling on Congress to:

- **Produce, preserve, and retrofit more than a million affordable, resilient, accessible, energy efficient, and electrified housing units.** Through targeted tax credits, formula funding, grants, and project-based rental assistance, President Biden’s plan will extend affordable housing rental opportunities to underserved communities nationwide, including rural and tribal areas.
- **Build and rehabilitate more than 500,000 homes for low- and middle-income homebuyers.** President Biden is calling on Congress to take immediate steps to spur the construction and rehabilitation of homes for underserved communities. Specifically, he is calling on Congress to pass the innovative, bipartisan Neighborhood Homes Investment Act (NHIA). Offering \$20 billion worth of NHIA tax credits over the next five years will result in approximately 500,000 homes built or rehabilitated, creating a pathway for more families to buy a home and start building wealth.

- **Eliminate exclusionary zoning and harmful land use policies.** For decades, exclusionary zoning laws – like minimum lot sizes, mandatory parking requirements, and prohibitions on multifamily housing – have inflated housing and construction costs and locked families out of areas with more opportunities. President Biden is calling on Congress to enact an innovative, new competitive grant program that awards flexible and attractive funding to jurisdictions that take concrete steps to eliminate such needless barriers to producing affordable housing.
- **Address longstanding public housing capital needs.** Years of disinvestment have left our public housing in disrepair. President Biden is calling on Congress to invest \$40 billion to improve the infrastructure of the public housing system in America. This funding will address critical life-safety concerns, mitigate imminent hazards to residents, and undertake energy efficiency measures which will significantly reduce ongoing operating expenses. These improvements will disproportionately benefit women, people of color, and people with disabilities.
- **Put union building trade workers to work upgrading homes and businesses to save families money.** President Biden's plan will upgrade homes through block grant programs, the Weatherization Assistance Program, and by extending and expanding home and commercial efficiency tax credits. President Biden's plan also will establish a \$27 billion Clean Energy and Sustainability Accelerator to mobilize private investment into distributed energy resources; retrofits of residential, commercial and municipal buildings; and clean transportation. These investments have a particular focus on disadvantaged communities that have not yet benefited from clean energy investments.

Modernize our nation's schools and early learning facilities:

Too many students attend schools and child care centers that are run-down, unsafe, and pose health risks. These conditions are dangerous for our kids and exist disproportionately in schools with a high percentage of low-income students and students of color. And even before COVID-19, 43 percent of parents reported struggling to find an adequate child care facility for their children. President Biden is calling on Congress to:

- **Modernize our public schools.** President Biden believes we can't close the opportunity gap if low-income kids go to schools in buildings that undermine health and safety, while wealthier students get access to safe buildings with labs and technology that prepare them for the jobs of the future. The President's plan invests \$100 billion to upgrade and build new public schools, through \$50 billion in direct grants and an additional \$50 billion leveraged through bonds. These funds will first go toward making sure our schools are safe and healthy places of learning for our kids and work for teachers and other education

professionals, for example by improving indoor air quality and ventilation. As we make our schools safer, we also will invest in cutting-edge, energy-efficient and electrified, resilient, and innovative school buildings with technology and labs that will help our educators prepare students to be productive workers and valued students. Under the President's plan, better operating school facilities will reduce their greenhouse gas emissions and also will become environments of community resilience with green space, clean air, and safe places to gather, especially during emergencies. Funds also will be provided to improve our school kitchens, so they can be used to better prepare nutritious meals for our students and go green by reducing or eliminating the use of paper plates and other disposable materials.

- **Investing in community college infrastructure.** Investing in community college facilities and technology helps protect the health and safety of students and faculty, address education deserts (particularly for rural communities), grow local economies, improve energy efficiency and resilience, and narrow funding inequities in the short-term, as we rebuild our higher education finance system for the long-run. President Biden is calling on Congress to invest \$12 billion to address these needs. States will be responsible for using the dollars to address both existing physical and technological infrastructure needs at community colleges and identifying strategies to address access to community college in education deserts.
- **Upgrade child care facilities and build new supply in high need areas.** Lack of access to child care makes it harder for parents, especially mothers, to fully participate in the workforce. In areas with the greatest shortage of child care slots, women's labor force participation is about three percentage points less than in areas with a high capacity of child care slots, hurting families and hindering U.S. growth and competitiveness. President Biden is calling on Congress to provide \$25 billion to help upgrade child care facilities and increase the supply of child care in areas that need it most. Funding would be provided through a Child Care Growth and Innovation Fund for states to build a supply of infant and toddler care in high-need areas. President Biden also is calling for an expanded tax credit to encourage businesses to build child care facilities at places of work. Employers will receive 50 percent of the first \$1 million of construction costs per facility so that employees can enjoy the peace of mind and convenience that comes with on-site child care. These investments will provide safe, accessible, energy efficient, high-quality learning environments for providers to teach and care for children. Public investments in schools and childcare improves children's outcomes—the foundation for future productivity gains. In classrooms with poor ventilation , for example, student absences are 10 to 20 percent higher.

Upgrade VA hospitals and federal buildings:

The federal government operates office buildings, courthouses, and other facilities in every state, where millions of workers serve the public from outdated, inefficient, and sometimes unsafe working conditions. While the median age of U.S. private sector hospitals is roughly 11 years, the Veterans Affairs' hospital portfolio has a median age of 58. The President believes our veterans deserve state-of-the-art hospitals and care. President Biden's plan provides \$18 billion for the modernization of Veterans Affairs hospitals and clinics. President Biden's plan also invests \$10 billion in the modernization, sustainability, and resilience of federal buildings, including through a bipartisan Federal Capital Revolving Fund to support investment in a major purchase, construction or renovation of Federal facilities. And, President Biden's plan utilizes the vast tools of federal procurement to purchase low carbon materials for construction and clean power for these newly constructed VA hospitals and federal buildings.

SOLIDIFY THE INFRASTRUCTURE OF OUR CARE ECONOMY BY CREATING JOBS AND RAISING WAGES AND BENEFITS FOR ESSENTIAL HOME CARE WORKERS

Even before COVID-19, our country was in the midst of a caregiving crisis. In addition to caring for children, families feel the financial burden of caring for aging relatives and family members with disabilities, and there is a financial strain for people with disabilities living independently to ensure that they are getting care in their homes. At the same time, hundreds of thousands of people who need better care are unable to access it, even though they qualify under Medicaid. In fact, it can take years for these individuals to get the services they badly need. Aging relatives and people with disabilities deserve better. They deserve high-quality services and support that meet their unique needs and personal choices.

Caregivers – who are disproportionately women of color – have been underpaid and undervalued for far too long. Wages for essential home care workers are approximately \$12 per hour, putting them among the lowest paid workers in our economy. In fact, one in six workers in this sector live in poverty. President Biden is calling on Congress to make substantial investments in the infrastructure of care in our country. Specifically, he is calling on Congress to put \$400 billion toward expanding access to quality, affordable home- or community-based care for aging relatives and people with disabilities. These investments will help hundreds of thousands of Americans finally obtain the long-term services and support they need, while creating new jobs and offering caregiving workers a long-overdue raise, stronger benefits, and an opportunity to organize or join a union and collectively bargain. Research shows that increasing the pay of direct care workers greatly enhances workers' financial security, improves productivity, and increases the quality of care offered. Another study showed that increased pay for care workers prevented deaths, reduced the number of health violations, and lowered the cost of preventative care.

President Biden's plan will:

- **Expand access to long-term care services under Medicaid.** President Biden believes more people should have the opportunity to receive care at home, in a supportive community, or from a loved one. President Biden's plan will expand access to home and community-based services (HCBS) and extend the longstanding Money Follows the Person program that supports innovations in the delivery of long-term care.
- **Put in place an infrastructure to create good middle-class jobs with a free and fair choice to join a union.** The HCBS expansion under Medicaid can support well-paying caregiving jobs that include benefits and the ability to collectively bargain, building state infrastructure to improve the quality of services and to support workers. This will improve wages and quality of life for essential home health workers and yield significant economic benefits for low-income communities and communities of color.

INVEST IN R&D, REVITALIZE MANUFACTURING AND SMALL BUSINESSES, AND TRAIN AMERICANS FOR THE JOBS OF THE FUTURE

Half the jobs in our high growth, high wage sectors are concentrated in just 41 counties, locking millions of Americans out of a shot at a middle-class job. President Biden believes that, even in the face of automation and globalization, America can and must retain well-paid union jobs and create more of them all across the country. U.S. manufacturing was the Arsenal of Democracy in World War II and must be part of the Arsenal of American Prosperity today, helping fuel an economic recovery for working families. From the invention of the semiconductor to the creation of the Internet, new engines of economic growth have emerged due to public investments that support research, commercialization, and strong supply chains. President Biden is calling on Congress to make smart investments in research and development, manufacturing and regional economic development, and in workforce development to give our workers and companies the tools and training they need to compete on the global stage. Specifically, President Biden is calling on Congress to:

Invest in R&D and the technologies of the future:

Public investments in R&D lay the foundation for the future breakthroughs that over time yield new businesses, new jobs, and more exports. However, we need more investment if we want to maintain our economic edge in today's global economy. We are one of the few major economies whose public investments in research and development have declined as a percent of GDP in the past 25 years. Countries like China are investing aggressively in R&D, and China now ranks number two in the world in R&D expenditures. In addition, barriers to careers in high-innovation sectors remain significant. We must do more to improve access to the higher wage

sectors of our economy. In order to win the 21st century economy, President Biden believes America must get back to investing in the researchers, laboratories, and universities across our nation. But this time, we must do so with a commitment to lifting up workers and regions who were left out of past investments. He is calling on Congress to make an \$180 billion investment that will:

- Advance U.S. leadership in critical technologies and upgrade America's research infrastructure.** U.S. leadership in new technologies—from artificial intelligence to biotechnology to computing—is critical to both our future economic competitiveness and our national security. Based on bipartisan proposals, President Biden is calling on Congress to invest \$50 billion in the National Science Foundation (NSF), creating a technology directorate that will collaborate with and build on existing programs across the government. It will focus on fields like semiconductors and advanced computing, advanced communications technology, advanced energy technologies, and biotechnology. He also is calling on Congress to provide \$30 billion in additional funding for R&D that spurs innovation and job creation, including in rural areas. His plan also will invest \$40 billion in upgrading research infrastructure in laboratories across the country, including brick-and-mortar facilities and computing capabilities and networks. These funds would be allocated across the federal R&D agencies, including at the Department of Energy. Half of those funds will be reserved for Historically Black College and Universities (HBCUs) and other Minority Serving Institutions, including the creation of a new national lab focused on climate that will be affiliated with an HBCU.
- Establish the United States as a leader in climate science, innovation, and R&D.** The President is calling on Congress to invest \$35 billion in the full range of solutions needed to achieve technology breakthroughs that address the climate crisis and position America as the global leader in clean energy technology and clean energy jobs. This includes launching ARPA-C to develop new methods for reducing emissions and building climate resilience, as well as expanding across-the-board funding for climate research. In addition to a \$5 billion increase in funding for other climate-focused research, his plan will invest \$15 billion in demonstration projects for climate R&D priorities, including utility-scale energy storage, carbon capture and storage, hydrogen, advanced nuclear, rare earth element separations, floating offshore wind, biofuel/bioproducts, quantum computing, and electric vehicles, as well as strengthening U.S. technological leadership in these areas in global markets.
- Eliminate racial and gender inequities in research and development and science, technology, engineering, and math.** Discrimination leads to less innovation : one study found that innovation in the United States will quadruple if women, people of

color, and children from low-income families invented at the rate of groups who are not held back by discrimination and structural barriers. Persistent inequities in access to R&D dollars and to careers in innovation industries prevents the U.S. economy from reaching its full potential. President Biden is calling on Congress to make a \$10 billion R&D investment at HBCUs and other MSIs. He also is calling on Congress to invest \$15 billion in creating up to 200 centers of excellence that serve as research incubators at HBCUs and other MSIs to provide graduate fellowships and other opportunities for underserved populations, including through pre-college programs.

Retool and revitalize American manufacturers and small businesses:

The U.S. manufacturing sector accounts for 70 percent of business R&D expenditure, 30 percent of productivity growth, and 60 percent of exports. Manufacturing is a critical node that helps convert research and innovation into sustained economic growth. Workers on the factory floor work hand-in-hand with engineers and scientists to sharpen and maintain our competitive edge. While manufacturing jobs have been a ladder to middle-class life, we have let our industrial heartland be hollowed out, with quality jobs moving abroad or to regions with lower wages and fewer protections for workers. President Biden is calling on Congress to invest \$300 billion in order to:

- **Strengthen manufacturing supply chains for critical goods.** President Biden believes we must produce, here at home, the technologies and goods that meet today's challenges and seize tomorrow's opportunities. President Biden is calling on Congress to invest \$50 billion to create a new office at the Department of Commerce dedicated to monitoring domestic industrial capacity and funding investments to support production of critical goods. The President also is calling on Congress to invest \$50 billion in semiconductor manufacturing and research, as called for in the bipartisan CHIPS Act.
- **Protect Americans from future pandemics.** This funding provides \$30 billion over 4 years to create U.S. jobs and prevent the severe job losses caused by pandemics through major new investments in medical countermeasures manufacturing; research and development; and related biopreparedness and biosecurity. This includes investments to shore up our nation's strategic national stockpile; accelerate the timeline to research, develop and field tests and therapeutics for emerging and future outbreaks; accelerate response time by developing prototype vaccines through Phase I and II trials, test technologies for the rapid scaling of vaccine production, and ensure sufficient production capacity in an emergency; enhance U.S. infrastructure for biopreparedness and investments in biosafety and biosecurity; train personnel for epidemic and pandemic response; and onshore active pharmaceutical ingredients. COVID-19 has claimed over 500,000 American lives and cost trillions of dollars, demonstrating the devastating and increasing risk of pandemics and other biological threats. Over the past two decades,

outbreaks of SARS, Ebola, influenza, Zika and others have cost billions in lost productivity. The risk of catastrophic biological threats is increasing due to our interconnected world, heightened risk of spillover from animals to humans, ease of making and modifying pandemic agents, and an eroding norm against the development and use of biological weapons. The American Rescue Plan serves as an initial investment of \$10 billion. With this new major investment in preventing future pandemics, the United States will build on the momentum from the American Rescue Plan, bolster scientific leadership, create jobs, markedly decrease the time from discovering a new threat to putting shots in arms, and prevent future biological catastrophes.

- **Jumpstart clean energy manufacturing through federal procurement.** The federal government spends more than a half-a-trillion dollars buying goods and services each year. As a result, it has the ability to be a first-mover in markets. This incredible purchasing power can be used to drive innovation and clean energy production, as well as to support high quality jobs. To meet the President's goals of achieving net-zero emissions by 2050, the United States will need more electric vehicles, charging ports, and electric heat pumps for residential heating and commercial buildings. The President is calling on Congress to enable the manufacture of those cars, ports, pumps, and clean materials, as well as critical technologies like advanced nuclear reactors and fuel, here at home through a \$46 billion investment in federal buying power, creating good-paying jobs and reinvigorating local economies, especially in rural areas.
- **Make it in ALL of America.** The President believes we must build social infrastructure to support innovation and productivity across the country. He is calling on Congress to invest \$20 billion in regional innovation hubs and a Community Revitalization Fund. At least ten regional innovation hubs will leverage private investment to fuel technology development, link urban and rural economies, and create new businesses in regions beyond the current handful of high-growth centers. The Community Revitalization Fund will support innovative, community-led redevelopment projects that can spark new economic activity, provide services and amenities, build community wealth, and close the current gaps in access to the innovation economy for communities of color and rural communities that have suffered from years of disinvestment. And, President Biden is calling on Congress to invest \$14 billion in NIST to bring together industry, academia, and government to advance technologies and capabilities critical to future competitiveness. He is calling on Congress to quadruple support for the Manufacturing Extensions Partnership —increasing the involvement of minority-owned and rurally-located small- and-medium-sized enterprises in technological advancement.
- **Increase access to capital for domestic manufacturers.** America's manufacturing industry needs to innovate, adapt, and scale to win the industries of the future. President

Biden is calling on Congress to invest more than \$52 billion in domestic manufacturers. The President is calling on Congress to invest in existing capital access programs with a proven track record of success, with a focus on supporting rural manufacturing and clean energy. The President's plan also includes specific supports for modernizing supply chains, including in the auto sector, like extending the 48C tax credit program. He also will call for the creation of a new financing program to support debt and equity investments for manufacturing to strengthen the resilience of America's supply chains.

