



# Agenda

## TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

August 9, 2021

9:00 A.M.

1025 Escobar St., Martinez

**To slow the spread of COVID-19, in lieu of a public gathering, the Transportation Water and Infrastructure meetings will be remote until further notice and accessible via link 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 the business of the day and preference of the Committee

**Please click the link below to join the webinar:**

**<https://cccounty-us.zoom.us/j/87307075509>**

**Or Telephone, dial:**

**USA 214 765 0478 US Toll or 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 May 10, 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. **ACCEPT the update from the Hazardous Materials Commission concerning actions they have taken to respond to the direction given them at the April 12, 2021 TWIC meeting concerning sea level rise and DIRECT staff as appropriate.**(Michael Kent, Hazardous Materials Commission) **[Page 8](#)**

6. **APPROVE** the selection of the Appian Way Undergrounding Project as the next project for the Contra Costa County Rule 20A Underground Utility Program, and **AUTHORIZE** the Director of Public Works, on behalf of the County, to initiate technical field reviews with utility-related members of the Underground Utility Advisory Committee, including Pacific Gas and Electric Company, AT&T, and Comcast, develop and finalize the scope, geographic boundaries, and cost estimate. (Craig Standafer, Department of Public Works) [Page 10](#)
7. **RECEIVE** a report on the preparation of a Groundwater Sustainability Plan for the East Contra Costa Groundwater Subbasin and take **ACTION** as appropriate. (Ryan Hernandez, Department of Conservation and Development - Water Agency) [Page 24](#)
8. **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 50](#)
9. The next meeting is currently scheduled for September 13, 2021.
10. 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) 655-2750  
[john.cunningham@dcd.cccounty.us](mailto: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:** 08/09/2021  
**Subject:** Administrative Items, if applicable.  
**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:**

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:** 08/09/2021

**Subject:** REVIEW record of meeting for May 10, 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 May 10, 2021, Committee Meeting with any necessary corrections.

#### **Fiscal Impact (if any):**

N/A

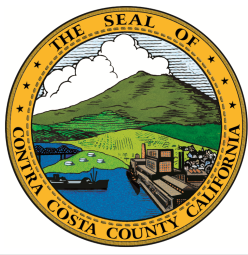
---

#### **Attachments**

Meeting Record of May 2021 TWIC

---

# DRAFT



## TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR  
May 10, 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).

***No public comment.***

3. CONSIDER Administrative items and Take ACTION as appropriate.
4. Staff recommends approval of the attached Record of Action for the April 12, 2021, Committee Meeting with any necessary corrections.

***The Committee unanimously APPROVED the meeting record.***

5. REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA)(SB1) funded road projects, RECEIVE public comment, and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors approve project list, and direct staff to proceed with submitting the Fiscal Year 2021/2022 list of projects to the California Transportation Commission prior to the July 1, 2021, submittal deadline for approval.

***The Committee unanimously APPROVED the recommendations, DIRECTED staff to bring the items to the Board of Supervisors on consent, and in response to Committee comments regarding the need to be efficient and strategic relative to the use of recycled water Public Works staff will check in to how recycled water usage is prioritized.***

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

***The Committee RECEIVED the report and discussed options for addressing the rapidly rising volume of users and alternate modes on the Iron Horse and other, similar multi-use paths. Options include the development of a joint (CCTA, EBRPD, CC County) committee to consider at options, the development of pilot programs for parallel facilities (equitably distributed around the county), and the identification of new revenue streams for maintenance (potentially BAAQMD).***

7. The next meeting is currently scheduled for June 14, 2021.
8. Adjourn

---

For Additional Information Contact:

John Cunningham, Committee Staff Phone  
(925) 655-2915, Fax (925) 655-2750  
john.cunningham@dcd.cccounty.us



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

**Meeting Date:** 08/09/2021

**Subject:** UPDATE on Hazardous Materials Commission letter encouraging TWIC to take action to address the potential impacts of Sea Level Rise.

**Submitted For:** Anna Roth, Health Services Director

**Department:** Health Services

**Referral No.:** 5

**Referral Name:** Review projects, plans and legislative matters that may affect the health of the SF Bay and Delta, including flood control and climate change, consistent with the Board of Supervisors adopted Delta Water Platform.

**Presenter:** Michael Kent, Executive Assistant to the **Contact:** Michael Kent  
Hazardous Materials Commission (925)250-3227

---

#### **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.

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 TWIC in December, 2020.

In response to the findings of this study, the Hazardous Materials Commission wrote a letter to TWIC on February 26, 2021 encouraging them to take further action to address the potential impacts of Sea Level Rise. The Commission's letter was discussed at the April 12, 2021, TWIC meeting. TWIC directed the Hazardous Materials Commission to return with next steps on how to proceed.

**Referral Update:**

On June 8, 2021, Supervisor Burgis and County Administrator Monica Nino wrote a letter to County Departmental Directors requesting them to work with the Hazardous Materials Commission in providing data and any preliminary reports related to sea level rise. Since that time, Michael Kent, Executive Assistant to the Hazardous Materials Commission, has been interviewing staff in the Public Works, Conservation and Development, and Health Departments about how they address sea level rise in their planning and policies. He has also interviewed staff in other agencies such as the Bay Conservation and Development Commission, the San Francisco Bay Regional Water Quality Control Board and the Contra Costa Transportation Authority. The Hazardous Materials Commission is also preparing to conduct a survey of businesses that handle hazardous materials that will potentially be impacted by sea level rise as to their planning and actions concerning sea level rise.

**Recommendation(s)/Next Step(s):**

ACCEPT the update from the Hazardous Materials Commission concerning actions they have taken to respond to the direction given them at the April 12, 2021, TWIC meeting concerning sea level rise, and DIRECT staff as appropriate.

**Fiscal Impact (if any):**

Unknown. This would depend on the next steps the Hazardous Materials Commission eventually recommends.

---

**Attachments**

*No file(s) attached.*

---



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

**Meeting Date:** 08/09/2021

**Subject:** APPROVE the Appian Way Undergrounding Project for the County Rule 20A Underground Utility Program and AUTHORIZE the PWD Director.

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

**Department:** Public Works

**Referral No.:** 13

**Referral Name:** Monitor and report on the Underground Utilities Program.

**Presenter:** Craig Standafer, Public Works  
Department

**Contact:** Craig Standafer  
(925)313-2018

---

### **Referral History:**

The Public Works Department manages the Rule 20A Underground Utility Program for Contra Costa County. Through Rule 20A, the California Public Utilities Commission (CPUC) requires Pacific Gas and Electric Company (PG&E) to set aside funds annually for financing the undergrounding of overhead distribution facilities located on public streets and roads (see Exhibit A). AT&T and Comcast also budget funds to participate in projects where PG&E Rule 20A funds are programmed.

Utility Undergrounding replaces aboveground electrical and communication facilities (joint poles) with below ground facilities (joint trenches). The Board of Supervisors approve the next utility undergrounding project to move forward. Past projects, such as the Bailey Road and Willow Pass Road Undergrounding project were discussed at the Finance Committee; however, each Board member stated that the TWIC would be a more appropriate venue.

### **Referral Update:**

PG&E Rule 20A work credits are the funding source for utility undergrounding projects. As of February 28, 2021, the balance of Rule 20A funds allocated to the County was \$18,528,494, with roughly \$10 million slated to be deducted this year after the completion of PG&E's accounting for the Bailey Road and Willow Pass Road Undergrounding Project.

Between the months of November 2020 through March 2021, the Public Works Department staff briefed each Supervisorial District on a planning matrix and rubric to determine where the next utility undergrounding project should take place. Over the next two months, Public Works responded to questions.

Many criteria were analyzed in the rubric to determine the next project including the following: average daily traffic, whether the project would be in a highly visible commercial corridor or

community gateway, the overall aesthetics and potential for economic growth, the project's location within a Wildland Urban Interface Zone (i.e., the potential for improving public safety from wildfires), and geographic equity.

Staff recommends that the Appian Way corridor from City of Pinole city limit to Argyle Road should be the next project to proceed with.

The CPUC and PG&E are proposing to end the current funding to the Rule 20A program. This could make the next project the last project to be funded by work credits.

**Recommendation(s)/Next Step(s):**

APPROVE the selection of the Appian Way Undergrounding Project as the next project for the Contra Costa County Rule 20A Underground Utility Program, and AUTHORIZE the Director of Public Works, on behalf of the County, to initiate technical field reviews with utility-related members of the Underground Utility Advisory Committee, including PG&E, AT&T, and Comcast, develop and finalize the scope, geographic boundaries, and cost estimate.

**Fiscal Impact (if any):**

There will be no impact to the County General Fund. Staff time to perform preliminary project scoping, coordination with utilities, and underground utility district formation will be funded with local road funds and supplemental funds from grants, Area of Benefit funds, and other funds when available. Preliminary engineering, design, and construction will be funded with Rule 20A funds and with supplemental parcel owner contributions where construction work on such parcels exceeds allotments provided in Section 3 of CPUC Rule 20A.

---

**Attachments**

TWIC Memo

Exhibit A

Exhibit B

---




Contra Costa County  
**Public Works  
Department**

Brian M. Balbas, Director

Deputy Directors  
Stephen Kowalewski, Chief  
Allison Knapp  
Warren Lai  
Carrie Ricci  
Joe Yee

## Memo

**DATE:** August 2, 2021  
**TO:** Transportation, Water, and Infrastructure Committee  
Supervisor Candace Anderson, District II, Chair  
Supervisor Diane Burgis, District III, Vice Chair  
**FROM:** Brian M. Balbas, Public Works Director   
**SUBJECT:** **Contra Costa County Rule 20A Underground Utility Program**

### Recommendation

APPROVE the selection of the Appian Way Undergrounding Project as the next project for the Contra Costa County Rule 20A Underground Utility Program, and AUTHORIZE the Director of Public Works, on behalf of the County, to initiate technical field reviews with utility-related members of the Underground Utility Advisory Committee (UUAC), including Pacific Gas and Electric Company (PG&E), AT&T, and Comcast, develop and finalize the scope, geographic boundaries, and cost estimate.

### Financial Impact

There will be no impact to the County General Fund. Staff time to perform preliminary project scoping, coordination with utilities, and underground utility district formation will be funded with local road funds and supplemental funds from grants, Area of Benefit funds, and other funds when available. Preliminary engineering, design, and construction will be funded with Rule 20A funds and with supplemental parcel owner contributions where construction work on such parcels exceeds allotments provided in Section 3 of California Public Utilities Commission (CPUC) Rule 20A.