- **Create a national network of small business incubators and innovation hubs.** Almost all manufacturers (98 percent) are small- and medium-sized firms. Furthermore, small business ownership is a cornerstone of job creation and wealth building. However, even before the pandemic, many entrepreneurs struggled to compete in a system that is so often tilted in favor of large corporations and wealthy individuals. President Biden is calling on Congress to invest \$31 billion in programs that give small businesses access to credit, venture capital, and R&D dollars. The proposal includes funding for community-based small business incubators and innovation hubs to support the growth of entrepreneurship in communities of color and underserved communities.
- **Partner with rural and Tribal communities to create jobs and economic growth in rural America.** Today, despite the fact that rural and Tribal communities across the country are asset-rich, more than 8 in 10 persistent poverty counties fall outside of a metropolitan area. President Biden's plan invests in rural and Tribal communities, including by providing 100 percent broadband coverage, rebuilding crumbling infrastructure like roads, bridges, and water systems, providing research and development funding to land grant universities, and positioning the U.S. agricultural sector to lead the shift to net-zero emissions while providing new economic opportunities for farmers. President Biden also is proposing to transform the way the federal government partners with rural and Tribal communities to create jobs and spur inclusive economic growth. Rural communities often don't have the same budget as big cities to hire staff needed to navigate and access federal programs. On top of that, they have to navigate a myriad of programs all with different purposes and requirements. As part of his plan to ensure that all communities recover – regardless of geography – President Biden is proposing a \$5 billion for a new Rural Partnership Program to help rural regions, including Tribal Nations, build on their unique assets and realize their vision for inclusive community and economic development. This program will empower rural regions by supporting locally-led planning and capacity building efforts, and providing flexible funding to meet critical needs.

Invest in Workforce Development:

As more Americans rejoin the workforce or seek out new opportunities in a changing economy, there is a greater need for skills development opportunities for workers of all kind. In order to ensure workers have ready access to the skills they will need to succeed, and to improve racial and gender equity, President Biden is calling on Congress to invest \$100 billion in proven workforce development programs targeted at underserved groups and getting our students on paths to careers before they graduate from high school. His plan will:

- **Pair job creation efforts with next generation training programs.** President Biden is calling on Congress to invest in evidence-based approaches to supporting workers. This includes wraparound services, income supports, counseling, and case management, paired with high-quality training and effective partnerships between educational institutions, unions, and employers. Specifically, he is calling for a \$40 billion investment in a new Dislocated Workers Program and sector-based training. This funding will ensure comprehensive services for workers, who have lost jobs through no fault of their own, to gain new skills and to get career services they need with in-demand jobs. Sector-based training programs will be focused on growing, high demand sectors such as clean energy, manufacturing, and caregiving, helping workers of all kinds to find good-quality jobs in an ever-changing economy.
- **Target workforce development opportunities in underserved communities.** Structural racism and persistent economic inequities have undermined opportunity for millions of workers. All of the investments in workforce training will prioritize underserved communities and communities hit hard by a transforming economy. President Biden also will call upon Congress to ensure that new jobs created in clean energy, manufacturing, and infrastructure are open and accessible to women and people of color. President Biden is calling on Congress to also specifically target funding to workers facing some of the greatest challenges, with a \$12 billion investment. This includes \$5 billion over eight years in support of evidence-based community violence prevention programs. He is calling on Congress to invest in job training for formerly incarcerated individuals and justice-involved youth and in improving public safety. He also is calling on Congress to tackle long-term unemployment and underemployment through a new subsidized jobs program. And, he is calling on Congress to eliminate sub-minimum wage provisions in section 14(c) of the Fair Labor Standards Act and expand access to competitive, integrated employment opportunities and fair wages for workers with disabilities.
- **Build the capacity of the existing workforce development and worker protection systems.** The United States has underinvested in the workforce development system for decades. In fact, we currently spend just one-fifth of the average that other advanced economies spend on workforce and labor market programs. This lack of investment impacts all of us: better educated workers create spillover effects for other

workers and lack of employment has negative social impacts on communities. President Biden is calling on Congress to invest a combined \$48 billion in American workforce development infrastructure and worker protection. This includes registered apprenticeships and pre-apprenticeships, creating one to two million new registered apprenticeships slots, and strengthening the pipeline for more women and people of color to access these opportunities through successful pre-apprenticeship programs such as the Women in Apprenticeships in Non-Traditional Occupations. This will ensure these underserved groups have greater access to new infrastructure jobs. These investments include the creation of career pathway programs in middle and high schools, prioritizing increased access to computer science and high-quality career and technical programs that connect underrepresented students to STEM and in-demand sectors through partnerships with both institutions of higher education and employers. The President's plan also will support community college partnerships that build capacity to deliver job training programs based on in-demand skills. His plan will better tailor services to workers' job seeking and career development needs through investments in Expanded Career Services and the Title II adult literacy program. The President's plan includes funding to strengthen the capacity of our labor enforcement agencies to protect against discrimination, protect wages and benefits, enforce health and safety safeguards, strengthen health care and pensions plans, and promote union organizing and collective bargaining.

CREATE GOOD-QUALITY JOBS THAT PAY PREVAILING WAGES IN SAFE AND HEALTHY WORKPLACES WHILE ENSURING WORKERS HAVE A FREE AND FAIR CHOICE TO ORGANIZE, JOIN A UNION, AND BARGAIN COLLECTIVELY WITH THEIR EMPLOYERS

As America works to recover from the devastating challenges of a deadly pandemic, an economic crisis, and a reckoning on race that reveals deep disparities, we need to summon a new wave of worker power to create an economy that works for everyone. We owe it not only to those who have put in a lifetime of work, but to the next generation of workers who have only known an America of rising inequality and shrinking opportunity. This is especially important for workers of color and for women, who have endured discrimination and systematic exclusion from economic opportunities for generations. All of us deserve to enjoy America's promise in full — and our nation's leaders have a responsibility to overcome racial, gender, and other inequalities to make it happen. To that end, the President is calling on Congress to create new, good-quality union jobs for American workers by leveraging their grit and ingenuity to address the climate crisis and build a sustainable infrastructure. Increased

unionization can also impact our economic growth overall by improving productivity. President Biden's plan will:

- **Empower Workers.** President Biden is calling on Congress to update the social contract that provides workers with a fair shot to get ahead, overcome racial and other inequalities that have been barriers for too many Americans, expand the middle class, and strengthen communities. He is calling on Congress to ensure all workers have a free and fair choice to join a union by passing the Protecting the Right to Organize (PRO) Act, and guarantee union and bargaining rights for public service workers. His plan also ensures domestic workers receive the legal benefits and protections they deserve and tackles pay inequities based on gender.
- **Create good jobs.** The President's plan demands that employers benefitting from these investments follow strong labor standards and remain neutral when their employees seek to organize a union and bargain collectively. He is asking Congress to tie federal investments in clean energy and infrastructure to prevailing wages and require transportation investments to meet existing transit labor protections. He also is calling for investments tied to Project Labor, Community Workforce, local hire, and registered apprenticeships and other labor or labor-management training programs so that federal investments support good jobs and pathways to the middle class. Finally, he is asking Congress to include a commitment to increasing American jobs through Buy America and Ship American provisions.
- **Protect workers.** President Biden is calling on Congress to provide the federal government with the tools it needs to ensure employers are providing workers with good jobs – including jobs with fair and equal pay, safe and healthy workplaces, and workplaces free from racial, gender, and other forms of discrimination and harassment. In addition to a \$10 billion investment in enforcement as part of the plan's workforce proposals, the President is calling for increased penalties when employers violate workplace safety and health rules.

THE MADE IN AMERICA TAX PLAN

Alongside the American Jobs Plan, the President is proposing to fix the corporate tax code so that it incentivizes job creation and investment here in the United States, stops unfair and wasteful profit shifting to tax havens, and ensures that large corporations are paying their fair share.

The 2017 tax law only made an unfair system worse. A recent independent study found that 91 Fortune 500 companies paid \$0 in federal corporate taxes on U.S. income in 2018. In fact,

according to recent analysis by the Joint Committee on Taxation, the 2017 tax bill cut the average rate that corporations paid in half from 16 percent to less than 8 percent in 2018. A number of the provisions in the 2017 law also created new incentives to shift profits and jobs overseas. President Biden's reform will reverse this damage and fundamentally reform the way the tax code treats the largest corporations.

President Biden's reform will also make the United States a leader again in the world and help bring an end to the race-to-the-bottom on corporate tax rates that allows countries to gain a competitive advantage by becoming tax havens. This is a generational opportunity to fundamentally shift how countries around the world tax corporations so that big corporations can't escape or eliminate the taxes they owe by offshoring jobs and profits from the United States.

Together these corporate tax changes will raise over \$2 trillion over the next 15 years and more than pay for the mostly one-time investments in the American Jobs Plan and then reduce deficits on a permanent basis:

- **Set the Corporate Tax Rate at 28 percent.** The President's tax plan will ensure that corporations pay their fair share of taxes by increasing the corporate tax rate to 28 percent. His plan will return corporate tax revenue as a share of the economy to around its 21st century average from before the 2017 tax law and well below where it stood before the 1980s. This will help fund critical investments in infrastructure, clean energy, R&D, and more to maintain the competitiveness of the United States and grow the economy.
- **Discourage Offshoring by Strengthening the Global Minimum Tax for U.S. Multinational Corporations.** Right now, the tax code rewards U.S. multinational corporations that shift profits and jobs overseas with a tax exemption for the first ten percent return on foreign assets, and the rest is taxed at half the domestic tax rate. Moreover, the 2017 tax law allows companies to use the taxes they pay in high-tax countries to shield profits in tax havens, encouraging offshoring of jobs. The President's tax reform proposal will increase the minimum tax on U.S. corporations to 21 percent and calculate it on a country-by-country basis so it hits profits in tax havens. It will also eliminate the rule that allows U.S. companies to pay zero taxes on the first 10 percent of return when they locate investments in foreign countries. By creating incentives for investment here in the United States, we can reward companies that help to grow the U.S. economy and create a more level playing field between domestic companies and multinationals.
- **End the Race to the Bottom Around the World.** The United States can lead the world to end the race to the bottom on corporate tax rates. A minimum tax on U.S. corporations alone is insufficient. That can still allow foreign corporations to strip profits out of the

United States, and U.S. corporations can potentially escape U.S. tax by inverting and switching their headquarters to foreign countries. This practice must end. President Biden is also proposing to encourage other countries to adopt strong minimum taxes on corporations, just like the United States, so that foreign corporations aren't advantaged and foreign countries can't try to get a competitive edge by serving as tax havens. This plan also denies deductions to foreign corporations on payments that could allow them to strip profits out of the United States if they are based in a country that does not adopt a strong minimum tax. It further replaces an ineffective provision in the 2017 tax law that tried to stop foreign corporations from stripping profits out of the United States. The United States is now seeking a global agreement on a strong minimum tax through multilateral negotiations. This provision makes our commitment to a global minimum tax clear. The time has come to level the playing field and no longer allow countries to gain a competitive edge by slashing corporate tax rates.

- **Prevent U.S. Corporations from inverting or claiming tax havens as their residence.** Under current law, U.S. corporations can acquire or merge with a foreign company to avoid U.S. taxes by claiming to be a foreign company, even though their place of management and operations are in the United States. President Biden is proposing to make it harder for U.S. corporations to invert. This will backstop the other reforms which should address the incentive to do so in the first place.
- **Deny Companies Expense Deductions for Offshoring Jobs and Credit Expenses for Onshoring.** President Biden's reform proposal will also make sure that companies can no longer write off expenses that come from offshoring jobs. This is a matter of fairness. U.S. taxpayers shouldn't subsidize companies shipping jobs abroad. Instead, President Biden is also proposing to provide a tax credit to support onshoring jobs.
- **Eliminate a Loophole for Intellectual Property that Encourages Offshoring Jobs and Invest in Effective R&D Incentives.** The President's ambitious reform of the tax code also includes reforming the way it promotes research and development. This starts with a complete elimination of the tax incentives in the Trump tax law for "Foreign Derived Intangible Income" (FDII), which gave corporations a tax break for shifting assets abroad and is ineffective at encouraging corporations to invest in R&D. All of the revenue from repealing the FDII deduction will be used to expand more effective R&D investment incentives.
- **Enact A Minimum Tax on Large Corporations' Book Income.** The President's tax reform will also ensure that large, profitable corporations cannot exploit loopholes in the tax code to get by without paying U.S. corporate taxes. A 15 percent minimum tax on the income corporations use to report their profits to investors—known as "book income"—

will backstop the tax plan's other ambitious reforms and apply only to the very largest corporations.

- **Eliminate Tax Preferences for Fossil Fuels and Make Sure Polluting Industries Pay for Environmental Clean Up.** The current tax code includes billions of dollars in subsidies, loopholes, and special foreign tax credits for the fossil fuel industry. As part of the President's commitment to put the country on a path to net-zero emissions by 2050, his tax reform proposal will eliminate all these special preferences. The President is also proposing to restore payments from polluters into the Superfund Trust Fund so that polluting industries help fairly cover the cost of cleanups.
- **Ramping Up Enforcement Against Corporations.** All of these measures will make it much harder for the largest corporations to avoid or evade taxes by eliminating parts of the tax code that are too easily abused. This will be paired with an investment in enforcement to make sure corporations pay their fair share. Typical workers' wages are reported to the IRS and their employer withholds, so they pay all the taxes they owe. By contrast, large corporations have at their disposal loopholes they exploit to avoid or evade tax liabilities, and an army of high-paid tax advisors and accountants who help them get away with this. At the same time, an under-funded IRS lacks the capacity to scrutinize these suspect tax maneuvers: A decade ago, essentially all large corporations were audited annually by the IRS; today, audit rates are less than 50 percent. This plan will reverse these trends, and make sure that the Internal Revenue Service has the resources it needs to effectively enforce the tax laws against corporations. This will be paired with a broader enforcement initiative to be announced in the coming weeks that will address tax evasion among corporations and high-income Americans.

These are key steps toward a fairer tax code that encourages investment in the United States, stops shifting of jobs and profits abroad, and makes sure that corporations pay their fair share. The President looks forward to working with Congress, and will be putting forward additional ideas in the coming weeks for reforming our tax code so that it rewards work and not wealth, and makes sure the highest income individuals pay their fair share.

###



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CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN EXECUTIVE SUMMARY

MARCH 2021



ACKNOWLEDGEMENTS

The Contra Costa Accessible Transportation Strategic Plan was funded by a Caltrans Sustainable Transportation Planning Grant.

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Executive Summary

STUDY BACKGROUND

The Accessible Transportation Strategic (ATS) Plan provides a coordination structure with strategies to improve accessible transportation services, based on an examination of transportation challenges facing seniors, people with disabilities, and veterans in Contra Costa County.

Sponsored by a partnership between CCTA and the County, the ATS was funded by a Caltrans Sustainable Communities Transportation Planning grant.

Inclusive and equitable public engagement was a key focus of the Plan, with input from organizations, key stakeholders, and the broader Contra Costa community.

Project Oversight

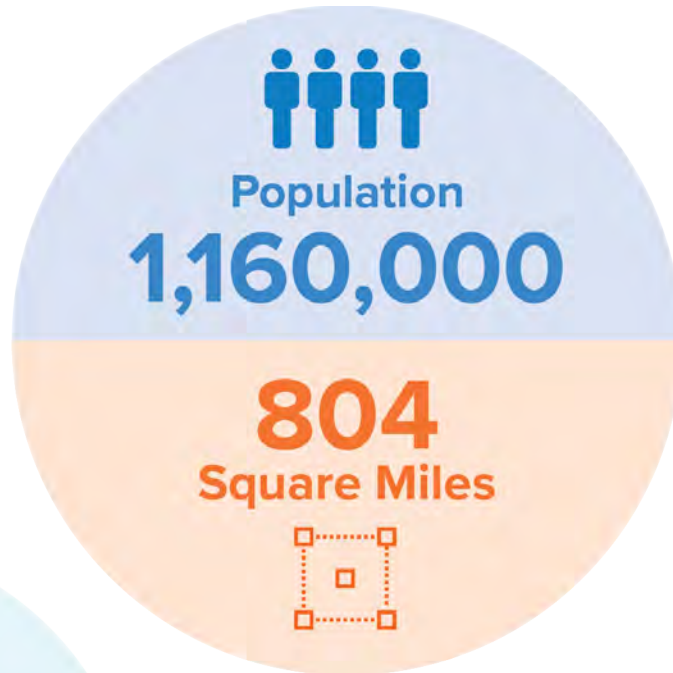
The ATS process was overseen by Technical Advisory and Policy Advisory Committees. In March 2020, due to the COVID-19 outbreak, the project team started working “virtually” to allow people to participate safely.