### Background

The Public Works Department manages the Rule 20A Underground Utility Program for Contra Costa County. Through Rule 20A, the CPUC requires PG&E to set aside funds annually for financing the undergrounding of overhead distribution facilities located on public streets and roads (see Exhibit A). AT&T and Comcast also budget funds to participate in projects where PG&E Rule 20A funds are programmed.

---

*"Accredited by the American Public Works Association"*

255 Glacier Drive Martinez, CA 94553-4825

TEL: (925) 313-2000 • FAX: (925) 313-2333

[www.cccpublicworks.org](http://www.cccpublicworks.org)

08-09-21 TWIC Mtg - Agenda Packet, Page 12 of 84



Utility Undergrounding replaces above ground electrical and communication facilities (joint poles) with below ground facilities (joint trenches). The Board of Supervisors must vote on the next utility undergrounding project to move forward. Past projects, such as the Bailey Road and Willow Pass Road Undergrounding project were discussed at the Finance Committee; however, each Board member stated that the TWIC would be a more appropriate venue.

PG&E Rule 20A work credits are the funding source for utility undergrounding projects. As of February 28, 2021, the balance of Rule 20A funds allocated to the County was \$18,528,494, with roughly \$10 million slated to be deducted this year after the completion of PG&E's accounting for the Bailey Road and Willow Pass Road Undergrounding Project.

The California Public Utilities Commission (CPUC) and PG&E are proposing to end the current funding to the Rule 20A program. This could make this project the last project to be funded by work credits.

As part of the Rule 20A process, PG&E suggests that local agencies establish an UUAC. In the mid-1990s, such a committee, consisting of the County Administrator's Office, County Counsel, Building Inspection, Public Works, PG&E, and Pacific Bell, met and put together a District Master Plan. In August of 1996, PG&E approved this Master Plan, and the County started on its implementation. Since then, the County has completed underground utility work on Stone Valley Road in Alamo, Pomona Street/2<sup>nd</sup> Avenue in Crockett, Parker Avenue in Rodeo, and has nearly completed the project on Bailey Road and Willow Pass Road in Bay Point.

Between the months of November 2020 through March 2021, the Public Works Department staff briefed each Supervisorial District on a planning matrix and rubric to determine where the next utility undergrounding project should take place. Over the next two months, Public Works responded to questions.

Many criteria were analyzed in the rubric to determine the next project including the following: average daily traffic (ADT), whether the project would be in a highly visible commercial corridor or community gateway, the overall aesthetics and potential for economic growth, the project's location within a Wildland Urban Interface Zone (i.e. the potential for improving public safety from wildfires), and geographic equity.

Based on this criteria, staff recommends that the Appian Way corridor from the City of Pinole city limit to Arqyle Road in the El Sobrante area be the next project in the Rule 20A Utility Undergrounding Program.

After the Contra Costa County Rule 20A Underground Utility Program Appian Way Project is approved by the TWI Committee, Public Works staff will perform technical field reviews with utility-related members of the UUAC, including Pacific Gas and Electric Company (PG&E), AT&T, and Comcast, to firm up the scope, geographic boundaries, and cost estimates for the project.

Upon the completion of the field reviews and the identification of a preferred project candidate, Public Works staff will prepare a report to the Board of Supervisors, including recommendations to (1) approve the project, (2) declare intent to use 20A funds, and (3) call public hearings for the purpose of establishing an underground utility district. A step-by-step procedure for the formation of underground utility districts was drafted and presented to these three committees (see Exhibit B).

### **Consequences of Negative Action**

Failure to approve Public Works to move forward with the Appian Way project will prevent Public Works from developing the Appian Way Undergrounding Project and may jeopardize the remaining Rule 20A funding.

BMB:JF:ss

G:\transeng\Underground Utility Districts\Meetings\2021-08-02 memo - TWIC - UU.doc

Attachments: Exhibit A. Rule 20—Replacement of Overhead with Underground Electric Facilities

Exhibit B. The Process to Establish an Underground Utility District

cc: Steve Kowalewski, Chief Deputy Director  
Jerry Fahy, Transportation Engineering  
Nancy Wein, Transportation Engineering  
Jeff Valeros, Transportation Engineering  
Craig Standafer, Transportation Engineering  
Michele Wara, Administration



## EXHIBIT A

### RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES

- A. PG&E will, at its expense, replace its existing overhead electric facilities with underground electric facilities along public streets and roads, and on public lands and private property across which rights-of-ways satisfactory to PG&E have been obtained by PG&E, provided that:
1. The governing body of the city or county in which such electric facilities are and will be located has:
    - a. Determined, after consultation with PG&E and after holding public hearings on the subject, that such undergrounding is in the general public interest for one or more of the following reasons:
      - 1) Such undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric facilities;
      - 2) The street or road or right-of-way is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic;
      - 3) The street or road or right-of-way adjoins or passes through a civic area or public recreation area or an area of unusual scenic interest to the general public; and
      - 4) The street or road or right-of-way is considered an arterial street or major collector as defined in the Governor's Office of Planning and Research General Plan Guidelines.
    - b. Adopted an ordinance creating an underground district in the area in which both the existing and new facilities are and will be located requiring, among other things, (1) that all existing overhead communication and electric distribution facilities in such district shall be removed, (2) that each property served from such electric overhead facilities shall have installed in accordance with PG&E's rules for underground service, all electrical facility changes on the premises necessary to receive service from the underground facilities of PG&E as soon as it is available, and (3) authorizing PG&E to discontinue its overhead service.

(T)

(N)

|

(N)

(Continued)



**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

A. (Cont'd.)

2. PG&E's total annual budgeted amount for undergrounding within any city or the unincorporated area of any county shall be allocated as follows:
  - a. The amount allocated to each city and county in 1990 shall be the highest of:
    - 1) The amount allocated to the city or county in 1989, which amount shall be allocated in the same ratio that the number of overhead meters in such city or unincorporated area of any county bears to the total system overhead meters; or
    - 2) The amount the city or county would receive if PG&E's total annual budgeted amount for undergrounding provided in 1989 were allocated in the same ratio that the number of overhead meters in each city or the unincorporated area of each county bears to the total system overhead meters based on the latest count of overhead meters available prior to establishing the 1990 allocations; or
    - 3) The amount the city or county would receive if PG&E's total annual budgeted amount for undergrounding provided in 1989 were allocated as follows:
      - a) Fifty percent of the budgeted amount allocated in the same ratio that the number of overhead meters in any city or the unincorporated area of any county bears to the total system overhead meters; and
      - b) Fifty percent of the budgeted amount allocated in the same ratio that the total number of meters in any city or the unincorporated area of any county bears to the total system meters.

(N)

(N)

(Continued)



**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

A. (Cont'd.)

2. (Cont'd.)

b. Except as provided in Section 2.c., the amount allocated for undergrounding within any city or the unincorporated area of any county in 1991 and later years shall use the amount actually allocated to the city or county in 1990 as the base, and any changes from the 1990 level in PG&E's total annual budgeted amount for undergrounding shall be allocated to individual cities and counties as follows:

(N)

- 1) Fifty percent of the change from the 1990 total budgeted amount shall be allocated in the same ratio that the number of overhead meters in any city or unincorporated area of any county bears to the total system overhead meters; and
- 2) Fifty percent of the change from the 1990 total budgeted amount shall be allocated in the same ratio that the total number of meters in any city or the unincorporated area of any county bears to the total system meters.

c. When a city incorporates, resulting in a transfer of utility meters from the unincorporated area of a county to the city, there shall be a permanent transfer of a prorata portion of the county's 1990 allocation base referred to in Section 2.b. to the city. The amount transferred shall be determined:

- 1) Fifty percent based on the ratio that the number of overhead meters in the city bears to the total system overhead meters; and
- 2) Fifty percent based on the ratio that the total number of meters in the city bears to the total system meters.

When territory is annexed to an existing city, it shall be the responsibility of the city and county affected, in consultation with the Utility serving the territory, to agree upon an amount of the 1990 allocation base that will be transferred from the county to the city, and thereafter to jointly notify PG&E in writing.

(N)

(Continued)



**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

A. (Cont'd.)

2. (Cont'd.)

d. However, Section 2 a, b, and c shall not apply to PG&E where the total amount available for allocation under Rule 20-A is equal to or greater than 1.5 times the previous year's statewide average on a per customer basis. In such cases, PG&E's total annual budgeted amount for undergrounding within any city or the unincorporated area of any county shall be allocated in the same ratio that the number of overhead meters in the city or unincorporated area of any county bears to the total system overhead meters.

e. Upon request by a city or county, the amounts allocated may be exceeded for each city or county by an amount up to a maximum of five years' allocation at then-current levels where PG&E establishes additional participation on a project is warranted and resources are available. Such allocated amounts may be carried over for a reasonable period of time in communities with active undergrounding programs. In order to qualify as a community with an active undergrounding program the governing body must have adopted an ordinance or ordinances creating an underground district and/or districts as set forth in Section A.1.b. of this Rule. Where there is a carry-over or additional requested participation, as discussed above, PG&E has the right to set, as determined by its capability, reasonable limits on the rate of performance of the work to be financed by the funds carried over. When amounts are not expended or carried over for the community to which they are initially allocated they shall be assigned when additional participation on a project is warranted or be reallocated to communities with active undergrounding programs.

(N)

|  
|  
(N)

(T)  
(T)

(Continued)



**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

A. (Cont'd.)

3. The undergrounding extends for a minimum distance of one block or 600 feet, whichever is the lesser. (L)

Upon request of the governing body, PG&E will pay from the existing allocation of that entity for: (T)  
(T)

- a. The installation of no more than 100 feet of each customer's underground electric service lateral occasioned by the undergrounding. (T)  
(L)
- b. The conversion of electric service panels to accept underground service, up to \$1,500 per service entrance, excluding permit fees. (N)  
(N)

The governing body may establish a smaller footage allowance, or may limit the amount of money to be expended on a single customer's electric service, or the total amount to be expended on all electric service installations in a particular project. (L)  
(L)

(Continued)



**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

- B. In circumstances other than those covered by A above, PG&E will replace its existing overhead electric facilities with underground electric facilities along public streets and roads or other locations mutually agreed upon when requested by an applicant or applicants when all of the following conditions are met:
1. a. All property owners served from the overhead facilities to be removed first agree in writing to have the wiring changes made on their premises so that service may be furnished from the underground distribution system in accordance with PG&E's rules and that PG&E may discontinue its overhead service upon completion of the underground facilities; or
  - b. Suitable legislation is in effect requiring such necessary wiring changes to be made and authorizing PG&E to discontinue its overhead service.
  2. The applicant has:
    - a. Furnished and installed the pads and vaults for transformers and associated equipment, conduits, ducts, boxes, pole bases and performed other work related to structures and substructures including breaking of pavement, trenching, backfilling, and repaving required in connection with the installation of the underground system, all in accordance with PG&E's specifications, or, in lieu thereof, paid PG&E to do so;
    - b. Transferred ownership of such facilities, in good condition, to PG&E; and
    - c. Paid a nonrefundable sum equal to the excess, if any, of the estimated costs, of completing the underground system and building a new equivalent overhead system. (T)
  3. The area to be undergrounded includes both sides of a street for at least one block or 600 feet, whichever is the lesser, and all existing overhead communication and electric distribution facilities within the area will be removed.