- **Technical Advisory Committee (TAC)**
Provided subject matter expertise and public policy implications on service concepts
- **Policy Advisory Committee (PAC)**
Provided input on addressing policy barriers, communicating with stakeholders about the Study, liaising with elected or appointed Boards, and reviewing and prioritizing recommended strategies

STUDY CONTEXT

Contra Costa County has a diverse population spread across a relatively large area.

3rd
largest
population and
area in Bay Area



Not including census-designated places and unincorporated areas

Related Planning Initiatives 2016-2020

2016 and 2020 Transportation Expenditure Plan

“CCTA will develop an Accessible Transportation Strategic Plan to implement a customer-focused, user-friendly, seamless coordinated system...”

2017 Countywide Comprehensive Transportation Plan

“Initiate the ATS Plan: Ensure services are delivered in a coordinated system...”

2019 Metropolitan Transportation Commission (MTC) Resolution 4321

“Each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.”

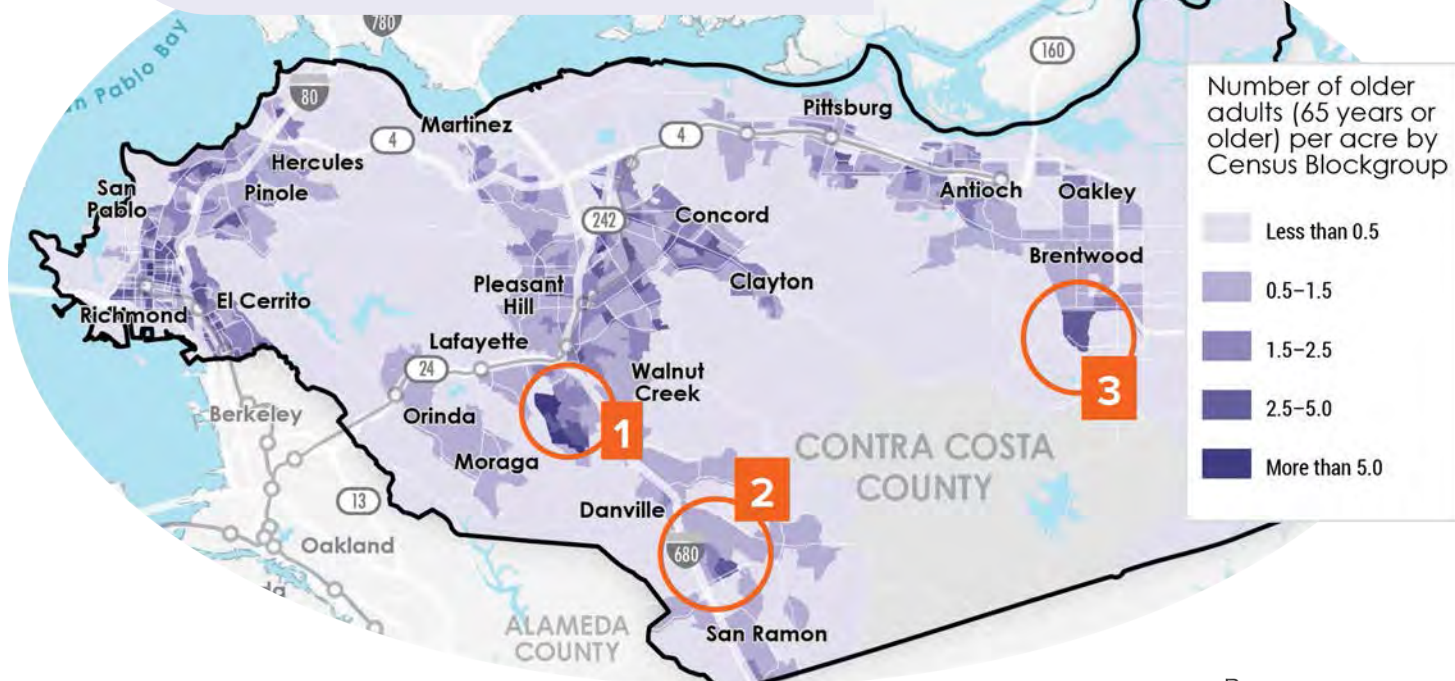
EXISTING CONDITIONS

Older Adults and Adults with Disabilities

The distribution of older adults and people with disabilities reflects the general population spread throughout the county, with a few areas of unusual concentration. Rossmoor has a higher population both of older adults and people with disabilities—countywide, those two groups constitute 23% of the population.

Older Adults

Three areas have a higher density of older adults:
1) Rossmoor (between Moraga and Walnut Creek),
2) Crow Canyon (north of San Ramon), and the
 area **3) South of Brentwood**.



23%

over 65 or disabled

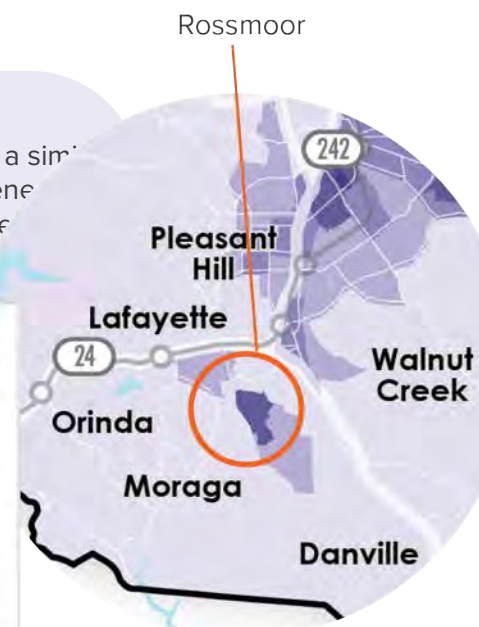
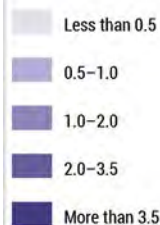


County
Residents

People with Disabilities

People with disabilities have a similar geographic spread as the general population, except one concentrated area in **Rossmoor**.

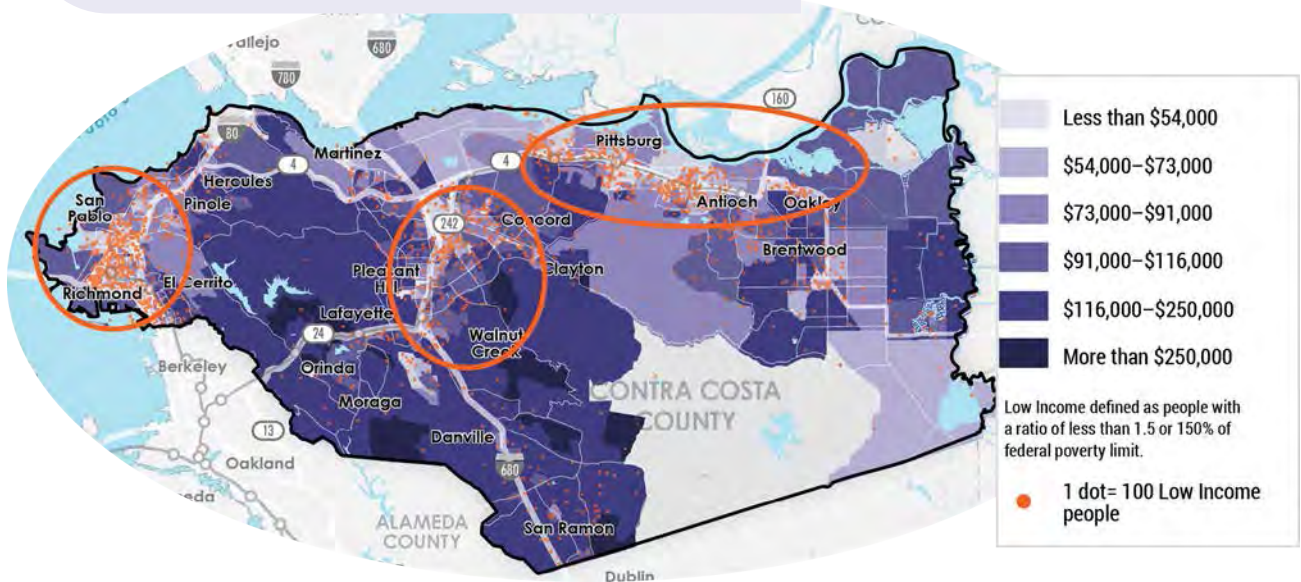
Number of people with disability per acre by Census Tract



Equity Considerations

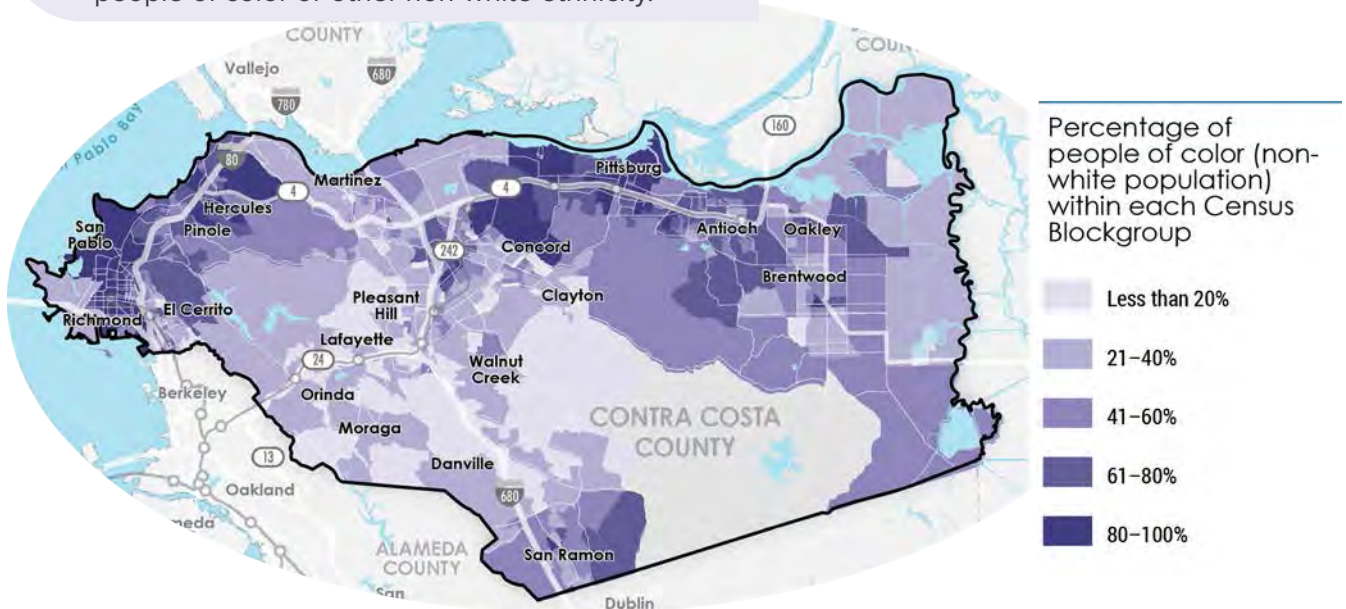
Household Income

Low income population concentrations include West County, mid-County, and North county locations.



People of Color

Nearly half of the county population identifies as people of color or other non-white ethnicity.



Countywide Ethnicity

52% White

48% People of Color/Other

Transportation Need and Services

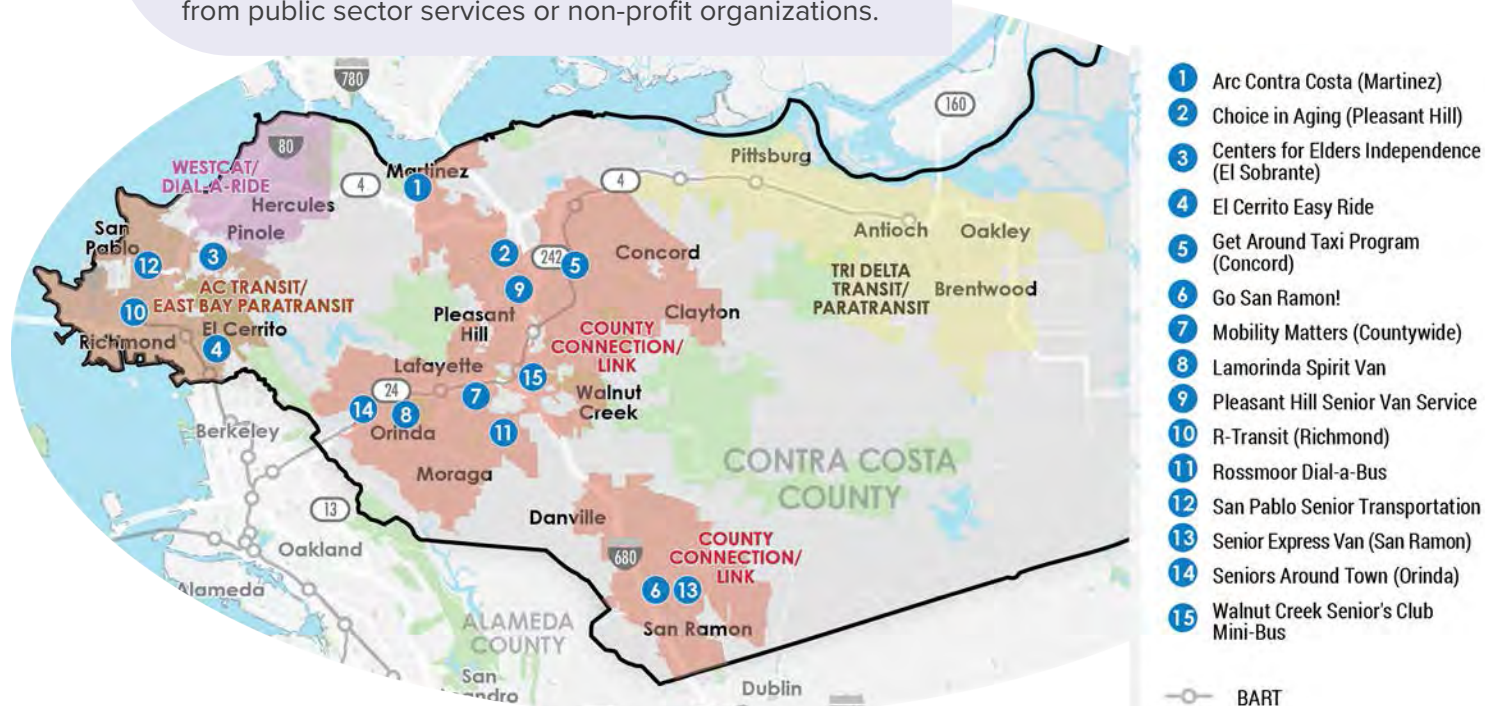
Access to Medical Facilities

Most medical facilities are clustered in the center of the County between Pleasant Hill and Walnut Creek (1). Two facilities needed by residents throughout the County are the **Contra Costa County Medical Center** and the **VA Medical Center**, both in Martinez (2).



Community-Based Transportation

Services areas don't always overlap areas of greatest demand, increasing the need for transit and paratransit services provided by community-transportation programs from public sector services or non-profit organizations.





OUTREACH

Outreach Toolkit

A virtual and paper flyer, along with tweets and postings on provider websites were distributed via social media, encouraging people to provide input through the online survey.

Contra Costa Accessible Transportation Strategic Plan

Let's make transportation convenient for older adults and people with disabilities

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

You can participate from home!

Due to the shelter-in-place we are asking individuals to complete the survey online or participate in a short phone interview. Participants will be entered in a drawing for a \$25 gift card!

Take the survey on-line at www.surveymonkey.com/r/CCTA_Survey2 or in Spanish at www.surveymonkey.com/r/CCTA_SurveySPN



Call us at **857-305-8004**

Email us at info@atspcontracosta.com

Visit us at
atspcontracosta.com



Public Engagement Collateral

CONTRA COSTA COUNTY, CALIFORNIA

OUR COUNTY DEPARTMENTS & OFFICES SERVICES DOING BUSINESS HOW DO I?

UPDATE on Board of Supervisors Meeting
To see the spread of COVID-19, the Health Officer's Shutter Order of June 5, 2020, prevents public gatherings. In lieu of a public gathering, the Board of Supervisors meeting will be accessible via television and live-streaming. Read more...