**RULE 20—REPLACEMENT OF OVERHEAD WITH UNDERGROUND ELECTRIC FACILITIES**  
(Continued)

- B. (Cont'd)
4. PG&E may, when requested by the city or county and mutually agreed upon by such government entity and PG&E, initially fund any required engineering/design costs for conversion projects under this section. In the event such a project proceeds, the requesting city or county shall reimburse PG&E for such engineering/design costs before PG&E shall be required to commence further work on the project. In the event the project is not approved to proceed within two and one-half years of PG&E's delivery of such engineering/design (Continued) (N)





study, the requesting city or county shall reimburse PG&E for its costs of such engineering/design study within 90 days of a demand by PG&E. In the event payment is not received PG&E shall expense such costs as an operational cost and shall reduce the city or county's allocations provided under Section A of this Schedule by the amount.

5. The costs of removal of the overhead poles, lines, and facilities are the responsibility of PG&E and will be paid by PG&E. Such payments shall not operate to reduce Rule 20-A allocations.

(N)

- C. In circumstances other than those covered by A or B above, when mutually agreed upon by PG&E and an applicant, overhead electric facilities may be replaced with underground electric facilities, provided the applicant requesting the change pays, in advance, a nonrefundable sum equal to the estimated cost of the underground facilities less the estimated net salvage value and depreciation of the replaced overhead facilities. Underground services will be installed and maintained as provided in PG&E's rules applicable thereto.
- D. The term "underground electric system" means an electric system with all wires installed underground, except those wires in surface mounted equipment enclosures.

G:\TransEng\Underground Utility Districts\memo-2008-08-04 FinCom - UU Exhibit A.doc

## EXHIBIT B

### The Process to Establish an Underground Utility District

Establishment of an Underground Utility District can be initiated by either the Public Works Department determining the need or by a request from the property owners representing 60% of the parcels proposed for the district, subject to the "Criteria for Prioritizing Underground Utility District Projects".

Public Works will contact the members of the Underground Utility Advisory Committee to discuss potential underground districts.

The Advisory Committee is composed of representatives from the County Administrator's Office, County Counsel, Community Development Department, Building Inspection Department, Public Works Department, Pacific Gas & Electric (PG&E), and Comcast.

The following is a summary of the process necessary to form the district:

1. Outside requests and signed petitions (60% of parcels) received or in-house needs determined.
2. Outside requests and petitions forwarded to County Administrator who presents to Board. Board to refer request to Public Works.
3. Public Works requests PG&E to review request(s) and prepare estimates.
4. Advisory Committee convenes and reviews requests, determines priorities vs. available funds.
5. Field reviews by some Advisory Committee members (PG&E, SBC, Comcast, and Public Works) to firm up the boundaries. Possible attendance by representatives of petitioners is acceptable but not mandatory.
6. Continue public support if necessary by collecting petitions, etc. There is no set rule on the minimum threshold of support required for establishing the district. Suggest 50+% of parcels since the cost to remove streetlights from power poles and place on metal poles will be borne by property owners within the district.
7. Prepare report to Board of Supervisors, include recommendations to:
  - a. Approve suggested program
  - b. Declare intent to use 20A funds, and
  - c. Call public hearing
8. Prepare Underground Utility District map by identifying the "proposed" boundary. The word "proposed" should be located in the title block.
9. Prepare a g e n d a item and Board Resolution. Attach District Map.

10. Prepare list of names and mailing addresses of all property owners in proposed district. If a b s e n t owner, add "resident" of address in district.
11. Furnish n a m e and address list to Clerk of the Board.
12. Prepare "Information Sheet" to be mailed with hearing notices. Furnish master copy to the Clerk of the Board with address list. Take address list from Assessor's computer labels but check against Tax Collector's list for corrections.
13. If requested by utilities, hearing may be continued or boundaries changed. (Board Order and address list to be sent to Clerk)
14. When Board of Supervisors approves jurisdiction, prepare Board Resolution, update map to delete "proposed" from the title block. Furnish up-to-date address list to Clerk of the Board.
15. Public Works will work with PG&E to implement the Master Plan in a timely manner.

G:\transeng\Underground Utility Districts\Meetings\2021-08-09 - Exhibit B.docx



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

**Meeting Date:** 08/09/2021

**Subject:** RECEIVE a report on the preparation of a Groundwater Sustainability Plan for the East Contra Costa Groundwater Subbasin & take ACTION as appropriate.

**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

**Department:** Conservation & Development

**Referral No.:** 6

**Referral Name:** Review and monitor the establishment of Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act.

**Presenter:** Ryan Hernandez, DCD

**Contact:** Ryan Hernandez  
(925)655-2919

---

### **Referral History:**

This report is in fulfillment of the TWIC referral to monitor compliance of the Sustainable Groundwater Management Act.

Contra Costa County is a Groundwater Sustainability Agency (GSA) and overlies a portion of the East Contra Costa Groundwater Subbasin. The County, together with our partner GSAs, are preparing a Groundwater Sustainability Plan to be submitted to the Department of Water Resources by January 31, 2022.

### **Referral Update:**

The Sustainable Groundwater Management Act (Act) requires local agencies to manage groundwater in a sustainable manner. The Act also requires all high- and medium priority groundwater basins, as designated by the California Department of Water Resources (DWR), to be managed by a GSA. The East Contra Costa Groundwater Subbasin (Subbasin) is a medium priority basin, (DWR Basin 5-22.19, San Joaquin Valley). With the County, there are seven GSAs that overlie the Subbasin, the Cities of Antioch and Brentwood, Byron Bethany Irrigation District, Diablo Water District, Discovery Bay Community Services District and East Contra Costa Irrigation District (together Overlying Agencies). Contra Costa Water District (CCWD) is a member of the working group and contributes to the development of the GSP.

In the February 2021 update to the Transportation, Water, and Infrastructure Committee we discussed the process and schedule to develop a singular GSP. We implemented several tools, including conducting virtual public meetings, to inform the public and encourage access and

participation in the preparation of the ECC GSP. See the East Contra Costa Groundwater Sustainability webpage for draft chapters, maps and contact information:

<https://www.eccc-irwm.org/about-sigma>

All chapters of the GSP, except for Chapter 5, are now posted on the website above and we are continuing to seek public comments. We expect to publish the completed draft ECC GSP by September 1 for thirty days and anticipate preparing a report and presentation for the Board of Supervisors to consider adoption of the GSP before the end of the year.

The attached presentation provides additional information on the basin setting and conditions; and the proposed sustainable management criteria, projects and management actions, and plan implementation.

**Recommendation(s)/Next Step(s):**

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.

**Fiscal Impact (if any):**

Costs to prepare the groundwater sustainability plan will be divided evenly among the parties to the MOU, except that the County may elect to satisfy some or all of its cost-share obligation through in-kind services performed by County staff, which will be funded by the Water Agency.