Library Launching Front Door Service
Beginning Monday June 15, the Library will offer Front Door Service at 25 community libraries. The service will allow patrons to pick-up books, DVDs, and audiobooks placed on hold through the Library's website at cclco.org. Read more...

Help Us Make Transportation More Convenient for Older Adults and People with Disabilities
We are gathering input from the community on ways to make transportation convenient for older adults and people with disabilities. Participate in our survey. Read more...

Let's make transportation convenient for older adults and people with disabilities
If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.
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Call us at 857-305-8004
Email us at info@atspcontracosta.com
Visit us at atspcontracosta.com

Principal Planner John Cunningham, Contra Costa County AGENCY

We are looking for older adults, people with disabilities, and veterans to participate in a short transportation survey that will gather information on ways to make transportation convenient in the community. Survey participants could win a \$25 gift card! Participate in the survey (English and... [See more](#)

General - Jun 23 to subscribers of Contra Costa County

Thank Private message

View or Reply

This message is intended for robertscee@gmail.com [Unsub](#)
Stevenson Street, Suite 700, San Francisco, CA 94103


511 Contra Costa @511CC
USA · Jun 8 · 11:13 am
RT @CCTA: We are gathering input from the community on ways to make transportation convenient for older adults and people with disabilities. Please visit <https://t.co/1ChM8v78rV> as your input will help us better meet your transportation needs and be entered to win a \$25 gift car...

Instagram
mtcdata Sponsored
TRANSPORTATION SURVEY!
Seniors and people with disabilities in Contra Costa County
Learn More
mtcdata We want to hear from you. Take our survey to help us better serve seniors and people with disabilities.


Contra Costa Accessible Transportation Strategic Plan
Let's make transportation convenient for older adults and people with disabilities
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Call us at 857-305-8004
Email us at info@atspcontracosta.com
Visit us at atspcontracosta.com

Pre-COVID Outreach

Before the onset of the pandemic, surveys and engagement flyers were distributed and the project team made public presentations at the Developmental Disabilities Council of Contra Costa County and the Pleasant Hill Commission on Aging.



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SURVEY

CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN

The Contra Costa Transportation Authority (CCTA), in coordination with Contra Costa County, is conducting a study to find out how to improve transportation services for seniors, people with disabilities, and eligible veterans who live or travel in Contra Costa County.

Please take a few minutes to fill out this survey and return it to the person who gave it to you, or you can also take the survey on-line at: https://www.surveymonkey.com/r/CCTA_Survey.

If you have any questions or need assistance filling out this survey, please contact 510-506-7586 or info@atspcontracosta.com.

1. Which modes of transportation do you usually use?
(Check all that apply; answer any related follow-up questions for BUS, ADA PARATRANSIT and LYFT/UBER)

☐ ₁ BART
☐ ₂ Bus → Answer follow-up Q 2-4
☐ ₃ Bicycle
☐ ₄ Walk/Roll
☐ ₅ ADA Paratransit (East Bay Paratransit, WestCAT Dial-a-Ride, County Connection LINK, Tri Delta Paratransit) → Answer follow-up Q 5-7
☐ ₆ Drive myself
☐ ₇ Lyft/Uber → Answer follow-up Q 8-9
☐ ₈ Taxi
☐ ₉ Family, neighbor, or paid helper drives me
☐ ₁₀ Other (example: R-Transit, Rossmoor Dial-a-Bus, Lamorinda Spirit Van, etc): _____

Q 2-4. BUS RIDER QUESTIONS

Skip questions 2-4 if you don't ride the bus.

2. If you use the BUS, what service(s) do you use?

☐ ₁ AC Transit
☐ ₂ WestCAT
☐ ₃ County Connection
☐ ₄ Tri Delta
☐ ₅ Other (please specify): _____

3. Please tell us about your BUS-riding experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor
☐ ₄ Additional comments: _____

4. Please share any other comments about your BUS-riding experience, such as ease of use, maintenance issues, or vehicle cleanliness:

Q 5-7. ADA PARATRANSIT RIDER QUESTIONS

Skip questions 5-7 if you don't ride paratransit.

5. If you use ADA PARATRANSIT, what service(s) do you use?

☐ ₁ East Bay Paratransit
☐ ₂ WestCAT Dial-a-Ride
☐ ₃ County Connection LINK
☐ ₄ Tri Delta Paratransit
☐ ₅ Other (please specify): _____

6. Please tell us about your ADA PARATRANSIT-riding experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor

7. Please share any other comments about your ADA PARATRANSIT-riding experience and interactions with drivers:

Q 8-9. LYFT/UBER RIDER QUESTIONS

Skip questions 8-9 if you don't use LYFT/UBER.

8. If you use LYFT/UBER, please share your experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor

9. Please share any other comments about your LYFT/UBER-riding experience, such as ease of use, maintenance issues, or vehicle cleanliness:

Q 10-16 GENERAL RIDER QUESTIONS

10. Where are you usually going? (Please select up to three)

I go to...

☐ ₁ Medical appointment
☐ ₂ Grocery shopping/drugstore
☐ ₃ Non-medical appointment
☐ ₄ See friends or family
☐ ₅ Attend a class
☐ ₆ The Senior Center
☐ ₇ Church
☐ ₈ Work or Volunteer position
☐ ₉ Other (please specify): _____

1,000+ Surveys

Distributed via e-mail and meal deliveries, available in English, Spanish, and Mandarin.

OVER ▶

04-12-21 Transportation, Water, Infrastructure Committee Mtg - Agenda Packet, Page 77 of 125

ES-8 Accessible Transportation Strategic Plan



Post-COVID Outreach

Once the pandemic set in, the project team moved all outreach activities to safe platforms, utilizing virtual focus groups, stakeholder interviews, an online survey, and virtual town hall to safely interact with participants.



5 Focus Groups

Focus Groups

Five virtual focus groups with seniors and persons with disabilities involved in-depth conversations with the project team, with an emphasis on reaching populations often overlooked through other forms of public engagement, such as adults with disabilities, people with Limited English Proficiency, and West County residents.

11 Interviews



Stakeholder Interviews

Interviews commencing in March of 2020 were put on hold in light of the onset of the COVID-19 pandemic. Interview questions were reevaluated to reflect the circumstances, and the interviews with public and nonprofit agencies, representing an array of stakeholder groups and interests, were completed between September and November.

1,149 participants

out of 23,000 invitations

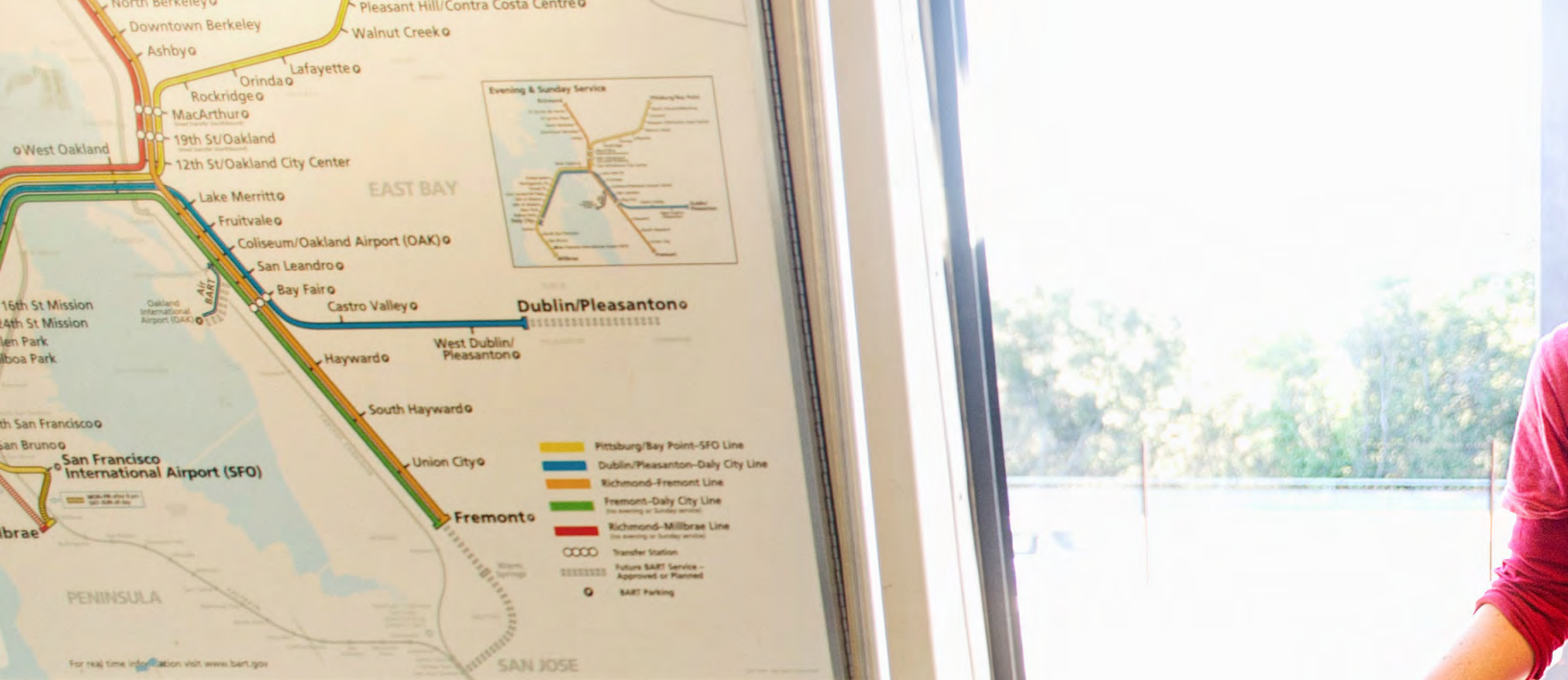
3 languages

English, Spanish, Mandarin



Telephone Town Hall

Nelson\Nygaard hosted a live Telephone Town Hall on October 27, 2020 to outline the project and answer questions.



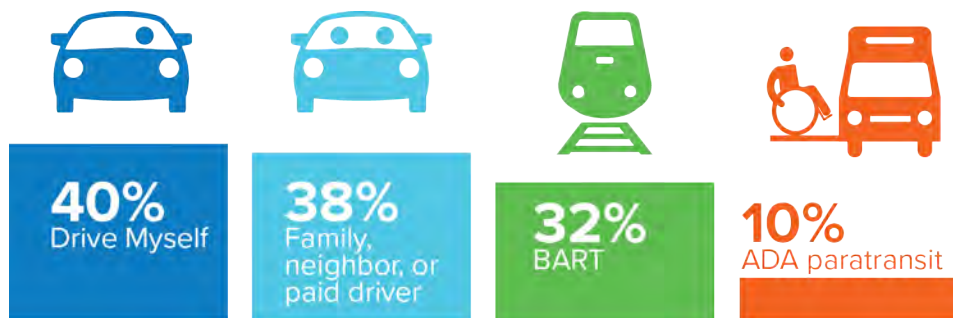
SURVEY RESULTS

Trip Destinations and Challenges

An online survey provided insight into how respondents get where they are going, where they go, and what factors complicate their trips.

Mode to Destination

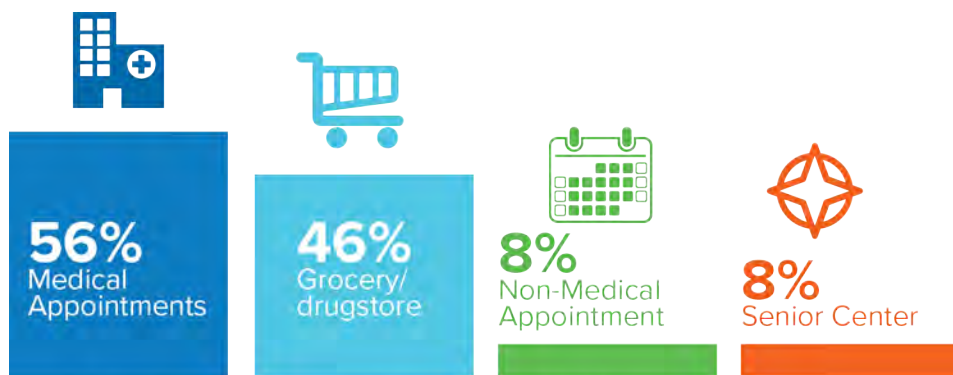
Trips were most commonly made by solo drivers, followed by those driven by a family, neighbor or paid helper. BART was used by about a third of respondents, with ADA paratransit utilized by 10% of the entire survey sample.



* Respondents could choose as many modes as they used. Percentages reflect total respondents (1,063) selecting a particular mode they used.

Destinations

The top destination was medical appointments, with grocery/drugstore shopping in second place. Senior Center trips and non-medical appointments each accounted for an 8% share of destinations.



* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) identifying each trip type.



Trip Difficulty

Mirroring the top destinations, respondents had the most difficulty with medical appointments and making grocery/drugstore trips. Seeing friends/family and getting to the Senior Center rounded up the top four types of difficult trips.



* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) for each trip type.

Trip Challenges

Almost one-third of respondents feel unsafe while traveling, with about a quarter unable to go where or when they want, or feeling their trip takes too long.



* Respondents could choose up to three challenges that they faced most often. Percentages reflect total respondents (1,063) identifying each trip type.

TRANSPORTATION NEEDS AND GAPS

The project team's review of existing conditions and survey data identified key needs and gaps in accessible transportation in Contra Costa County. These include:



New Funding – Grants are sometimes available for planning and pilots, but all recommendations will require new sustainable funding



Safety – Many respondents feel unsafe while traveling



Volunteer Driving Programs – Additional volunteers are needed, with more reliable funding to increase capacity



Medical Access – The Regional Medical Center and VA Medical Center in Martinez need reliable access throughout the county



Quality of Life Visits – Consumers have difficulty making quality-of-life essential trips to visit friends and family, the senior center, and church



Service Coordination – Accessible services need improved coordination because they are siloed between agencies, cities, and non-profit organizations



RECOMMENDATIONS

The Accessible Transportation Plan identified an urgent need for a coordinated structure to address transportation needs and gaps in Contra Costa County accessible transportation. A crucial first step would be the creation of an Accessible Transportation Task Force.



Accessible Transportation Task Force

The Task Force would:

- **Oversee Strategic Planning**, identifying coordinated strategies to be implemented by existing agencies/non-profits
- **Create a Countywide Coordination Entity** responsible for countywide strategy implementation
- **Investigate** funding opportunities



Countywide Coordinated Entity (CE)

- **The countywide CE Organization** could be an existing non-profit or public agency—or an entirely new entity
- **Strategy implementation** would be a key function of the CE, prioritizing projects to improve and expand countywide accessible transportation



Strategies and Implementation

A five-year timeline for strategy development and implementation was developed, with recommended strategies divided into tiered groups.

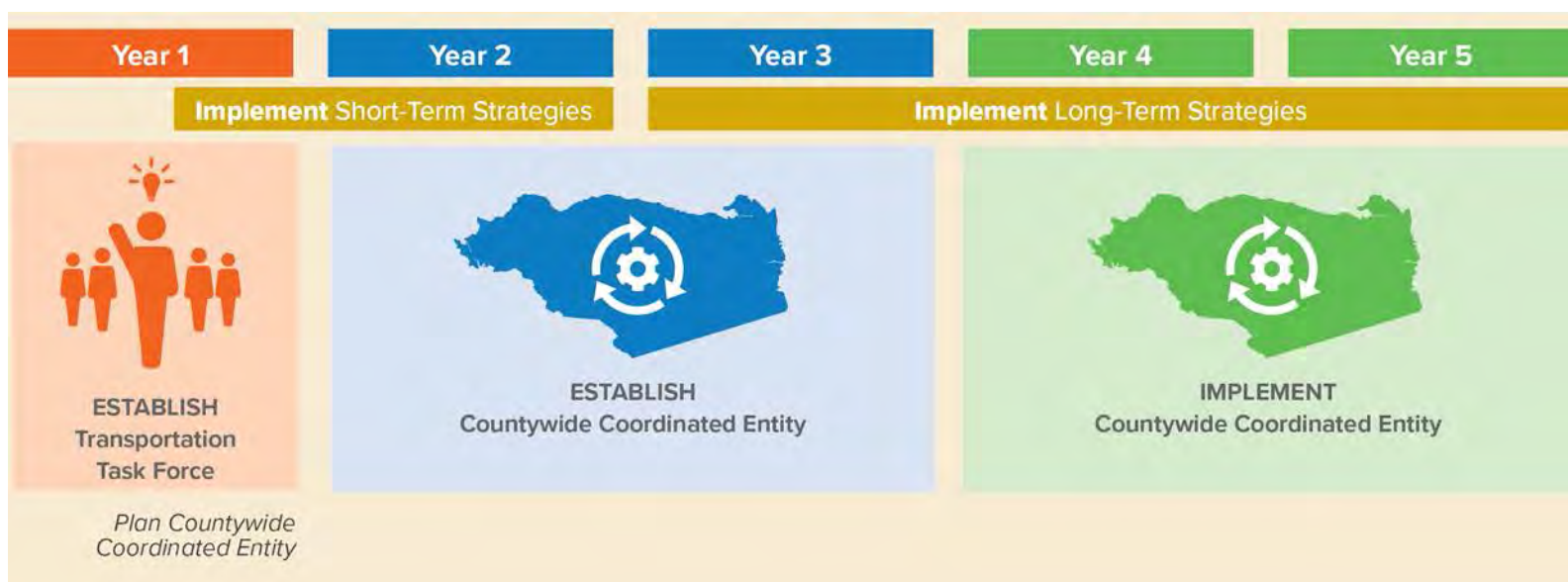
Tier I

- High transportation benefit
- Strong community support
- Leverages existing programs/resources
- Easy to implement (in stages or because of lower cost)

Tier II

High ranking strategies, sorted by:

- Service impact
- Cost
- Implementation challenges





Implementation Timeframes

Tiered Strategies will be implemented in phases, pending ATSP approval.