---

**Attachments**

ECC GSP Presentation

---



# East Contra Costa Subbasin Groundwater Sustainability Plan Update August 9, 2021

Contra Costa County  
Transportation, Water,  
Infrastructure Committee



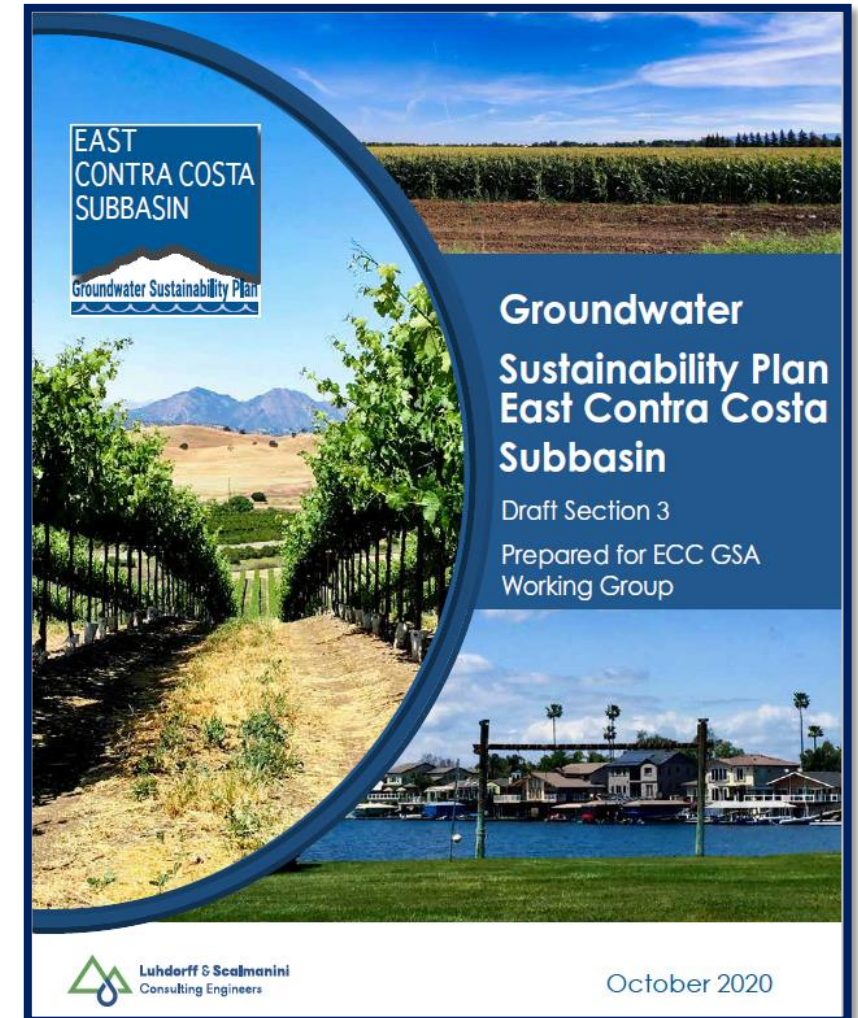


# ECC Groundwater Sustainability Plan

## Plan Sections

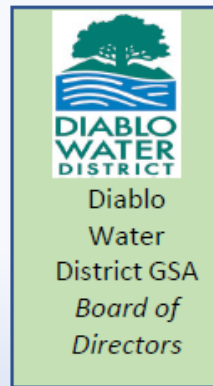
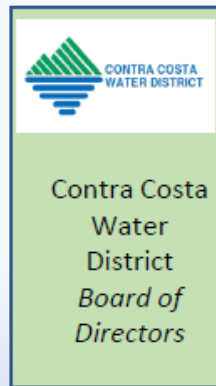
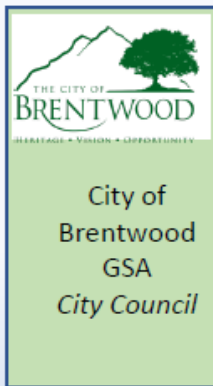
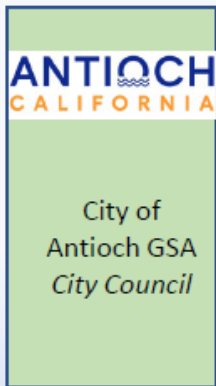
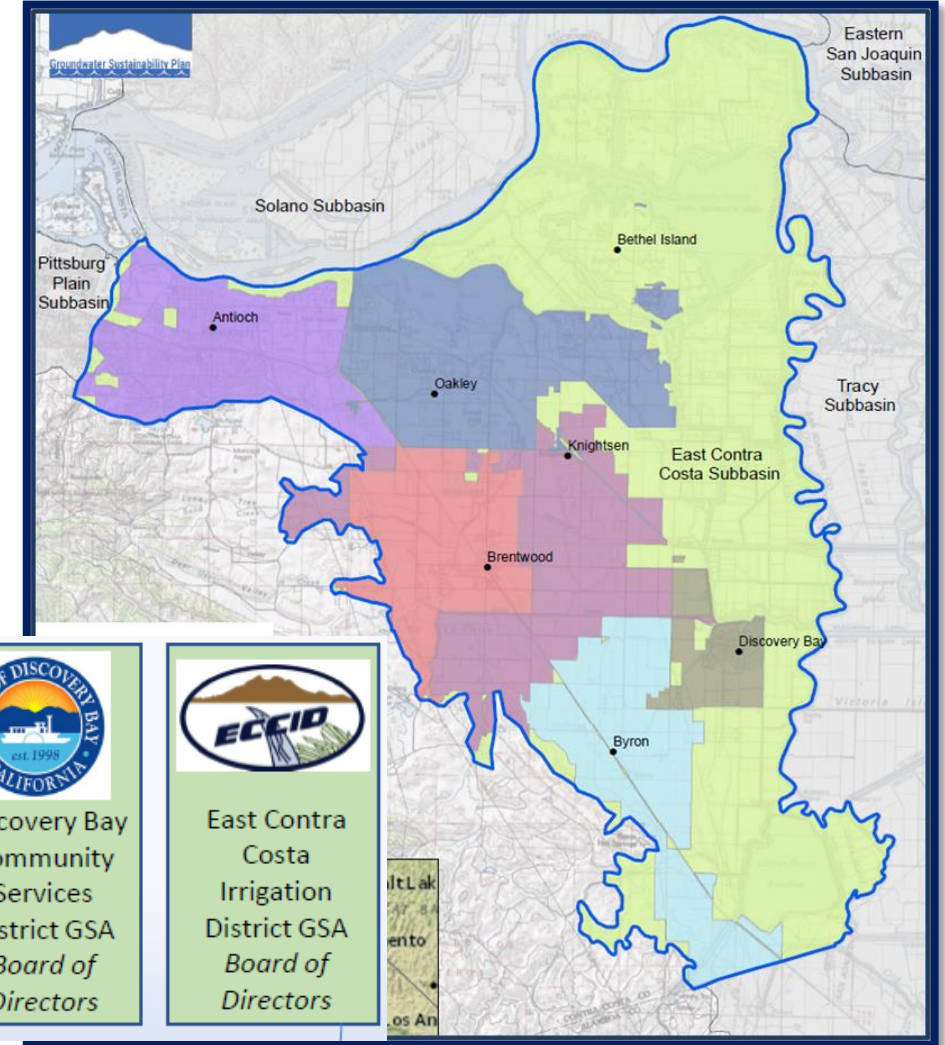
1. Introduction and Agencies
2. Plan Area
3. Basin Setting
4. Water Supply
5. Water Budget – Past, Current and Future
6. Monitoring Networks
- ✓ 7. Sustainable Management Criteria
- ✓ 8. Projects and Management Actions
- ✓ 9. Implementation
10. Communication

<https://www.eccc-irwm.org/sgma-documents-reports>



# Participating Agencies

## Seven GSAs and Contra Costa Water District

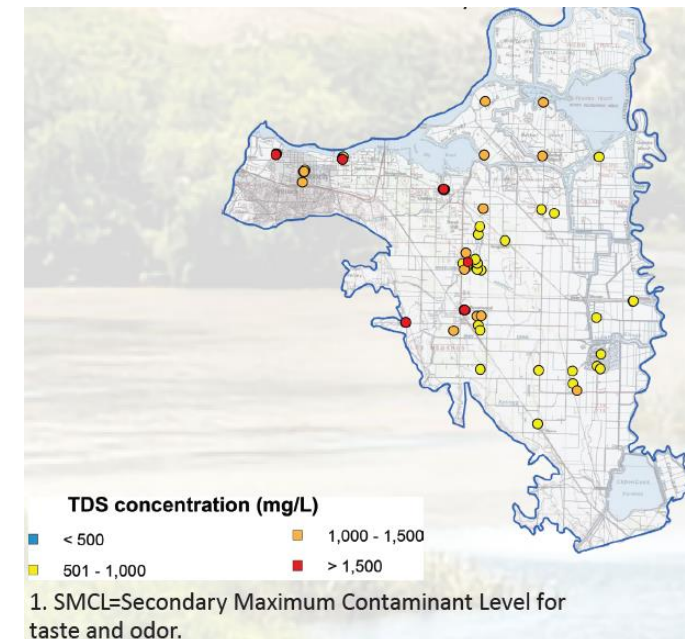
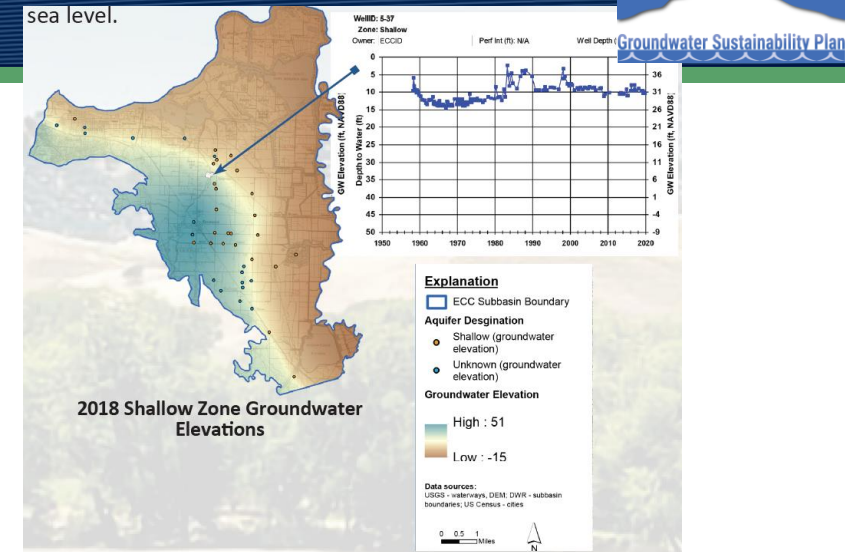