Implementation Agency

Recommended agencies for each strategy have been identified across three categories.



Public Agency

(e.g. Contra Costa Transportation Authority, County Administrator's Office, County Health Services)



Non-Profit

(e.g. Mobility Matters, Choice in Aging)



Transit Agency

(e.g. County Connection, Tri Delta Transit, WestCAT)












































Implementation Workplan

 Tier I

 Tier II

 Short-Term

 Long Term

Strategy Description		Implementation Term	Implementation Agency		
			 Public Agency	 Non-Profit	 Transit Agency
Increase Local and Regional Mobility					
1	Improve connectivity between paratransit programs/eliminate transfer trips	●			
2	Same-day trip programs (including wheelchair-accessible service)	■	  		
3	Expand existing and add new Volunteer Driver programs	●	 		
4	Service beyond ADA service areas	■	 		
5	Early morning and late-night service	■	 		
6	On-demand subsidies	■	 		
Improve Coordination Among Providers and Community Stakeholders					
7	Shopping trips with package assistance	●	 		
8	Hospital discharge service	●	 		
9	Customized guaranteed ride home programs for people with disabilities	●	 		
10	Means-based car-share including accessible option	■	 		
11	One-call / one-click; information & referral (I&R)	●	 		
12	Programs for disabled/senior veterans	●			
13	Real-time transportation information (paratransit vehicle location, BART elevators, wheelchair spaces on buses)	■			
14	Travel training (including inter-operator trips)	●	  		
15	Mobility-as-a-Service (MaaS)	■	 		
Develop Partnerships for Supportive Infrastructure					
16	Administer a uniform countywide ADA paratransit eligibility certification program	■	 		
17	Fare integration	■			
18	Procure joint paratransit scheduling software	■			
19	Sidewalk improvements to enhance safety for older adults and wheelchair accessibility in high-priority locations	■			
20	Means-based fare subsidy	●	  		
21	Wheelchair breakdown service	●	  		
22	Accessible bikeshare program	●			



How

A Countywide Coordinated Entity Improves Accessible Transportation in Contra Costa County

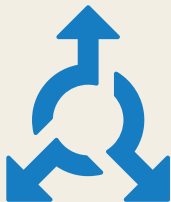
Functions of the Coordinated Entity



Identifies/pursues new funding



Develops and administers uniform countywide ADA paratransit eligibility certification



Expands mobility management



Implements joint paratransit scheduling software



Oversees seamless rides for inter-jurisdictional trips inside and outside the county



Supports service beyond ADA service areas and regular service times



Expands Travel Training



Advocates for Safe Routes for Seniors/
Safe Routes for All



Helps establish means-based fare subsidy





Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 04/12/2021

Subject: CONSIDER recommending to the Board of Supervisors a position of “Oppose” on AB 377 (Rivas), and AUTHORIZE a letter.

Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 1

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

Presenter: Tim Jensen, Public Works Department **Contact:** Tim Jensen
(925)313-2390

Referral History:

TWIC previously received reports from the County Public Works Department (PWD) — Flood Control Division Watershed Program — in February, June, and August of 2016, in April and July of 2017, and in October 2018, regarding the increasing Regional Water Board Municipal Regional Permit requirements and limited funding to achieve full compliance.

Referral Update:

Assembly Bill 377 (Rivas), which is attached, would detrimentally alter the State of California’s existing water-quality programs, without providing any solutions that will result in the attainment of water-quality objectives. This bill would circumvent the local regulatory authority of the Regional Water Boards and instead legislate the rewriting of existing permitting policies, without regard to local conditions, existing agreements, or other priorities of the State. It is opposed by counties, cities, sanitation districts, water districts, and clean water programs across the State (see attached Coalition letter).

Recommendation(s)/Next Step(s):

Consider recommending that the Board of Supervisors take a position of “Oppose” to AB 377 (Rivas) and authorize a letter be issued from the Chair to Assemblywoman Bauer-Kahan. A draft letter is attached.

Fiscal Impact (if any):

If opposed, there will be no fiscal impact. However, if AB 377 passes, the fiscal impact will be significant.

Attachments

CCC Oppose Draft Letter

Coalition Oppose Letter 3-24-21

AB 377 Amended 3-22-21

April 12, 2021

The Honorable Rebecca Bauer-Kahan
Assembly Member 16th District
State Capitol
Sacramento, CA 95814

Subject: AB 377 (Rivas) — Oppose

Dear Ms. Bauer-Kahan:

Contra Costa County respectfully requests that you oppose AB 377 (Rivas). This bill would add impossible requirements and deadlines to our already challenging County NPDES (National Pollutant Discharge Elimination System) Municipal Regional Permit. It would circumvent the local regulatory authority of the Regional Water Boards and instead legislate the rewriting of existing permitting policies, without regard to local conditions, existing agreements, timeframes, or other priorities of the State.

All aspects of AB 377 are permitting discussions that have, and should be, part of the public process that establishes each permit. This approach, therefore, not only circumvents the regulatory authority of the State Water Resources Control Board and the nine Regional Water Quality Control Boards, but it also makes moot the knowledge and expertise of their staff.

Stormwater regulation is extraordinarily complex. Each **agency's** permit is often the result of many years of detailed discussions that include all parties (State and/or Regional Water Boards, Permittees, environmental community, and the public). While this letter could go into detail on each individual aspect of AB 377, the larger and more important point is that those discussions are simply regulatory discussions, not legislative discussions. Therefore, no amendments can be offered that would resolve this fundamental flaw of AB 377.

We share the goal to improve and protect our water quality; however, AB 377 does not offer any concrete actions that will help to achieve this. Rather, it proposes to simply reduce the amount of time for implementation and to increase penalties and enforcement. This approach presumes that the tools needed to achieve the desired outcome are available and simply more motivation is needed. This presumption is false. Neither less time nor more enforcement will result in actions that will improve water quality.

There are very real and actionable solutions that must be implemented to protect and improve water quality: (1) provide dedicated funding to stormwater programs, (2) increase supplemental funding (e.g., grants), (3) maximize stormwater capture, (4) minimize pollution through true source control, and (5) maximize effectiveness of best management practices. Funding is needed to implement all of these solutions — at the local level, statewide level, and federal level. Unlike all other water resources, stormwater remains unfunded. In contrast, the federal government

The Honorable Rebecca Bauer-Kahan

April 12, 2021

Page 2 of 2

and California have invested billions of dollars into building and maintaining the infrastructure necessary to support drinking water and wastewater systems. Yet no such investment has been made in stormwater quality.

In addition, the vast majority of stormwater programs in California lack a dedicated funding source, largely due to Proposition 218 that established significant barriers to new property taxes. Even those stormwater programs that have some level of dedicated funding cannot implement their programs based on that funding alone. Therefore, all stormwater programs rely to a significant extent on their **agency's** General Fund. In the best of times, municipalities still face significant challenges in meeting all the needs of their community, thus stormwater programs must compete for the limited funding with police, fire, libraries, social services, etc.

Simply asking municipalities to do more, in less time, under threat of financial penalties, is neither realistic nor effective. Instead, significant State and federal funding must be provided to implement the infrastructure and programs that will achieve our common goal to improve water quality.

Thank you for considering the concerns of the stormwater community. We respectfully request the California Legislature continue its work with us to implement water quality actions. If you have any questions, or would like to discuss the needs of stormwater in Contra Costa County, please contact me at (925) 252-4500 or at supervisor_burgis@bos.cccounty.us.

Sincerely,

Diane Burgis, Chair
Contra Costa County Board of Supervisors

DB:TJ

cc: Brian M. Balbas, Public Works
Allison Knapp, Public Works
Tim Jensen, Public Works
Ryan Hernandez, Department of Conservation and Development



March 24, 2021

The Honorable Bill Quirk, Chair
 Assembly Environmental Safety and Toxic Materials Committee
 Legislative Office Building, Room 171
 Sacramento, CA 95814

RE: AB 377 (Rivas): Oppose, As Amended 03/22/21

Dear Assembly Member Quirk:

The undersigned coalition of associations is writing to respectfully oppose AB 377 (Rivas), as amended on March 22, 2021, which would fundamentally detrimentally alter the State of California's existing water quality programs without providing any solutions that will result in the attainment of water quality objectives. Our respective memberships represent the vast majority of water, wastewater, and municipal stormwater permittees subject to the National Pollutant Discharge Elimination System (NPDES), Waste Discharge Requirements (WDR) and Municipal Separate Storm Sewer System (MS4) permitting programs administered by the California State Water Resources Control Board in compliance with the Federal Clean Water Act of 1972 and Porter Cologne Water Quality Control Act. This bill would circumvent the local regulatory authority of the Regional Water Boards and instead legislate the rewriting of existing permitting policies, without regard to local conditions, existing agreements, or other priorities of the state.

The approach outlined in AB 377 is foundationally flawed in that it is based on the notion that existing state and regional NPDES, WDR and MS4 programs are so problematic and ineffective that they need to be completely overhauled and replaced. The bill proposes a new prescriptive enforcement program with statutorily defined time limits that eliminate State and Regional Water Board discretionary authority for permitting and enforcement of water quality objectives. Under the Porter-Cologne Water Quality Control Act which predates the federal Clean Water Act, local discretionary authority for permitting is tantamount to the design and structure of state and regional board oversight and regulation of water quality in the State of California. To instead have the Legislature set prescriptive permitting terms and compliance requirements for every single discharge permit throughout the State, as this bill does, would be a significant policy departure with severe adverse consequences and contrary to the goals of the State and these programs.

AB 377 seemingly presumes the reason that water quality standards are not met in some instances, and various total maximum daily loads (TMDLs) have not been developed and implemented, is because there are no hard statutory deadlines in place. This presumption is false. There are many reasons for prolonged timeframes for remediating impaired bodies of water, including the fact that water quality standards are constantly evolving. The regional boards, in cooperation with permitted entities, consider a multitude of

dynamic local factors for meeting water quality objectives through very detailed and rigorous regulatory processes. Given the complexities involved with multiple point source and non-point source inputs that must be considered, coupled with constantly evolving limits for existing, new and emerging constituents of concern, long-term management tools and compliance periods are appropriate in many cases. As our members are public agencies and stewards of the public trust, we must ensure that infrastructure and other programmatic investments are fiscally responsible and scientifically sound. Not only do extended water quality compliance schedules provide for scientific certainty and oversight – a hallmark of science-based policy – they also ensure that public funds are being expended for proven treatment and control projects that will meet compliance objectives as they are intended.

Permits issued under the NPDES, WDR, and MS4 programs are incredibly varied and complex. There are significant variations within these permits depending on the type of discharger, the point of discharge and the conditions of the receiving surface water. For this reason alone, local permitting authority is incredibly important and regional approaches to the management of pollutants are a proven compliance mechanism in many circumstances. Furthermore, an important distinction for stormwater dischargers is the significant challenges for securing funding for the infrastructure necessary to manage these discharges. AB 377 does not recognize that municipal storm water efforts are one of the most under-resourced public utilities in California due to court decisions requiring balloting process for approval of storm water fees. Legislatively mandating municipalities to fix all urban runoff pollution issues, including legacy and ongoing aerial deposition pollutant issues by 2050, and when voter approval of the massive resources is necessary to solve the problem, is a real and difficult task, and one that would become even more problematic and costly if AB 377 were enacted.

The proposed requirements in the bill also would dictate how the regional water quality control boards can issue permits, which tools and considerations are relevant in those decisions and also how the permit limits must be enforced. Under current practice, these decisions are made at the local level because the local conditions, challenges, and needs vary drastically across the state. If enacted, these new requirements could significantly interfere with existing regional board program schedules and could have other legitimate, if unintended consequences because of the broad scope of the legislation and variety of permits and permittees impacted. Additionally, the proposed new permitting approach would limit the regional water boards to only providing for extended compliance schedules for physical construction. This is inappropriate and does not allow for necessary scientific review and evaluation as a factor for extended compliance. This would prohibit a permit compliance schedule for other relevant, and perhaps more effective, control factors like source control programs, new industrial permits or enforcement of industrial limits.

Finally, the bill requires rigid enforcement of permit violations with little to no discretion or flexibility granted to enforcement staff. The Water Boards already have broad and discretionary authority to enforce water quality requirements. This could be interpreted to mean that the Board must enforce all violations to the maximum extent, even in cases where they may otherwise choose alternative approaches. In many cases, it is preferable to work toward a solution with the permit holder to remediate the issue, rather than exacting exorbitant penalties. This type of “polluter pays” approach to generating revenue for water quality programs administered by the water board runs contrary to existing statute dictating how these programs are funded, and is a concept that has been rejected by the legislature in the past.

Overall, our coalition believes that AB 377 is unworkable and should not move forward. Realistically, to make additional progress toward the end goal of this bill we need more tools, flexibility, and creativity to solve real problems.

Thank you for your consideration of our concerns. We respectfully request that AB 377 not move forward when it is heard in the Environmental Safety and Toxic Materials Committee.

Sincerely,



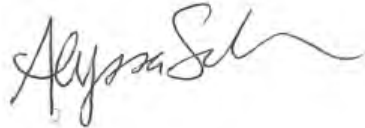
Jessica Gauger
Director of Legislative Advocacy & Public Affairs
California Association of Sanitation Agencies



Danielle Blacet-Hyden
Deputy Executive Director
California Municipal Utilities Association



Julia Bishop Hall
Senior Legislative Advocate
Association of California Water Agencies



Alyssa Silhi
Legislative Representative
California Special Districts Association



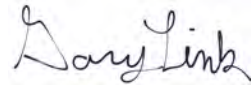
Derek Dolfie
Legislative Representative
League of California Cities



Karen Cowan
Executive Director
California Stormwater Quality Association



Catherine Freeman
Legislative Representative
California State Association of Counties



Gary Link
Legislative Affairs Director
Northern California Water Association

CC: Josh Tooker, Chief Consultant, Assembly Environmental Safety and Toxic Materials Committee
Members, Assembly Environmental Safety and Toxic Materials Committee
Assembly Member Robert Rivas

AMENDED IN ASSEMBLY MARCH 22, 2021

AMENDED IN ASSEMBLY MARCH 8, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 377

Introduced by Assembly Member Robert Rivas

(Principal coauthor: Senator Hertzberg)

~~(Coauthor: Assembly Member Lee)~~

(Coauthors: Assembly Members Bloom and Lee)

February 1, 2021

An act to add Article 3.5 (commencing with Section 13150) to Chapter 3 of Division 7 of the Water Code, relating to water quality.

LEGISLATIVE COUNSEL'S DIGEST

AB 377, as amended, Robert Rivas. Water quality: impaired waters.

(1) Under existing law, the State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal national pollutant discharge elimination system (NPDES) permit program established by the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. Existing law requires each regional board to formulate and adopt water quality control plans for all areas within the region, as provided.