# Conditions in the ECC Subbasin

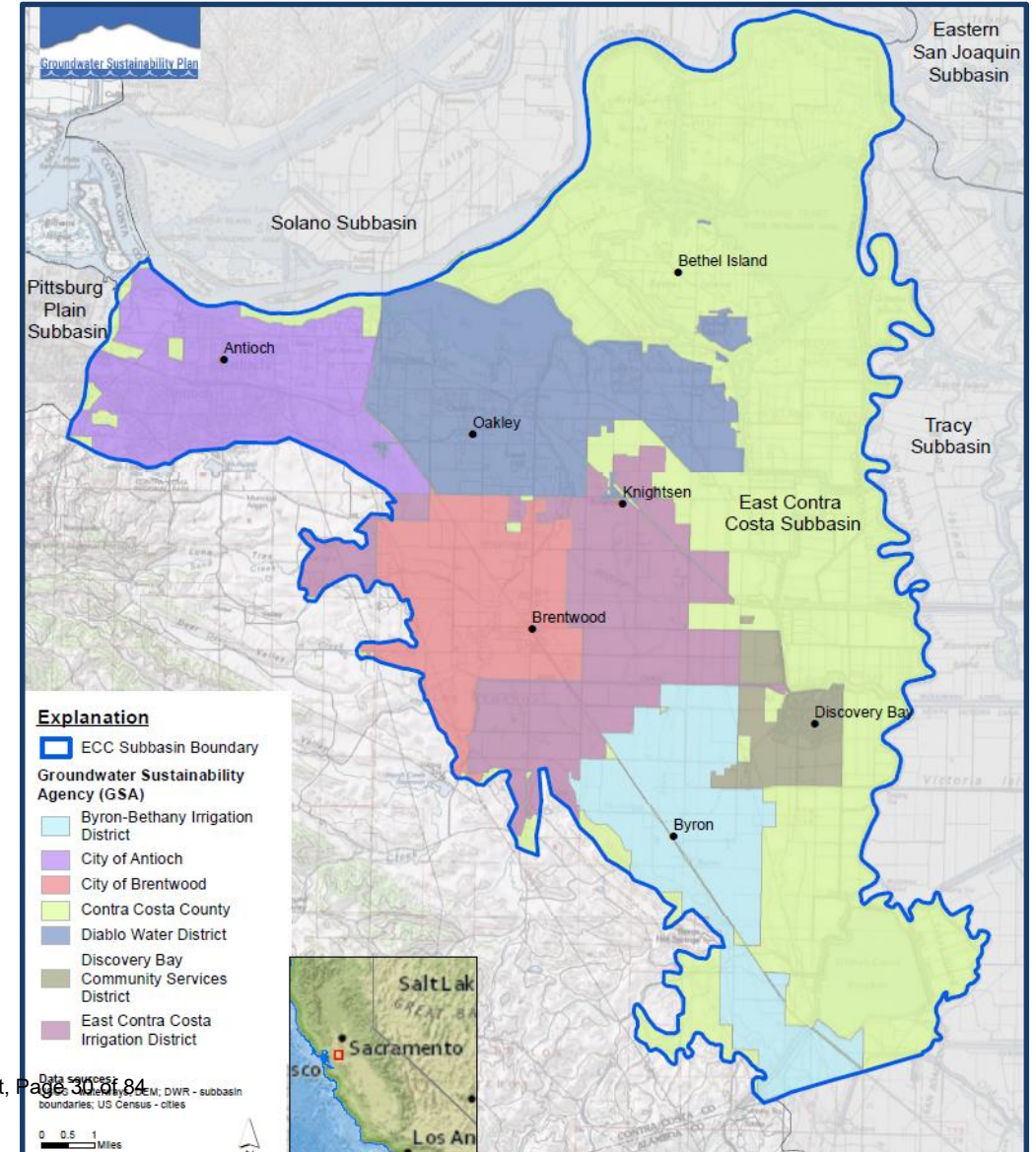
## SGMA Sustainability Indicators

1. Chronic Groundwater Level Lowering: **Not present**
2. Groundwater Storage: **No reduction**
3. Seawater Intrusion: **Not present**
4. Groundwater Quality: **No degradation due to pumping**
5. Land Subsidence due to pumping: **Not present**
6. Surface Water Depletion due to pumping: **Not present**



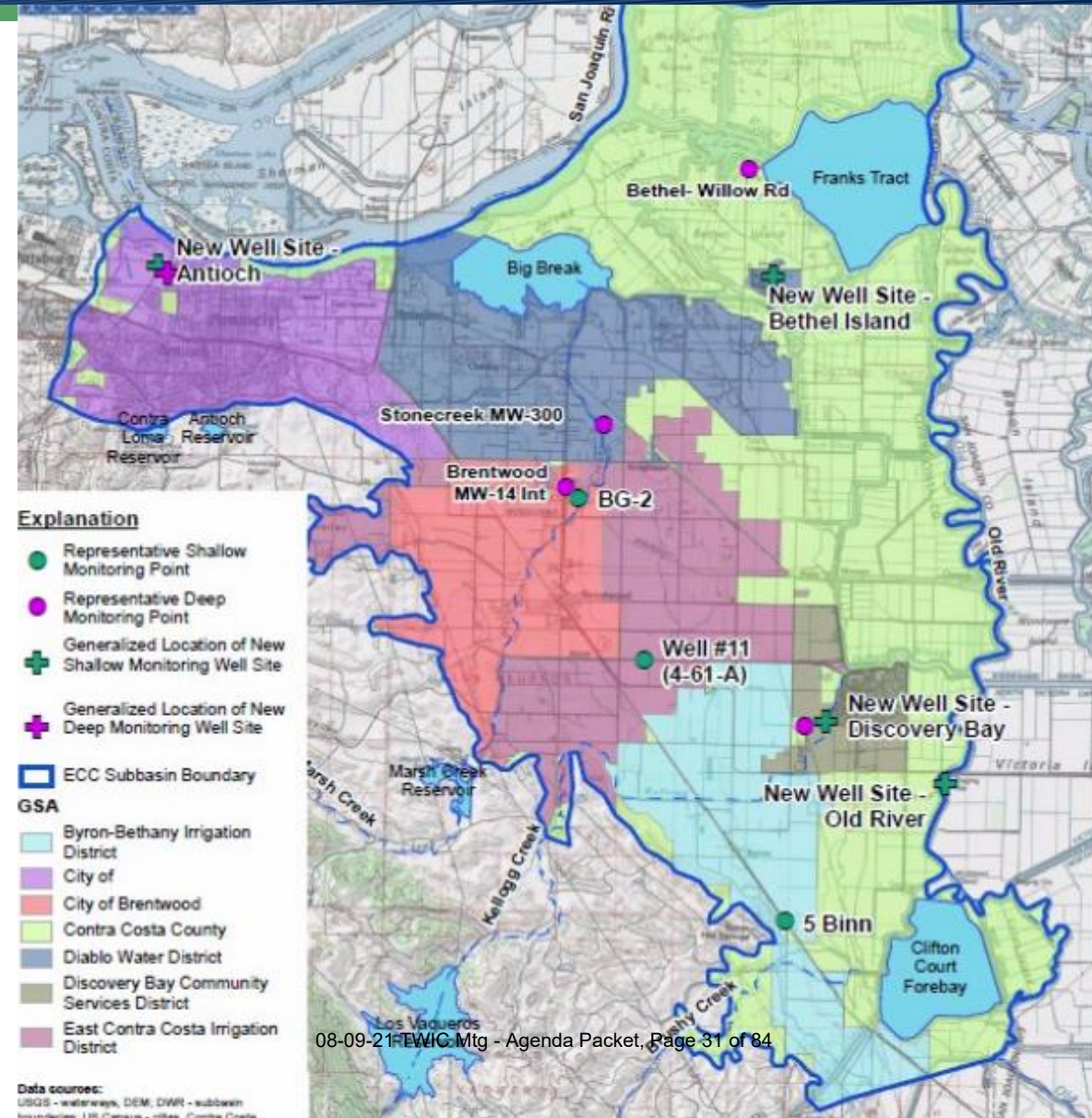
# ECC Sustainability Goal:

- Protect and maintain safe and reliable groundwater in the face of climate change*





# Proposed Representative Monitoring Network



# East Contra Costa GSP Sections 7, 8 and 9

 **Posted for Public Review and Comment**

<https://www.eccc-irwm.org/sgma-documents-reports>

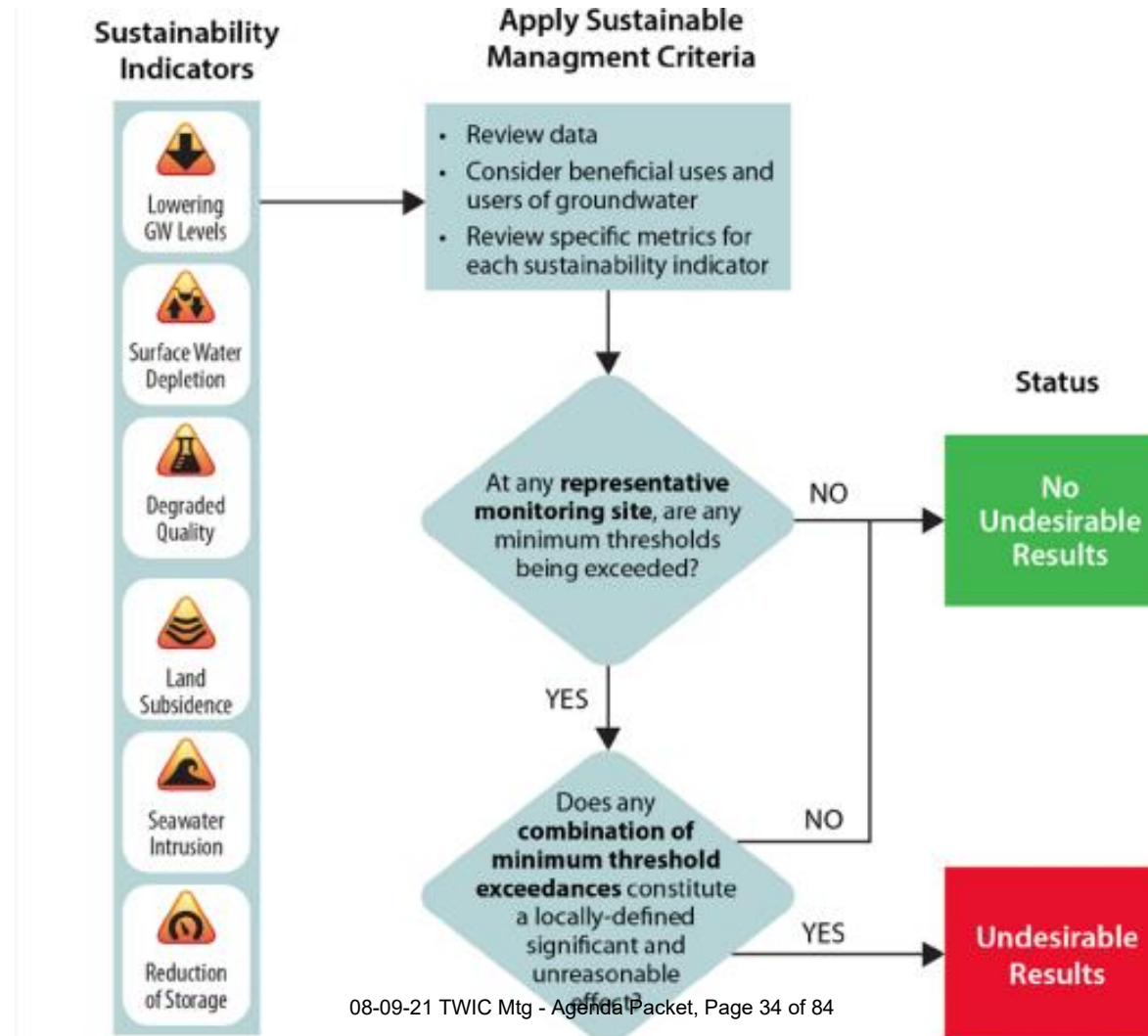
# Section 7: Sustainable Management Criteria

## Four requirements

1. Establish a Sustainability Goal
2. Identify Undesirable Results
3. Determine Minimum Thresholds (MT)
4. Determine Measurable Objectives (MO)



# Relationship between Sustainable Management Criteria, Minimum Thresholds and Undesirable Results



## Process for Sustainable Management Criteria

- Identify groundwater uses and users.
- Define undesirable results that have the potential to harm users and beneficial uses.
- Set Measurable Thresholds and Measurable Objectives.

## **ECC Subbasin Sustainability Goal**

- Protect and maintain safe and reliable sources of groundwater for all beneficial uses and users.
- Ensure current and future groundwater demands are met under climate change.
- Establish and protect sustainable yield for the Subbasin.
- Avoid undesirable results defined under SGMA.