This bill would require all California surface waters to ~~be fishable, swimmable, and drinkable~~ *attain applicable beneficial uses* by January 1, 2050, ~~as prescribed.~~ 2050. The bill would ~~prohibit~~ *require* the state board and regional boards ~~from authorizing~~ *boards, when issuing* an NPDES ~~discharge, or permit, a waste discharge requirement or requirement, or a waiver of a waste discharge requirement for a~~

~~discharge, requirement, to require that the discharge to surface water that causes or contributes does not cause or contribute to an exceedance of an applicable water quality standard in receiving waters, or from authorizing and to not authorize the use of a best management practice permit term to authorize a discharge to surface water that causes or contributes to an exceedance of an applicable water quality standard in receiving waters.~~ The bill would prohibit, on or after January 1, 2030, a regional water quality control plan from including a schedule for implementation for achieving a water quality standard *for a surface water of the state* that was adopted as of January 1, 2021, and would prohibit a regional water quality control plan from including a schedule for implementation of a water quality standard *for a surface water of the state* that is adopted after January 1, 2021, unless specified conditions are met. The bill would prohibit an NPDES permit, waste discharge requirement, or waiver of a waste discharge requirement *to discharge to a surface water of the state* from being renewed, reissued, or modified to contain effluent limitations or conditions ~~that that, among other things,~~ are less stringent than those in the previous permit, requirement, or waiver, except as specified.

(2) Existing law authorizes the imposition of civil penalties for violations of certain waste discharge requirements and requires that penalties imposed pursuant to these provisions be deposited into the Waste Discharge Permit Fund, to be expended by the state board, upon appropriation by the Legislature, for specified purposes related to water quality. For violations of certain other waste discharge requirements, including the violation of a waste discharge requirement effluent limitation, existing law imposes specified civil penalties, the proceeds of which are deposited into the continuously appropriated State Water Pollution Cleanup and Abatement Account, which is established in the State Water Quality Control Fund.

This bill would require, by January 1, 2030, the state board and regional boards to develop an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations that are causing or contributing to an exceedance of a water quality ~~standard~~ *standard in a surface water of the state*. To ensure any water segments impaired by ongoing pollutants are brought into attainment with water quality standards, the bill would require the state board and regional boards, by January 1, 2040, to evaluate the state's remaining impaired *state surface* waters using a specified report. The bill would require, by January 1, 2040, the state board and regional boards to report to the

Legislature a plan to bring the final impaired water segments into attainment by January 1, 2050. The bill would create the Waterway Attainment Account in the Waste Discharge Permit Fund and would make moneys in the Waterway Attainment Account available for the state board to expend, upon appropriation by the Legislature, to bring remaining impaired water segments into attainment in accordance with the plan. The bill would create in the Waterway Attainment Account the Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. The bill would require, by January 1, 2040, and subject to a future legislative act, 50% of the annual proceeds of the State Water Pollution Cleanup and Abatement Account to be annually transferred to the Waterway Attainment Account. The bill would require the state board, upon appropriation by the Legislature, to expend 5% of the annual proceeds of the State Water Pollution Cleanup and Abatement Account to fund a specified state board program.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. (a) The Legislature finds and declares all of the
- 2 following:
- 3 (1) Water is a necessity of human life, and every Californian
- 4 deserves access to clean and safe water. Yet climate change
- 5 jeopardizes the quality and safety of our water. Climate change is
- 6 impacting the state's hydrology to create water resource
- 7 vulnerabilities that include, but are not limited to, changes to water
- 8 supplies, subsidence, increased amounts of water pollution, erosion,
- 9 flooding, and related risks to water and wastewater infrastructure
- 10 and operations, degradation of watersheds, alteration of aquatic
- 11 ecosystems and loss of habitat, multiple impacts in coastal areas,
- 12 and ocean acidification.
- 13 (2) Many aspects of climate change and associated impacts will
- 14 continue for centuries, even if anthropogenic emissions of
- 15 greenhouse gases are reduced or stopped. Given the magnitude of
- 16 climate change impacts on California's hydrology and water
- 17 systems, the state's climate change response should include

1 attainment of water quality standards to allow the state's
2 watersheds to resiliently adapt to forthcoming and inevitable
3 climate change stressors.

4 (3) The federal Clean Water Act (33 U.S.C. Sec. 1251 et seq.)
5 was enacted on October 18, 1972, to establish the basic structure
6 for regulating discharges of pollutants into the waters of the United
7 States and regulating quality standards for surface waters. The
8 objective of the federal Clean Water Act is to restore and maintain
9 the chemical, physical, and biological integrity of the nation's
10 waters. To achieve that objective, Congress declared a national
11 goal that the discharge of pollutants into navigable waters be
12 eliminated by 1985.

13 (4) California has long been a national and international leader
14 on environmental stewardship efforts, including the areas of air
15 quality protections, energy efficiency requirements, renewable
16 energy standards, and greenhouse gas emission standards for
17 passenger vehicles. The program established by this act will
18 continue this tradition of environmental leadership by placing
19 California at the forefront of achieving the nation's goal of making
20 all waterways swimmable, fishable, and drinkable.

21 (5) The State Water Resources Control Board, along with the
22 nine California regional water quality control boards, protect and
23 enhance the quality of California's water resources through
24 implementing the federal Clean Water Act, as amended, and
25 California's Porter-Cologne Water Quality Control Act (Division
26 7 (commencing with Section 13000) of the Water Code).

27 (6) The State Water Resources Control Board's mission is to
28 "preserve, enhance, and restore the quality of California's water
29 resources and drinking water for the protection of the environment,
30 public health, and all beneficial uses, and to ensure proper water
31 resource allocation and efficient use, for the benefit of present and
32 future generations."

33 (7) Under Section 303(d) of the federal Clean Water Act (33
34 U.S.C. Sec. 1313(d)), California is required to review, make
35 changes as necessary, and submit to the United States
36 Environmental Protection Agency a list identifying water bodies
37 not meeting water quality standards (303(d) list). California is
38 required to include a priority ranking of those waters, taking into
39 account the severity of the pollution and the uses to be made of

those waters, including waters targeted for the development of total maximum daily loads (TMDLs).

(8) As of the most recent 2018 303(d) list, nearly 95 percent of all fresh waters assessed in California, and over 1,400 water bodies, are listed as impaired, with only 114 TMDLs having been approved since 2009 in California. Of 164,741 assessed miles of rivers and streams, 82 percent were impaired. Of 929,318 assessed acres of lakes, reservoirs, and ponds, 93 percent were impaired. Of 575,000 assessed acres of bays, harbors, and estuaries, 99 percent were impaired. Of 2,180 assessed miles of coastal shoreline, 93 percent were impaired. Of 130,084 assessed acres of wetlands, 99 percent were impaired.

(b) (1) In honor of the federal Clean Water Act's 50-year anniversary, it is the intent of the Legislature in enacting this act to recommit California to achieve the national goal to restore and maintain the chemical, physical, and biological integrity of the state's waters by eliminating the discharge of pollutants into impaired waterways.

(2) It is further the intent of the Legislature in enacting this act to require that the State Water Resources Control Board and the California regional water quality control boards meet the national goal of ~~achieving swimmable, fishable, and drinkable waters~~ *restoring applicable beneficial uses in surface water* by no later than January 1, 2050.

SEC. 2. Article 3.5 (commencing with Section 13150) is added to Chapter 3 of Division 7 of the Water Code, to read:

Article 3.5. State Waters Impairment

13150. All California surface waters shall ~~be fishable, swimmable, and drinkable~~ *attain applicable beneficial uses* by January 1, 2050. To bring all water segments into attainment with this requirement, the state board and regional boards shall comply with the requirements of this article.

13151. (a) (1) The state board and regional boards ~~shall not do either~~ *boards, when issuing an NPDES permit, shall comply with both* of the following:

(A) ~~Authorize an NPDES~~ *Shall require that the* discharge to a surface water of the United States ~~that causes or contributes~~ *does*

1 *not cause or contribute* to an exceedance of an applicable water
2 quality standard in receiving waters.

3 ~~(B) Authorize an NPDES permit that uses~~ *Shall not authorize*
4 *the use of* an alternative compliance determination, safe harbor
5 “deemed in compliance” term, or any other best management
6 practice permit term to authorize a discharge to a surface water of
7 the United States that causes or contributes to an exceedance of
8 an applicable water quality standard in receiving waters.

9 (2) (A) Paragraph (1) does not prohibit enhanced watershed
10 management programs or watershed management programs from
11 being used as a planning tool for achieving compliance with
12 applicable water quality standards in receiving waters.

13 (B) Paragraph (1) does not prevent NPDES permittees from
14 using best management practices to meet applicable water quality
15 standards in receiving waters.

16 (C) Paragraph (1) does not apply to salt and nutrient
17 management ~~plans~~ *plans, including the program of implementation,*
18 approved as of January 1, 2021, that include alternative compliance
19 options.

20 (b) The state board and regional boards shall not do either of
21 the following:

22 (1) Authorize a permit that does not include monitoring
23 sufficient to demonstrate compliance with water quality standards
24 and, unless infeasible, that does not include end-of-discharge pipe
25 monitoring.

26 (2) Authorize a permit unless it establishes criteria for, and
27 requires, monitoring to evaluate compliance with water quality
28 standards.

29 (c) (1) ~~The state board and regional boards shall not do either~~
30 *boards, when issuing a waste discharge requirement or waiver of*
31 *a waste discharge requirement, shall comply with both* of the
32 following:

33 ~~(A) Authorize a waste discharge requirement or waiver of a~~
34 ~~waste discharge requirement for a~~ *Shall require that the* discharge
35 ~~to a surface water of the state that causes or contributes~~ *does not*
36 *cause or contribute* to an exceedance of an applicable water quality
37 standard in receiving waters.

38 ~~(B) Authorize a waste discharge requirement or waiver of a~~
39 ~~waste discharge requirement that uses~~ *Shall not authorize the use*
40 *of* an alternative compliance determination, safe harbor “deemed

1 in compliance” term, or any other best management practice permit
2 term to authorize a discharge to a surface water of the state that
3 causes or contributes to an exceedance of an applicable water
4 quality standard in receiving waters.

5 (2) (A) Paragraph (1) does not prevent a waste discharge
6 requirement or waiver of a waste discharge requirement from using
7 best management practices to meet applicable water quality
8 standards in receiving waters.

9 (B) Paragraph (1) does not apply to salt and nutrient
10 management ~~plans~~ *plans, including the program of implementation*,
11 approved as of January 1, 2021, that include alternative compliance
12 options.

13 13152. (a) (1) Notwithstanding Section 13242, on and after
14 January 1, 2030, a regional water quality control plan, including
15 the program of implementation, shall not include a schedule for
16 implementation for achieving a water quality standard *for a surface*
17 *water of the state* that was adopted in an approved regional water
18 quality control plan as of January 1, 2021. It is the intent of the
19 Legislature in enacting this requirement to ensure that all water
20 quality standards in effect as of January 1, 2021, are fully
21 implemented and achieved by January 1, 2030.

22 (2) Paragraph (1) does not apply to salt and nutrient management
23 ~~plans~~ *plans, including the program of implementation*, approved
24 as of January 1, 2021, that include a time schedule for compliance.

25 (b) The state board and regional boards shall only include in a
26 regional water quality control plan a schedule for implementation
27 of a water quality standard *for a surface water of the state* that is
28 adopted after January 1, 2021, if all of the following conditions
29 are met:

30 (1) The schedule for implementation of the water quality
31 standard is the shortest time necessary, and in no instance exceeds
32 five years.

33 (2) The schedule for implementation is necessary for the
34 permittee to undertake physical construction that is necessary to
35 achieve compliance with the water quality standard.

36 (3) The water quality standard is not substantially similar to a
37 water quality standard that was in effect as of January 1, 2021.

38 (c) (1) An NPDES permit, waste discharge requirement, or
39 waiver of a waste discharge requirement *to discharge to a surface*
40 *water of the state* shall not be renewed, reissued, or modified to

1 contain effluent limitations or conditions that ~~are~~ *satisfy any of the*
2 *following:*

3 (A) ~~Are less stringent than the comparable effluent limitations~~
4 ~~or conditions in the previous permit, requirement, or waiver,~~
5 ~~including, but not limited to, if the implementation of the less~~
6 ~~stringent effluent limitation or condition would result in a violation~~
7 ~~of an applicable water quality standard in receiving waters. waiver.~~

8 ~~(2) Notwithstanding paragraph (1), an NPDES permit, waste~~
9 ~~discharge requirement, or waiver of a waste discharge requirement~~
10 ~~may be renewed, reissued, or modified to contain a less stringent~~
11 ~~effluent limitation or condition applicable to a pollutant if any of~~
12 ~~the following apply:~~

13 (B) *Are less stringent than required by effluent limitation*
14 *guidelines promulgated under Section 304(b) of the federal Clean*
15 *Water Act (33 U.S.C. Sec. 1314(b)) in effect at the time the permit*
16 *is renewed, reissued, or modified.*

17 (C) *The implementation of the limitation or condition would*
18 *result in a violation of a water quality standard under Section 303*
19 *of the federal Clean Water Act (33 U.S.C. Sec. 1313) to those*
20 *waters.*

21 (2) *A permit with respect to which paragraph (1) applies may*
22 *be renewed, reissued, or modified to contain a less stringent*
23 *effluent limitation or condition applicable to a pollutant if any of*
24 *the following apply:*

25 (A) Material and substantial alterations or additions to the
26 permitted facility occurred after permit issuance that justify the
27 application of the less stringent effluent limitation or condition.

28 (B) Information, other than revised regulations, guidance, or
29 test methods, is available that was not available at the time of
30 permit issuance that would have justified the application of the
31 less stringent effluent limitation or condition at the time of permit
32 issuance.

33 (C) The permit issuer determines that technical mistakes or
34 mistaken interpretations of law were made in issuing the permit
35 in accordance with Section 402(a)(1)(B) of the federal Clean Water
36 Act (33 U.S.C. Sec. 1342(a)(1)(B)).

37 (D) The less stringent effluent limitation or condition is
38 necessary because of events over which the permittee has no
39 control and for which there is no reasonably available remedy.

1 (E) The permittee has received a permit modification pursuant
2 to Section 301(c), 301(g), 301(h), 301(i), 301(k), 301(n), or 316(a)
3 of the federal Clean Water Act (33 U.S.C. Secs. 1311(c), 1311(g),
4 1311(h), 1311(i), 1311(k), 1311(n), and 1326(a)).

5 (F) The permittee has installed the treatment facilities required
6 to meet the effluent limitations or conditions in the previous permit
7 and has properly operated and maintained the facilities but has
8 nevertheless been unable to achieve the previous effluent
9 limitations or conditions, in which case the limitations or conditions
10 in the renewed, reissued, or modified permit may reflect the level
11 of pollutant control actually achieved, but shall not be less stringent
12 than required by effluent limitation guidelines promulgated under
13 Section 304(b) of the federal Clean Water Act (33 U.S.C. Sec.
14 1314(b)) in effect at the time of permit renewal, reissuance, or
15 modification.

16 (3) Subparagraphs (B) and (C) of paragraph (2) do not apply to
17 a revised waste load allocation or an alternative grounds for
18 translating water quality standards into effluent limitations or
19 conditions unless both of the following are satisfied:

20 (A) The cumulative effect of the revised allocation or alternative
21 grounds results in a decrease in the amount of pollutants discharged
22 into receiving waters.

23 (B) The revised allocation or alternative grounds is not the result
24 of a discharger eliminating or substantially reducing its discharge
25 of pollutants due to complying with the requirements of the federal
26 Clean Water Act (33 U.S.C. Sec. 1251 et seq.) or for reasons
27 otherwise unrelated to water quality.

28 (d) The state board and regional boards shall not authorize an
29 NPDES permit, waste discharge requirement, or waiver of a waste
30 discharge requirement that does not include a complete
31 antidegradation analysis as set out in State Water Resources
32 Control Board Resolution No. 68-16 and Administrative Procedures
33 Update 90-004.

34 13153. (a) (1) By January 1, 2030, the state board and regional
35 boards shall develop an Impaired Waterways Enforcement Program
36 to enforce all remaining water quality standard violations pursuant
37 to Chapter 12 (commencing with Section 1825) of Part 2 of
38 Division 2 and Article 1 (commencing with Section 13300) of
39 Chapter 5 that are causing or contributing to an exceedance of a
40 water quality ~~standard~~. *standard in a surface water of the state.*

1 (2) An enforcement action taken pursuant to the program shall
2 result in sufficient penalties, conditions, and orders to ensure the
3 person subject to the enforcement action is no longer causing or
4 contributing to an exceedance of a water quality ~~standard~~. *standard*
5 *in a surface water of the state.*

6 (3) A discharger shall remain liable for a violation of a water
7 quality standard until sampling ~~at the point of discharge~~
8 demonstrates that the discharge is no longer causing or contributing
9 to the ~~exceedance~~. *exceedance in a surface water of the state.*

10 (4) *A discharger shall not be responsible for natural sources*
11 *of pollution in surface waters of the state if the discharger can*
12 *demonstrate all of the following:*

13 (A) *Natural sources are not caused or mobilized by*
14 *anthropogenic activity contributing to a water quality standard*
15 *exceedance in receiving waters.*

16 (B) *Anthropogenic sources to a surface water of the state are*
17 *controlled and do not cause or contribute to an exceedance of an*
18 *applicable water quality standard in receiving waters.*

19 (C) *The discharge is consistent with any applicable waste load*
20 *allocation assigned through a total maximum daily load.*

21 ~~(4)~~

22 (5) Penalties obtained pursuant to the program shall be deposited
23 into the Waterway Attainment Penalty Subaccount, which is hereby
24 created in the Waterway Attainment Account. Moneys in the
25 subaccount shall be available for the state board to expend, upon
26 appropriation by the Legislature, for purposes of the program.

27 ~~(5)~~

28 (6) The state board and regional boards may issue an
29 enforcement order pursuant to Chapter 12 (commencing with
30 Section 1825) of Part 2 of Division 2 or Article 1 (commencing
31 with Section 13300) of Chapter 5 that includes a compliance
32 schedule deadline that extends beyond January 1, 2030, to a
33 discharger for a discharge that is causing or contributing to an
34 exceedance of a water quality standard.

35 (b) (1) By January 1, 2040, to ensure any water segments
36 impaired by ongoing legacy pollutants and nonpoint source
37 pollution are brought into attainment with water quality standards,
38 the state board and regional boards shall evaluate the state's
39 remaining impaired *state surface* waters using the most current
40 integrated report.

1 (2) The state board and regional boards shall, by January 1,
2 2040, report to the Legislature in compliance with Section 9795
3 of the Government Code a plan to bring the final impaired water
4 segments into attainment by January 1, 2050.

5 (3) The requirement for submitting a report imposed under
6 paragraph (2) is inoperative on January 1, 2044, pursuant to Section
7 10231.5 of the Government Code.

8 (c) (1) The Waterway Attainment Account is hereby created
9 in the Waste Discharge Permit Fund. Moneys in the Waterway
10 Attainment Account shall be available for the state board to expend,
11 upon appropriation by the Legislature, to bring remaining impaired
12 water segments into attainment in accordance with the plan
13 submitted pursuant to paragraph (2) of subdivision (b), subject to
14 subdivision (d).

15 (2) (A) By January 1, 2040, subject to a future legislative act,
16 50 percent of the annual proceeds of the State Water Pollution
17 Cleanup and Abatement Account shall be annually transferred to
18 the Waterway Attainment Account.

19 (B) This paragraph shall become inoperative January 1, 2051,
20 or when all water segments are in attainment with water quality
21 standards, whichever comes first.

22 (d) Moneys in the Waterway Attainment Account shall be
23 expended by the state board, upon appropriation by the Legislature,
24 to bring impaired waterways into attainment with water quality
25 standards to the maximum extent possible. Moneys expended from
26 the account shall address or prevent water quality impairments or
27 address total maximum daily loads under the federal Clean Water
28 Act (33 U.S.C. Sec. 1251 et seq.). Moneys in the account shall
29 only be expended on the following:

30 (1) Restoration projects, including supplemental environmental
31 projects, that improve water quality.

32 (2) Best management practice research innovation and incentives
33 to encourage innovative best management practice implementation.

34 (3) Source control programs.

35 (4) Identifying nonfilers.

36 (5) Source identification of unknown sources of impairment.

37 (6) Enforcement actions that recover at least the amount of
38 funding originally expended, which shall be deposited into the
39 Waterway Attainment Account.

(7) Competitive grants to fund projects and programs for municipal separate storm sewer system permit compliance requirements that would prevent or remediate pollutants, including zinc, caused by tires in the state. Priority shall be given to applicants that discharge to receiving waters with zinc levels that exceed the established total maximum daily loads and to projects that provide multiple benefits.

(e) The state board shall, upon appropriation by the Legislature, expend 5 percent of the annual proceeds of the State Water Pollution Cleanup and Abatement Account to fund the state board's SWAMP - Clean Water Team Citizen Monitoring Program in order to inform the integrated report.

13154. For purposes of this article, the following definitions apply:

(a) "Best management practice" means a practice or set of practices determined by the state board or a regional board for a designated area to be the most effective feasible means of preventing or reducing the generation of a specific type of nonpoint source pollution, given technological, institutional, environmental, and economic constraints.

~~(b) "Drinkable" applies to waters subject to a regional water quality control plan and means that the waters are drinkable to the extent required by the regional water quality control plan.~~

~~(c)~~

(b) "Integrated report" means the state report that includes the list of impaired waters required pursuant to Section 303(d) of the federal Clean Water Act (33 U.S.C. Sec. 1313(d)) and the water quality assessment required pursuant to Section 305(b) of the federal Clean Water Act (33 U.S.C. Sec. 1315(b)).

~~(d)~~

(c) "NPDES" means the national pollutant discharge elimination system established in the federal Clean Water Act (33 U.S.C. Sec. 1251 et seq.).

~~(e)~~

(d) "Regional board" means a California regional water quality control board.

~~(f)~~

(e) "Regional water quality control plan" means a water quality control plan developed pursuant to Section 13240.

~~(g)~~

1 (f) “State board” means the State Water Resources Control
2 Board.

3 ~~(h)~~
4 (g) “State Water Pollution Cleanup and Abatement Account”
5 means the State Water Pollution Cleanup and Abatement Account
6 created pursuant to Section 13440.

7 ~~(i)~~
8 (h) “Supplemental environmental project” means an
9 environmentally beneficial project that a person subject to an
10 enforcement action voluntarily agrees to undertake in settlement
11 of the action and to offset a portion of a civil penalty.

12 ~~(j)~~
13 (i) “Waste Discharge Permit Fund” means the Waste Discharge
14 Permit Fund created pursuant to Section 13260.

15 ~~(k)~~
16 (j) “Waterway Attainment Account” means the Waterway
17 Attainment Account created pursuant to paragraph (1) of
18 subdivision (c) of Section 13153.

19 ~~(l)~~
20 (k) “Waterway Attainment Penalty Subaccount” means the
21 Waterway Attainment Penalty Subaccount created pursuant to
22 paragraph ~~(4)~~ (5) of subdivision (a) of Section 13153.

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 04/12/2021

Subject: Contra Costa Transportation Authority: Bike Share and Scooter
Share/Micromobility Pilot Program

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 23

Referral Name: Monitor issues related to docked and dockless bike share programs.

Presenter: John Cunningham
(DCD), Peter Engel
(CCTA)

Contact: John Cunningham,
(925) 655-2915

Referral History:

This is a new item before the Committee. The Contra Costa Transportation Authority (CCTA) is developing a pilot shared mobility program as a means to provide and demonstrate the effectiveness of non-auto transportation options to residents and workers in and among San Ramon, Walnut Creek, Danville, Alamo, and the Walnut Creek and Dublin BART Stations, and the unincorporated areas including the Iron Horse Corridor.

Referral Update:

Micromobility has proven to be an effective alternative for local trips to the single occupant vehicle. While suburban areas are often more difficult to serve with micromobility, the Iron Horse Trail (IHT), with its parallel route connecting BART stations and the Bishop Ranch business park, is a unique setting where bikeshare can work. Bishop Ranch has had a campus bike share program for years. It was placed on hold during COVID-19 but will relaunch when employees return to work.

The 511 Contra Costa TDM program has a goal of establishing a micromobility pilot to provide options for commuters, and the public of all ages to use instead of the automobile for shorter trips (between 1 and 10 miles). With the use of electric bicycles and scooters, it has become evident that electric-assist bicycling offers enhanced mobility options with trip distances that are similar to a car (vs the distance most people feel they can travel on a pedal only) and by reducing the effort needed to ride in hilly areas which are a typical barrier to conventional bikes/scooters.

CCTA's Bay Area Mobility-on-Demand (MOD) program (aka Mobility As A Service-MaaS) will deploy a multi-modal trip planner in 2022 along the I-680 corridor in the same geographic area as this proposed micromobility pilot. It is expected that this pilot will offer a micromobility choice for individuals who use the app to plan a trip in the area.

CCTA is leading a regional effort to establish a partnership with San Ramon, Walnut Creek, Danville, Contra Costa County, East Bay Regional Park District (EBRPD), and BART for the purposes of procuring a micromobility vendor to deploy a pilot along the IHT corridor. The pilot is envisioned to take place over the span of 18-24 months.

The councils of all three jurisdictions involved have directed staff to investigate micromobility and understand the benefits of a regional pilot versus siloed individual vendors and equipment in each city. At the same time, not all cities have the same needs or use cases for micromobility, so it is presumed that procurement will be such that each jurisdiction can establish local policies, use cases, specifications, fines, rules, enforcement, and pricing.

While each city is interested in such a pilot, it is imperative that the policy guidance and enforcement of the Iron Horse Trail be consistent with and supportive of the pilot program and the implementation strategy therein.

County staff is asking the TWIC to consider the pilot program and make a recommendation to staff relative to next steps including coordination with the EBRPD staff, and how to inform the full Board of Supervisors of this initiative.

CCTA has established bi-weekly meetings with the Regional 680 Micromobility Task Force with staff from each jurisdiction to discuss this joint effort. The EBRPD, BART and Dublin will be requested to join the Task Force and provide supportive input to the pilot implementation and ultimate use policies along the IHT.

It is expected that CCTA will establish a Request for Information from micromobility vendors on behalf of all concerned parties. At this point it is unknown which entity will be the ultimate vendor contract holder.

Recommendation(s)/Next Step(s):

RECEIVE information on the Contra Costa Transportation Authority's Bike Share and Scooter Share/Micromobility Pilot Program, and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

Micromobility Infographic

E-BIKES AND E-SCOOTERS: DRIVERS OF CLIMATE ACTION

Electric bikes and scooters are more than a convenient first-last mile solution in cities. They also reduce emissions while catalyzing a broader shift toward sustainable transport.



Choosing an e-bike or scooter over a car translates to measurable emissions reductions:

A 5% increase in trips made by bicycle and electric micromobility modes instead of cars globally would reduce CO2 emissions by 7% the equivalent of taking more than **134 million cars off the road**, by 2030.



QUIET STREETS

E-bikes and scooters are quieter than cars and motorcycles, making streets and public spaces more pleasant for pedestrians and cyclists.

CONVENIENT ALTERNATIVES

E-bikes are competitive with cars on travel time, especially for trips up to 10km.

SAFE STREETS

As the number of e-bike and scooter riders, cyclists, and pedestrians increases, streets become safer for all users.

EQUITABLE ACCESS

E-bikes and e-scooters are attractive to—and increasingly used by—women, older adults, and other groups who have not felt comfortable on traditional bicycles.

E-bikes and scooters fill gaps in the transport network, making a combination of cycling, walking, and public transit the easy choice over cars for more trips:



In Portland, Oregon, **6%** of e-scooter users reported getting rid of a car due to the availability of micromobility options.

What cities can do:

LEGALIZE

Make low-speed e-bikes and scooters legal in cities. Regulate them as bicycles, not motor vehicles, so license and insurance are not required to ride.

STANDARDIZE

Clearly define and enforce speed maximums for e-bikes and e-scooters to distinguish where they can safely share cycle lanes with pedal bicycles.

DESIGN

Ensure cycle lanes are protected and form a complete network, safely accommodating low-speed e-bike and e-scooter riders in addition to pedal cyclists.

MANAGE

Enforce rules for bike- and scooter-share operators to ensure that sidewalks are clear, and shared bicycles and scooters are well-maintained.

MONITOR

Collect and analyze data on trip length, frequency of use, and destinations to better quantify personal e-mobility use, and scale and improve shared systems.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 04/12/2021
Subject: Letter of Understanding with PG&E
Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer
Department: Public Works
Referral No.: 14
Referral Name: Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E street lights in Contra Costa County
Presenter: Rochelle Johnson, PWD **Contact:** Rochelle Johnson
(925)313-2299

Referral History:

The Transportation, Water and Infrastructure Committee (TWIC) accepted the 2020 status report regarding the coordination between Cities (Countywide) and PG&E on October 12, 2020. A supplemental report was presented on December, 2020.

Referral Update:

The TWIC requested that Public Works management report annually on the status of street light maintenance coordination efforts with PG&E. Management last reported to the TWIC on October 12, 2020, regarding this item.

Background:

The Letter of Understanding (LOU) dated February 2008, between PG&E and the County, states the commitment of PG&E for open communication, responsive service levels, and actions in resolving issues related to street light performance.

Over the past two years, Public Works management has worked with PG&E management to revise the LOU to address current service levels.

At this time, Public Works staff is pleased to report that a signed LOU has been received from PG&E. Both Contra Costa County and PG&E will be monitoring service levels provided by PG&E and are prepared to reassess the LOU on a bi-annual basis and revise as needed.

Recommendation(s)/Next Step(s):

RECEIVE and COMMENT on the status report on the street light service coordination effort between PG&E and the County Public Works Department and Cities for street light maintenance.

Fiscal Impact (if any):

None. All costs for street lights are funded by County Service Area L-100 and Community Facility District 2010-1.

Attachments

PG&E LOU 2021 Final

Street Light Service Level Commitment

To Contra Costa County
[2021]

PG&E is committed to delivering a high level of service to street light customers and providing features which enhance community safety. To ensure a high level of responsiveness to street light maintenance issues in Contra Costa County and the 19 Cities, PG&E is committed to the following (for street light facilities maintained by PG&E):

1) Reporting Street Light Problems and Tracking Results

PG&E will continue to utilize its web based system where street light service requests and problems can be reported via an on-line request form. PG&E is committed to improving communication during this resolution process. The link for reporting streetlight outages and checking the status of street light outages is: <http://www.pge.com/en/myhome/servicerequests/streetlights/single/index.pag>. This will be updated as needed to reflect the most up to date reporting method.

In addition, street light service requests can be reported through PG&E's email address:

streetlighttrouble@pge.com. This email address is monitored Monday - Friday, 630am - 330pm. For escalated streetlight requests outside of those hours, please report to 800-743-5000.

Outages reports are acknowledged via automated email response when received, when case numbers are assigned, and when the street light service request work is completed or resolved. PG&E is committed to improving this system, and developing more robust on-line reporting and tracking systems that will serve to improve communication with all customers.

PG&E will provide a one (1) page process flow chart for the resolution process to county staff upon availability. Upon providing this process, PG&E will clarify if email or web based platforms are preferred.

*Note that the customer will receive an automated reply and within a few days a tracking number will be received

2) Responding to Street Light Outages

a. Response to Reported Street Light Outages

PG&E will respond, assess and complete repair of reported street light outages (burnouts) within 14 days of being notified of the outage.

b. Outages Resulting from Poles that are "Knocked Down"

Where a PG&E owned or maintained street light pole is "knocked down", PG&E will provide an immediate response to the "knock-down", secure the site, and make the situation safe to the public prior to leaving the site. PG&E will complete any remaining required repairs within 90 days. If PG&E, for any reason, will not be able to complete repairs within 90 days PG&E will notify the customer and will provide an estimated date of completion for repairs.

If PG&E should become aware of a knocked down pole by customer call or staff inspection, they will notify the County. This will allow for transparency in service provision and improved customer support.

c. Monthly Report

PG&E will provide a monthly report to Contra Costa County which details the status of outages and knocked down poles. This report shall detail the resolution if the matter has not been resolved at the time of the report, the report shall include a proposed timeline and resolution.

d. Credit Adjustment

In the event that a customer is without service as a result of an inoperable street light beyond fourteen (14) business days, the customer shall notify their PG&E Local Customer Relationship Manager (LCRM) for a service credit.

3) Requesting Street Lights and Shields Installation

PG&E will continue to utilize the Customer Connection Online web based system where street lights and shields installation can be reported via the on-line request form. The link for requesting street lights and shields installation is Customer Connections https://www.pge.com/en_US/small-medium-business/building-and-property/building-and-maintenance/building-and-renovation/manage-your-services.page?WT.mc_id=Vanity_CustomerConnections.

Shields may also be requested by calling our Customer Connections' telephone number (1-877-743-7782).

PG&E will acknowledge these requests via automated email response when received by the New Business Service Planning representative. PG&E will continue communication of the planning and installation process status via email, provide an estimated date of completion, and inform the customer of the next steps including approval, and installation. Upon receipt of new installation applications, PG&E will contact the applicant within 1-3 business days to advise them of the result and next steps.