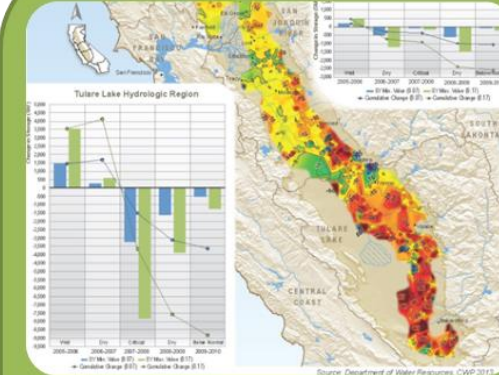


# Sustainable Management Criteria, cont.

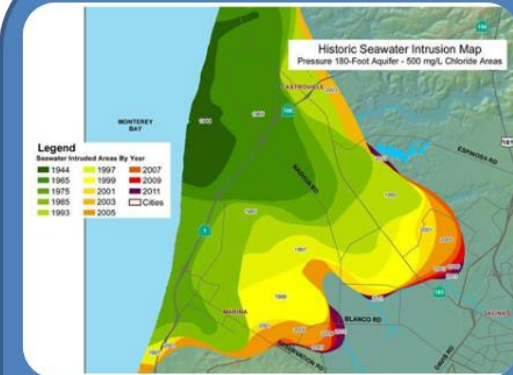
Avoid  
undesirable results  
for SGMA  
sustainability  
indicators:



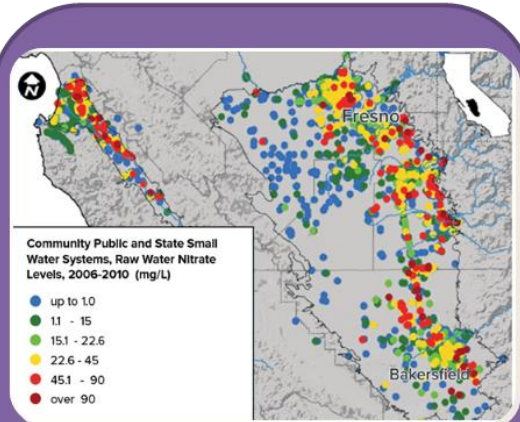
Lowering of GW  
Levels



Reduction of GW  
Storage



Seawater Intrusion



Degraded  
Water Quality



Land Subsidence



Depletion of Inter-  
connected Streams

# Sustainable Management Criteria, cont.

## Principles in the ECC Subbasin GSP include:

- Outreach to interested parties, stakeholders and the public
- Prioritize environmental justice and groundwater dependent ecosystems
- Protect supply for potentially underrepresented communities
- Protect sufficient groundwater storage for operational flexibility in all water year types

## Current groundwater uses and users

- Domestic
  - Municipal
  - Small water system
  - Private domestic
- Agricultural
- Commercial
- Industrial



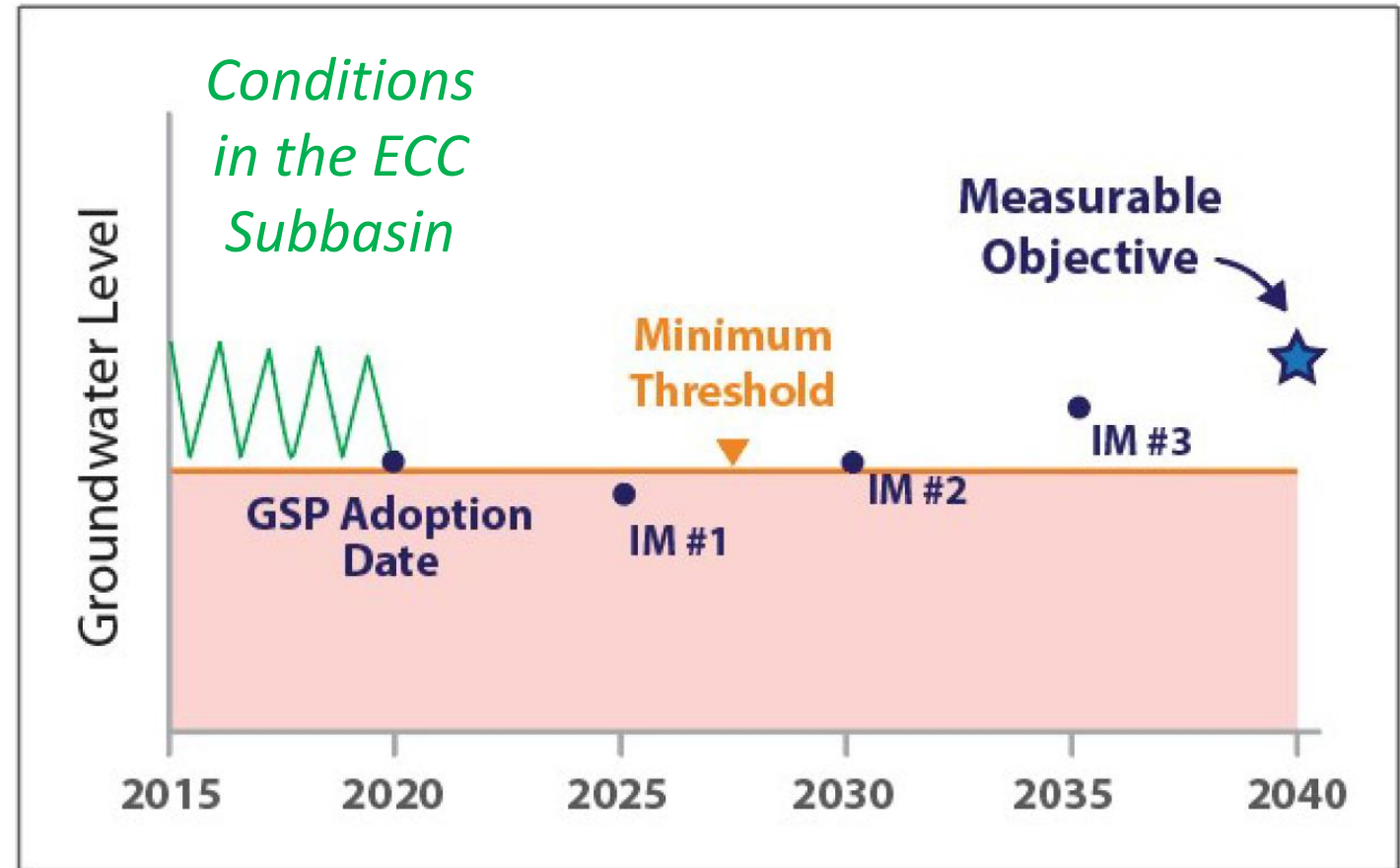
# Sustainable Management Criteria, cont.

## Minimum Thresholds

- Set at Representative Monitoring Points
- Set for each sustainability indicator
- Quantitative value triggering undesirable result

## Measurable Objectives

- Quantitative goal that allows operation flexibility



# Section 8- Projects and Management Actions

- Developed by GSAs
- Not anticipated to be needed but;
- Implemented if needed in response to potential causes of undesirable results

## Projects may include:

- Direct recharge
- Aquifer Storage and Recovery (ASR)
- In-lieu recharge

## Management Actions may include:

- Conservation
- Pumping restrictions
- Well location limitations

# Projects and Management Actions, cont.

## ***SGMA grants GSAs authorities to regulate wells:***

Type	No.	Management Action
Wells	1	Restrict well spacing
	2	Require meter/ Withdrawal Fees/Tiered Pricing:
	3a	New Well Permitting Requirements: specific conditions that may include monitoring, usage reporting, and usage limits.
	3b	New Well Permitting Requirement: GSAs by their own discretions limit well completion zones

## SGMA Regulations

*Generally do not apply to de minimis users extracting < 2 acre-feet<sup>1</sup> per year. However, some management actions may apply such as to protect water quality through construction requirements.*

1. The average household in California uses <1/2 to 1 acre-foot per year depending on location (various sources).

# Projects and Management Actions, cont.

## County Coordination

*Management actions to address sustainability will require coordination between GSAs and Contra Costa County Environmental Health Division (for well permitting).*

*And, the GSP has identified a need (data gap) to inventory new, and possibly existing, wells which will also require coordination.*



# Section 9: Plan Implementation

## 1. Governance

- GSAs are exploring options such as an MOU used in preparing the GSP

## 2. Budget

- Funding needed for ongoing work to satisfy regulations
- GSAs reviewing projected costs and means to pay for costs
- Needs include monitoring, reporting, outreach and communication

## 3. Schedule

# Plan Implementation: Budget

**Estimated ECC GSP annual cost range: \$140,000 to \$245,000/year**

## **Tasks covered by the 5-year budget**

- Community Outreach and Education
- GSP Monitoring and Data Management
- GSP Reporting
  - Annual Reports
  - 5-year Update of GSP
- Grant Writing
- Response to comments from DWR on submitted GSP

## **Funding Sources**

- Cost sharing options being evaluated
- Grants

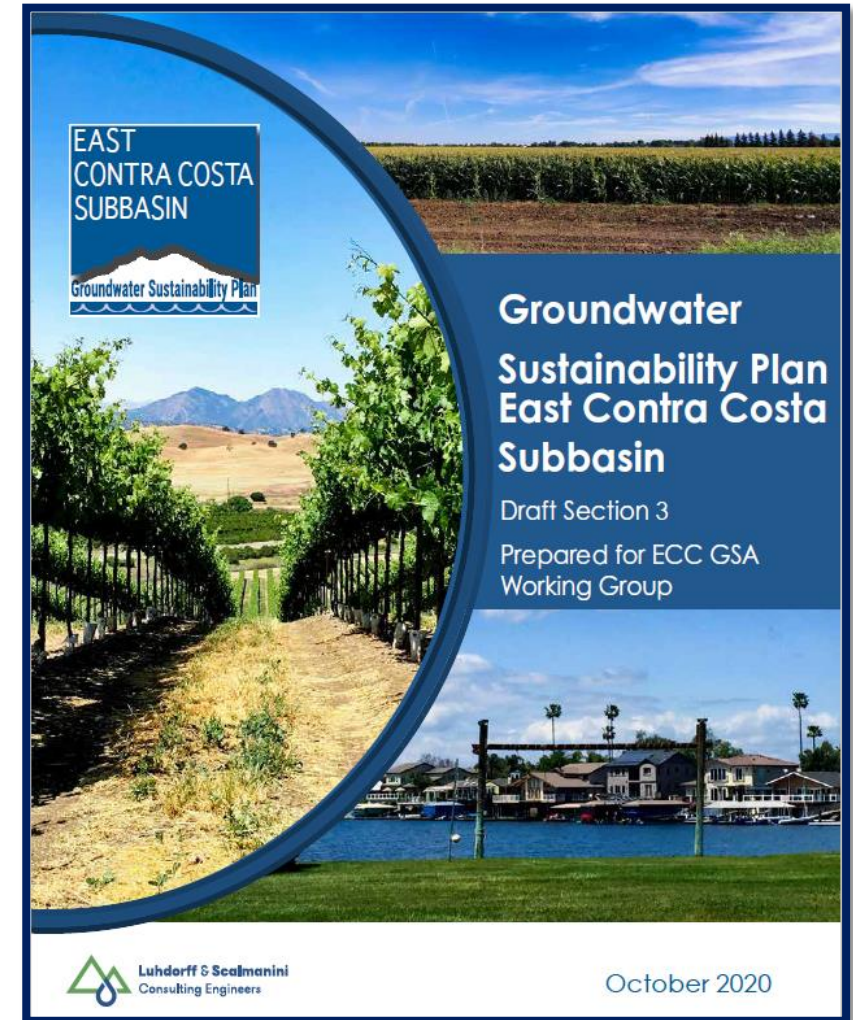
# Plan Implementation: 5-Year Schedule

Task	2022	2023	2024	2025	2026	2027
Plan Implementation						
GSP Submittal to DWR	X					
Outreach and Communication	Ongoing/ Continuous Activity					
Monitoring and Data Management	Ongoing/Continuous Activity					
Reporting						
Annual Reports	X	X	X	X	X	X
5-year GSP Evaluation Reports						X
DWR Review	DWR Review		Response to Review Comments	Approval		
GSA operating agreement	Groundwater Management under the GSP					

08-09-21 TWIC Mtg - Agenda Packet, Page 47 of 84

# Upcoming Milestones

- Notice of Intent to Adopt  
July 1 to September 28
- Final Public Comment Period for  
Public Draft of entire GSP  
September 1 to 30
- Publish Final GSP October 15
- Board Adoption Oct.-Dec. 2021
- Deadline to Submit January 31, 2022







# Questions?

<https://www.eccc-irwm.org/sgma-documents-reports>

## Thank you

Ryan Hernandez  
Ryan.Hernandez@dcd.cccounty.us



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

**Meeting Date:** 08/09/2021

**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**

No report in August.

#### **2. REGIONAL**

No report in August.

#### **3. STATE**

Mr. Watts is unable to attend the August Committee meeting, attached is his latest written update, numerous grant and funding announcements, and a legislation tracking table.

#### **4. FEDERAL**

MTC staff provided a write up of the draft Infrastructure Investment and Jobs Act as introduced in the Senate. The full document is attached to this report, a brief summary (also provided by MTC staff) is immediately below:

#### ***Short Summary***

*We estimate that the bill would provide about \$4.5 billion in “guaranteed” funding for the Bay Area via the highway and transit formula funds that MTC distributes. We also expect that the Bay Area/Bay Area projects could receive a share of the state’s \$4.5 billion in bridge repair funds and dedicated resources for EV charging and resilience projects. Perhaps the most unique/unprecedented element of the deal would be on the discretionary grant side (funding that USDOT would distribute on a competitive basis).*

*In addition to huge dollar amounts—more than \$100 billion in HTF & upfront appropriations for grant programs of interest—the focus of the grant programs reflects many of the Plan Bay Area 2050 priorities and in general the selection criteria appears Bay Area/large metro-friendly. To put the new discretionary funds in context, under the FAST Act we were effectively limited to the \$12 billion Capital Investment Grant program as a federal funding source for the region’s megaprojects. That limitation was three-fold: 1) total dollar amount for other funding programs, 2) grant criteria that made it hard for our transit/climate/intercity rail priorities to compete for funds and 3) our share of national grant awards dropped significantly after the 2016 administration change.*

**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**

Legislation of Interest

State Legislative Update

MTC - Infrastructure Investment and Jobs Act DRAFT Summary 8.3.21

CalSTA TIRCP 2020

Caltrans Clean Cal Fact sheet

Clean California State and Local Grants

CTC multiple grants 2020 save the date notice

---

Status actions entered today are **listed in bold**.

**File name: Master**

**California**

1. **CA AB 15**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** David Chiu (D-017)

**Title:** COVID-19 Relief: Tenancy Stabilization Act of 2021

**Fiscal Committee:** yes

**Urgency Clause:** yes

**Introduced:** 12/07/2020

**Disposition:** Pending

**Location:** Assembly Housing and Community Development Committee

**Summary:** Extends the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. Extends the repeal date of the COVID-19 Tenant Relief Act of 2020 to January 1, 2026. Prohibits a landlord from taking certain actions with respect to a tenant's COVID-19 rental debt, including, among others, charging or attempting to collect late fees, or withholding a service or amenity.

**Status:** 01/11/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.

**Topic:** Health, Housing

2. **CA AB 43**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

➤ **Slow Moving Bill**

1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Fiscal Committee

2nd Chamber

**Our Forecast** ⓘ  
▼ Show More



**Author:** Laura Friedman (D-043)

**Title:** Traffic Safety

**Fiscal Committee:** yes





**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 07/14/2021

**Disposition:** Pending

**Committee:** Senate Appropriations Committee

**Hearing:** 08/16/2021 9:00 am, Room 4203  

**Summary:** Authorizes local authorities to consider the safety of vulnerable pedestrian groups, as specified. Authorizes Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

**Status:** 07/14/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

**Topic:** Safety, Speed-Limits, Transportation

### 3. CA AB 117



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

 **Slow Moving Bill**



**Author:** Tasha Boerner Horvath (D-076)

**Title:** Air Quality Improvement Program: Electric Bicycles

**Fiscal Committee:** yes



**Urgency Clause:** no

**Introduced:** 12/18/2020

**Last Amend:** 07/16/2021

**Disposition:** Pending

**Committee:** Senate Appropriations Committee

**Hearing:** 08/16/2021 9:00 am, Room 4203  

**Summary:** Specifies projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. Requires the state board, no later than a specified date, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.

**Status:** 07/16/2021 From SENATE Committee on APPROPRIATIONS with author's amendments. 07/16/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

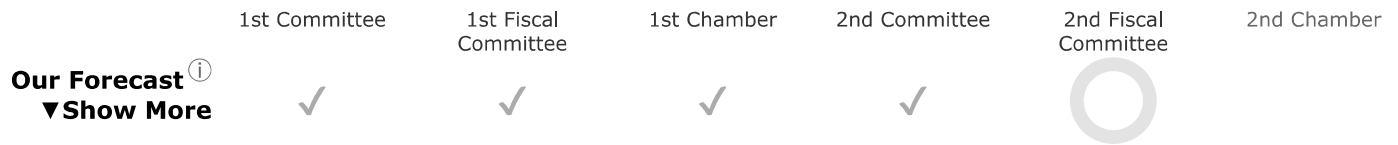
**Topic:** Bikes, Transportation

#### 4. CA AB 537



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Fast**  
Moving Bill



**Author:** Bill Quirk (D-020)

**Title:** Wireless Telecommunications and Broadband Facilities

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/10/2021

**Last Amend:** 07/13/2021

**Disposition:** Pending

**Committee:** Senate Appropriations Committee

**Hearing:** 08/16/2021 9:00 am, Room 4203

**Summary:** Requires a collocation or siting application for a wireless telecommunications facility. Prohibits the commencement of construction during the 30 days within which the city or county is authorized to seek judicial review after being notified that the reasonable time period for acting on the application has lapsed, or until the court rules on any motion for a preliminary injunction or temporary restraining order filed by the city or county.

**Status:** 07/13/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

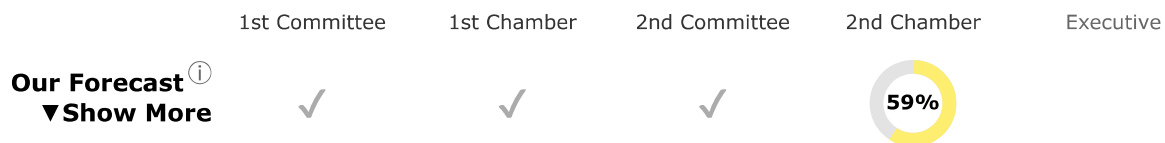
**Topic:** Telecom/Broadband

#### 5. CA AB 773



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Slow**  
Moving Bill



**Author:** Adrin Nazarian (D-046)

**Title:** Street Closures and Designations

**Fiscal Committee:** no

**Urgency Clause:** no

**Introduced:** 02/16/2021

**Last Amend:** 07/05/2021

**Disposition:** Pending

**File:** 172

**Location:** Senate Third Reading File  

**Summary:** Authorizes a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space.

**Status:** 07/14/2021 In SENATE. Read second time. To third reading.

**Topic:** Bikes, LandUse, Safety, Transportation

## 6. CA AB 780



### SESSION ADJOURNMENT

September 10, 2021  
38 Days Remaining

1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

**Our Forecast**   
▼ Show More



**Author:** Philip Y. Ting (D-019)

**Title:** Local Zoning Ordinances: School Employee Housing

**Fiscal Committee:** no

**Urgency Clause:** no

**Introduced:** 02/16/2021

**Last Amend:** 03/15/2021

**Disposition:** Pending

**Location:** Assembly Local Government Committee

**Summary:** Authorizes 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. Exempts the rendering of a city or county zoning ordinance as inapplicable, in order to offer school district employee housing, from review under this authority.

**Status:** 03/25/2021 In ASSEMBLY. Suspend Assembly Rule 96.  
03/25/2021 Re-referred to ASSEMBLY Committees on LOCAL GOVERNMENT and EDUCATION.