Any contract information will be submitted via email or regular mail and any costs associated with the planning and installation will be included in the contract. PG&E will give 10 days to sign and return contract to initiate the installation process.

The cost of installing any shield (front, back or cul-de-sac) will be forwarded to the customer and included in the provisions of the associated contract.

4) Pole Maintenance, Replacement, Painting, and Cleaning

For street light poles that need painting, cleaning due to graffiti, or have rust staining, PG&E will accommodate requests based on the demand of the community. All requests can be forwarded to the email: streetlighttrouble@pge.com or by calling 1(800)743-5000. These services may include time and materials costs at PG&Es expense.

PG&E will respond to an initial assessment of the request for street light graffiti removal within 14 days of being notified.

Upon notification of painting or rust abatement service need, PG&E will complete the service within 180 days.

In the event that there is not an established maintenance schedule, PG&E will provide information to County staff pertaining to pole viability and associated replacement plans on a case by case basis.

Any additional devices attached to agency LS2 street light poles must be processed through Customer **Connections' to execute an unmetered pole contract agreement.**

All lights must have a badge number and lamp sticker that corresponds to PG&E records.

5) Billing Improvements

PG&E will work with Contra Costa County to explore methods to improve billing and inventory procedures in order to help resolve discrepancies, if any.

It is incumbent upon the agency to respond timely to PG&E requests for information such as receiving account number or Service Agreement Identification (SAID), removal/start/ or stop dates etc.

It is the agency's responsibility to inform PG&E of ANY changes to LS2A lights as they are not PG&E owned or maintained.

If LS2A

- Agency needs to inform PG&E date of power loss and billing will stop.
- Agency needs to inform PG&E of the date of restoration and billing will re-start.

If LS1

- Agency should inform PG&E of the issue and PG&E can investigate internally for approximate date of removal and restoration and correct billing to field activity.

PLEASE NOTE ELECTRIC RULE 17.1 allowing PG&E to back date & bill correct up to 3 years only.

https://www.pge.com/tariffs/assets/pdf/tariffbook/ELEC_RULES_17.1.pdf

6) Annual Inventory Update

PG&E will make every effort to work with Contra Costa County and Cities to rectify billing conflicts on an on-going basis. This will include providing the agencies with streetlight individual billing data, on an as-needed basis, so that they can conduct their own internal reviews.

PG&E will provide a report of what is actively billed. The agency can use the report to cross check against their own inventory and PG&E will make corrections based on their findings.

For LS1, PG&E owned and maintained, PG&E will provide the spatial data annually.

For LS2A, agency owned and maintained, the spatial data may be purchased through a 3rd party vendor or the **agency can purchase through PG&E's New Revenue Development (NRD) department. Please contact the Local Customer Relations Managers (LCRM) assigned to your agency.**

7) On-going Communication and Reporting

Quarterly Coordination Meetings

As determined by the survey of participating Cities in 2015, PG&E will continue to participate in Quarterly Coordination Meetings in as long as the agenda includes maintenance and repairs of streetlights. On occasion, PG&E may be invited to present evolving and new technologies, features, and services. PG&E will maintain open communication and responsiveness in assisting the County to coordinate and plan for these meetings.

TWIC Participation

PG&E's Division Sr. Manager or representative of local leadership team or the subject matter expert, will attend the annual Transportation Water and Infrastructure (TWIC) meeting in October to join the County in providing an annual report on coordination efforts.

8) Staffing Updates

To assist Contra Costa County staff in facilitating communication, PG&E will provide Contra Costa County with a list of key management representatives on an annual basis. Additionally, PG&E will provide an advisement of key staffing.

ITEMS FOR FUTURE CONSIDERATION

LED and Photocell Group Maintenance and Replacement Program

PG&E will establish and perform a group assessment program for the newly converted to LED street lights and photocells by the end of 2026. The life expectancy for LED street lights is approximately 20 years (with warranty of 10 years) and for photocells is 5 years. When the replacement of existing LED infrastructure occurs, PG&E will work closely with Contra Costa County to provide information related to new product choices selected for characteristics related to improved energy efficiency and as technology evolves, reduced glare and control of upward directed light as they become available and are approved for use .

PG&E will replace LED street lights as they fail. When group lamp replacements are performed, PG&E will also perform other maintenance work, such as testing and replacement of photocells (as required) and cleaning of glassware, reflector, or refractor. Additionally, PG&E will provide to the County any cleaning schedule available for glassware.

Invoice and Billing

PG&E will work with Contra Costa County to identify how to simplify invoicing and keep track of inventory in order to resolve issues such as inaccurate inventories and multiple billing.

PG&E will address changes to the inventory to not only clarify and reorganize the current information—but to insure that new additions or removals are reflected in the billing documentation.

County agrees to adhere to the LS2A rate schedule.

##END##

This LOU is a good faith understanding between Contra Costa County, representing the 19 included cities and PG&E.



2/25/2021

Victor Baker
Senior Manager – Diablo | North Bay | Sonoma Divisions
Pacific Gas and Electric Company (PG&E)

Date



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 04/12/2021

Subject: CONSIDER recommendations from the Hazardous Materials Commission concerning Sea Level Rise and direct staff as appropriate.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 5

Referral Name: Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, dev., etc.

Presenter: Michael Kent, HazMat Commission **Contact:** Michael Kent
(925)313-6587

Referral History:

The Hazardous Materials Commission previously wrote a letter to the Board of Supervisors on January 26, 2017, encouraging them to take action in response to the recommendations of the Adapting to Rising Tides study that was completed for most of the Contra Costa County shoreline by the Bay Conservation and Development Commission in 2016.

Subsequent to that report, another Adapting to Rising Tides study was completed by the Bay Conservation and Development Commission in 2019 for the Eastern-most shoreline area of the County not addressed in the first study. Also in 2019, a Hazardous Materials Commodity Flow Study was completed for the Contra Costa Hazardous Materials Programs. These studies laid out potential health and environmental impacts from Sea Level Rise to Contra Costa County, and potential adaptation measures that could be taken to address these potential impacts.

Referral Update:

The Hazardous Materials Commission received a presentation on the Hazardous Materials Commodity Flow Study completed for the Contra Costa Hazardous Materials Programs in 2019. This study was also presented to the Transportation, Water and Infrastructure committee in December, 2020. In response to the findings of this study, the Hazardous Materials Commission wrote a letter to the Transportation, Water and Infrastructure committee on February 26, 2021 encouraging them to take further action to address the potential impacts of Sea Level Rise. (see attached Staff Report)

Recommendation(s)/Next Step(s):

The Hazardous Materials Commission recommends the Transportation, Water and Infrastructure committee review possible actions to address the potential impacts of Sea Level rise, and direct staff to take action as appropriate.

Fiscal Impact (if any):

Unknown. This would depend on the actions the committee directs staff to take.

Attachments

HMC TWIC SLR Staff Report 4621

Staff Report for TWIC concerning the letter from the Hazardous Materials Commission about Sea Level Rise

On February 26, 2021 the Contra Costa County Hazardous Materials Commission Chairperson, Fred Glueck, wrote a letter to the Transportation, Water and Infrastructure committee concerning the issue of Sea Level Rise (SLR). The Commission had previously received reports on two Adapting to Rising Tides studies conducted for Contra Costa County by the Bay Conservation and Development Commission in 2016 and 2019, and a Hazardous Materials Commodity Flow Study prepared for the Contra Costa Hazardous Materials Commission. The Commission's letter outlined the Commission's concern about the impacts to public health and the environment from potential future SLR, and encouraged the Board of Supervisors to take measures to address this potential threat.

This report outlines some of the types of measures and approaches the Transportation, Water and Infrastructure committee could explore as means of addressing this potential threat. These examples are based on discussions with various agency staff and input from Hazardous Materials Commission members, and should be considered preliminary. These examples are not intended to be all-inclusive. None of these possible measures or approaches currently have sustainable funding sources or staff resources available to initiate them. Funding and staffing needs would have to be addressed before any of these measures or approaches could be implemented.

Regional Activities

Plan Bay Area – The Bay Conservation and Development Commission is facilitating an initiative to establish regional agreement on the actions necessary to protect people and the natural and built environment from rising sea levels. A leadership advisory group, made up of a diverse group of leaders from public agencies, interest groups, community-based organizations and academia are providing strategic direction in developing a Joint Platform of priority actions to address regional sea level rise adaptation. They will be holding public forums and will be having a public comment period on the next draft of their Joint Platform in May, 2021, which offers the County the opportunity to comment on this Joint Platform or co-sponsor local forums to allow for more local input.

County-wide Models

Several Counties in the Bay Area have begun county-wide efforts to address Sea Level Rise. While every county is different in terms of how they have structured these efforts, aspects of

each could serve as a model for how Contra Costa County could approach this issue, and the role the Board of Supervisors could play in that effort.

San Mateo County – San Mateo County began their efforts to address SLR in 2013 when county, state and federal elected officials convened a conference to address the countywide challenge. This led in 2015 to their Sea Change SMC initiative implemented by their Office of Sustainability with strong leadership from their Board of Supervisors, and with participation of most of the cities in the County. They conducted community engagement and a vulnerability assessment with funding from the County and the California State Coastal Conservancy. Sea Change SMC continues to conduct studies and planning efforts for the cities and agencies in San Mateo County, with strong leadership from their Board of Supervisors. On January 1, 2020 the San Mateo County Sea Level Rise Resiliency District was created at the recommendation of the City/County Association of Governments of San Mateo County. This Special District helps implement multi-jurisdictional projects throughout the County.

Marin County – Marin County's efforts to address SLR, also known as BayWAVE, began in response to strong community concern with flooding events and climate change. BayWAVE is Marin County's coordinated planning for sea level rise along the bay shoreline. Adaptation planning is led by multiple agencies, partners, and municipalities, including the county. In 2016 BayWAVE, with funding from the County and a grant from the California State Coastal Conservancy, conduct a vulnerability assessment for their bay shoreline. Since then, under the leadership of a multi-jurisdictional steering committee, some of their adaptation efforts include preparing for the next update to the Marin Multi-Jurisdictional Hazard Mitigation Plan, updates to sections of the Countywide General Plan, and on-the-ground implementation of adaptation projects on county lands in Novato, San Rafael, and Richardson Bay.

Santa Clara County – Santa Clara County has had an Office of Sustainability since 2010 funded through their general fund. In 2014, in conjunction with the cities and agencies within the County, they received a grant from the California Strategic Growth Council to conduct a county-wide climate change vulnerability assessment and adaptation planning effort called Silicon Valley 2.0. From this effort they developed a web-based decision support tool which allows users to run customized queries using regionally-specific data to model future climate change impact and the resulting financial costs. They also developed a Climate Adaptation Guidebook which provides key strategies for climate change preparedness. Recently, they received a grant from the National Fish and Wildlife Foundation to focus on the impacts of Sea Level Rise. They are bringing together the cities in the County to develop a coordinated effort to develop SLR resiliency strategies and share data.

Contra Costa Examples and Options

Local Project Examples - Several projects in Contra Costa County are examples of how the potential impacts of Sea Level Rise are being directly addressed.

- North Richmond Horizontal Levee and Shoreline Access project – As a follow-up to work done through a North Richmond Shoreline Visioning process and the Resilient by Design Challenge, Contra Costa County Supervisor John Gioia has taken the lead in bringing together key stakeholders, including the West County Wastewater District, to advance the concept of creating a horizontal levee and shoreline public access in North Richmond. The San Francisco Estuary Partnership (SFEP) is helping to facilitate and support this effort and move it towards implementation. SFEP is working alongside local partner The Watershed Project to move some other key adaptation and green infrastructure ideas forward in and around the project area. The horizontal levee would minimize flooding in North Richmond, protect critical infrastructure and enable marsh growth in an ecologically rich part of the Bay. SFEP is helping to facilitate a Stakeholder Working Group that includes representatives from the West County Wastewater District, City of Richmond, Contra Costa County Flood Control District, East Bay Parks District, Chevron, and Republic Services, among others. The project goal is to reach consensus on the alignment and height of the horizontal levee and identify the resources to fund and finance the construction of the levee and other associated projects in the area. Funding from the West County Wastewater District and a grant from the San Francisco Bay Restoration Authority is supporting this planning effort.
- Lower Walnut Creek Restoration Project – This project was begun to address sedimentation in the Walnut Creek flood control channel. The Contra Costa Flood Control District partnered with the Army Corp of Engineers to reevaluate the operation of the channel and transform it into a more sustainable facility. From 2004 through 2012, District and Corps staff worked closely together to plan and design a project that would meet local needs as well as Corps standards. On June 10, 2014, President Obama signed legislation that turned over to the local sponsor (aka "deauthorized" from the 1960s federal project) the most downstream four miles of Pacheco and Walnut Creek. Now that this part of the creek is under local control, planning efforts continue. The result of this planning is the Lower Walnut Creek Restoration project. This project incorporated Sea Level Rise considerations and resiliency into the design of the project as a co-benefit.

Fund other local projects – A range of grant programs exist that can fund projects to address the potential impacts of SLR, such as adaptation measures for the “pinch points” discussed in

the Commodity flow study conducted by the Contra Costa County Hazardous Materials Programs in 2019. The following are just examples and are not necessarily a complete list.

- California Ocean Protection Council funding to for costal projects that benefit communities entitled to environmental justice communities and improve water quality.
- Cal OES/FEMA Hazard Mitigation Assistance programs intended to reduce natural hazard impacts to life and property.
- EPA Environmental Justice Grants. The U.S. Environmental Protection Agency (EPA) has announced the availability of up to \$6 million in grant funding under the Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program and the Environmental Justice Small Grants program.
- National Fish and Wildlife Foundation National Coastal Resilience fund grants to enhance costal communities' natural defenses against severe weather and flooding
- San Francisco Bay Restoration Authority grants. The Authority is particularly interested in supporting projects that address equity and include benefits to economically disadvantaged communities through meaningful community engagement.

Convene a Workshop or Forum – The County could convene a workshop or forum to bring together local jurisdictions, agencies, businesses, landholders the railroads, non-profit organizations, community groups and other stakeholders to discuss the current knowledge and data gaps concerning local Sea Level Rise projections and potential impacts, local efforts currently underway to address the impacts of Sea Level Rise, and possible local and county-wide approaches to develop adaptation strategies to address the impacts of Sea Level Rise. The results of the two Adapting to Rising Tides studies conducted by the Bay Conservation and Development Commission for Contra Costa County could serve as the starting point for this discussion.

Create a local public/private partnership – The County could explore the formation of a public-private partnership to develop solutions to address the potential impacts from Sea Level Rise. The County could engage the railroads, other local jurisdictions, public agencies, local non-profit and community groups, public and private landholders along the shoreline, other businesses impacted directly or indirectly by Sea Level Rise, and the general public. The County could engage residents and community groups in Disadvantaged Communities, which are mostly located along the Contra Costa shoreline, and which will bear a disproportionately high burden from the impacts of Sea Level Rise. In 2019, a graduate student team from the UC Berkeley Goldman School of Public Policy developed options the County could pursue to fund and implement the findings from the Adapting to Rising Tides studies. The Goldman School team recommended the County start by forming a working group of government entities, property owners, and other stakeholders.

Benchmark Best Practices – The County could review projects and practices already being conducted in the County to establish Best Practices for future efforts. The Bay Conservation and Development Commission is developing a guide/road map for how to move forward with implementing SLR adaptation measures by local government. This guide is scheduled to be completed in the summer of 2021 and should be a valuable tool to support efforts to evaluate local projects.

Evaluate County Policies and Practices – The County could evaluate its policies and practices for land use development, public works and transportation projects, economic development, hazardous materials management, flood control and other activities to determine if they adequately account for and address the potential impacts of SLR. These efforts could be part of the current update to the County's General Plan or could be conducted independently of that effort.

Develop a Sea Level Rise Resolution – The Board of Supervisors adopted a Climate Emergency Resolution on September 22, 2020. This resolution acknowledged that rising global temperatures will cause sea levels to rise (up to six feet or more by year 2100 under certain scenarios) and resolved to establish an interdepartmental task force of all Department heads to implement the County's Climate Action plan and identify additional actions, policies, and programs the County can undertake to reduce and adapt to the impacts of a changing climate. The resolution did not identify any specific actions to be taken to address Sea Level Rise. Building on this resolution, the County could adopt a resolution specifically acknowledging the local threats posed by Sea Level Rise and identify specific measures to address them.