**Topic:** Housing, LandUse

## 7. CA AB 784





### SESSION ADJOURNMENT

September 10, 2021  
38 Days Remaining





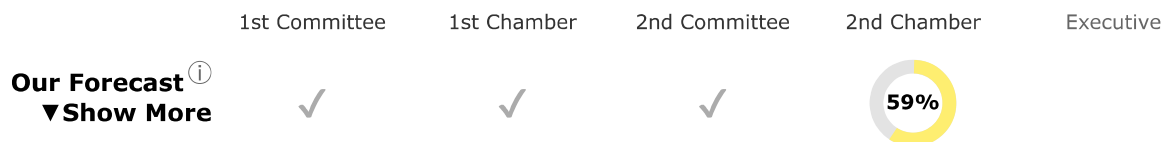
**Author:** Bill Quirk (D-020)  
**Title:** Alameda-Contra Costa Transit District  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 02/16/2021  
**Last Amend:** 07/05/2021  
**Disposition:** Pending  
**File:** 44  
**Location:** Senate Second Reading File    
**Summary:** Repeals the authority to form a transit district under certain provisions and recognizes the Alameda-Contra Costa Transit District as the district formed pursuant to this authority. Designates the Alameda-Contra Costa Transit District as a rapid transit district, thereby excluding the district from the definition of a local agency.  
**Status:** 07/15/2021 From SENATE Committee on APPROPRIATIONS: To second reading without further hearing pursuant to Senate Rule 28.8.  
**Topic:** Transportation

## 8. CA AB 970



**SESSION ADJOURNMENT**  
 September 10, 2021  
 38 Days Remaining



> **Slow**  
 Moving Bill



**Author:** Kevin McCarty (D-007)  
**Title:** Planning and Zoning: Electric Vehicle Charging Stations  
**Fiscal Committee:** no  
**Urgency Clause:** no  
**Introduced:** 02/18/2021  
**Last Amend:** 07/13/2021

**Disposition:** Pending

**File:** 164

**Location:** Senate Third Reading File  

**Summary:** Requires an application to install an electric vehicle charging station to be deemed complete if, either 5 business days or 10 business days after the application was submitted, depending on the number of electric vehicle charging stations proposed in the application, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified.

**Status:** 07/13/2021 In SENATE. Read second time and amended. To third reading.

**Topic:** Transportation

## 9. CA AB 1147



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

 **Fast  
Moving Bill**



**Author:** Laura Friedman (D-043)

**Title:** Active Transportation Program

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/18/2021

**Last Amend:** 07/05/2021

**Disposition:** Pending

**Location:** Senate Appropriations Committee

**Summary:** Requires the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. Requires a metropolitan planning organization to submit a sustainable communities strategy or alternative planning strategy to the state board.

**Status:** 07/13/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (11-4)

**Topic:** Bikes, GHG, LandUse, Transportation

## 10. CA AB 1188



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



 **Slow  
Moving Bill**

1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
---------------	----------------------	-------------	---------------	-------------	-----------



**Our Forecast** ⓘ  
▼ Show More



**Author:** Buffy Wicks (D-015)  
**Title:** State Rental Assistance Program: Data  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 02/18/2021  
**Last Amend:** 05/04/2021  
**Disposition:** Pending  
**Location:** Assembly Appropriations Committee  
**Summary:** Requires the Department of Housing and Community Development to retain data from designated sources, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.  
**Status:** 05/20/2021 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.  
**Topic:** Admin, Housing

11. **CA AB 1304**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Fast Moving Bill**

**Our Forecast** ⓘ  
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Fiscal Committee



2nd Chamber

**Author:** Miguel Santiago (D-053)  
**Title:** Affirmatively Further Fair Housing: Housing Element  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 02/19/2021  
**Last Amend:** 06/21/2021  
**Disposition:** Pending  
**Committee:** Senate Appropriations Committee  
**Hearing:** 08/16/2021 9:00 am, Room 4203   
**Summary:** Clarifies that a local agency has a mandatory duty to comply with the obligation requiring a public agency to administer its programs and activities relating to housing and community  
08-09-21 TWIC Mtg - Agenda Packet, Page 58 of 84

development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. Revises the items to be included in the analysis and would require that analysis to be done in a specified manner.

**Status:** 07/06/2021 From SENATE Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (9-2)  
**Topic:** Housing

## 12. CA AB 1401



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Fast Moving Bill**



**Author:** Laura Friedman (D-043)

**Title:** Residential And Commercial Development: Parking

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/19/2021

**Last Amend:** 07/05/2021

**Disposition:** Pending

**Committee:** Senate Appropriations Committee

**Hearing:** 08/16/2021 9:00 am, Room 4203

**Summary:** Prohibits a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit.

**Status:** 07/08/2021 From SENATE Committee on HOUSING: Do pass to Committee on APPROPRIATIONS. (6-2)

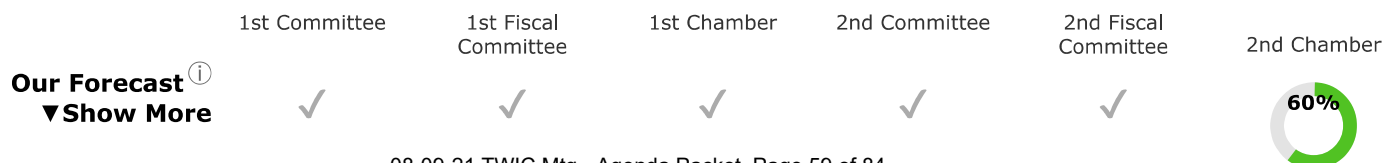
**Topic:** Parking, Transportation

## 13. CA AB 1409



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Fast Moving Bill**



**Author:** Marc Levine (D-010)

**Title:** Planning And Zoning: General Plan: Safety Element



**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/19/2021

**Disposition:** Pending

**File:** 71

**Location:** Senate Second Reading File  

**Summary:** Requires the safety element of a general plan for the physical development of a county or city to be reviewed and updated to identify evacuation locations.

**Status:** 07/15/2021 From SENATE Committee on APPROPRIATIONS: To 2nd Reading without hearing pursuant to Senate Rule 28.8 and to Consent.

**Topic:** Emergency, Safety

#### 14. CA AB 1500



HIGH

#### SESSION ADJOURNMENT

September 10, 2021  
38 Days Remaining



Fast  
Moving Bill

**Our Forecast**   
▼ Show More

1st Committee



1st Fiscal  
Committee



1st Chamber



2nd Committee

2nd Chamber

Executive

**Author:** Eduardo Garcia (D-056)

**Title:** Safe Drinking Water, Wildfire Prevention

**Fiscal Committee:** yes

**Urgency Clause:** yes

**Introduced:** 02/19/2021

**Last Amend:** 05/11/2021

**Disposition:** Pending

**Location:** Assembly Rules Committee

**Summary:** Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

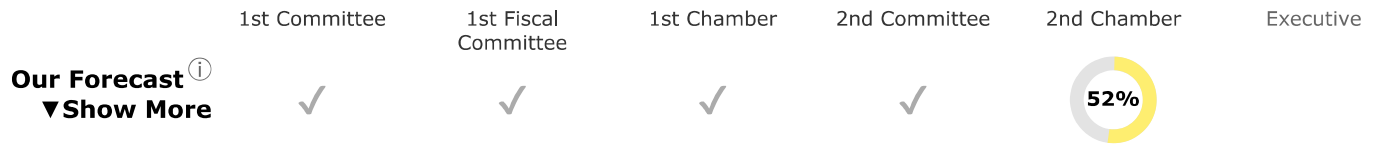
**Status:** 05/20/2021 In ASSEMBLY. Joint Rule 62(a) suspended.  
05/20/2021 From ASSEMBLY Committee on APPROPRIATIONS: Do pass to Committee on RULES. (12-3)

15. **CA SB 12**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Slow Moving Bill**



**Author:** Mike McGuire (D-002)

**Title:** Local Government Planning and Zoning: Wildfires

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 07/01/2021

**Disposition:** Pending

**Location:** Assembly Housing and Community Development Committee

**Summary:** Requires the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after a certain date, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the clearinghouse for climate adaptation.

**Status:** 07/12/2021 In ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Failed passage.  
07/12/2021 In ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Reconsideration granted.

**Topic:** Admin, Climate, Emergency, Fire, Housing, Safety

16. **CA SB 28**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Slow Moving Bill**



**Author:** Anna M. Caballero (D-012)

**Title:** Rural Broadband and Digital Infrastructure

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 07/05/2021

**Disposition:** Pending

**Location:** Assembly Appropriations Committee

**Summary:** Creates the Rural Broadband and Digital Infrastructure Video Competition Reform Act. Requires the Department of Technology to compile an inventory of state-owned resources that may be available for use in the deployment of broadband networks in rural, unserved, and underserved communities. Repeals the deployment standards and would authorize the commission to exercise all authority, jurisdiction, and powers authorized to be exercised by a franchise authority pursuant to the federal cable laws.

**Status:** 07/05/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

**Topic:** Telecom/Broadband

## 17. CA SB 32



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



**Slow Moving Bill**

**Our Forecast** ⓘ  
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

**Author:** Dave Cortese (D-015)

**Title:** Energy: General Plan: Building Decarbonization

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 04/08/2021

**Disposition:** Pending

**Location:** Senate Appropriations Committee

**Summary:** Requires a city or county to make a one-time amendment to the appropriate elements of its general plan, climate action or greenhouse gas emissions reduction plan, or building or other codes, to include goals, policies, objectives, targets, and feasible implementation strategies to decarbonize newly constructed commercial and residential buildings. Requires a city or county to submit these draft amendments to the commission at least 45 days prior to the adoption of the amendments.

**Status:** 05/20/2021 In SENATE Committee on APPROPRIATIONS: Held in committee.

**Topic:** Admin, Climate, GHG, Housing, Land Use

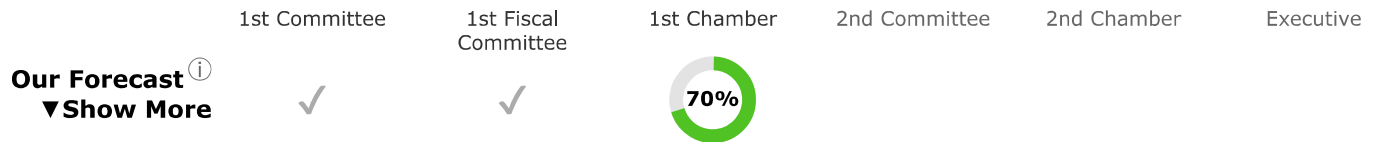


## 18. CA SB 45



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Slow Moving Bill**



**Author:** Anthony J. Portantino (D-025)

**Title:** Wildfire Prevention, Safe Drinking Water Bond Act

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 04/08/2021

**Disposition:** Pending

**File:** A-34

**Location:** Senate Inactive File

**Summary:** Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in a specified amount pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.

**Status:** 06/01/2021 In SENATE. From third reading. To Inactive File.

**Topic:** Climate, Fire, Water

## 19. CA SB 66



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Slow Moving Bill**



**Author:** Ben Allen (D-026)

**Title:** California Council on the Future of Transportation

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/07/2020

**Last Amend:** 04/28/2021

**Disposition:** Pending

**Location:** Assembly Appropriations Committee

**Summary:** Requires the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. Develops an internet website and post on that site information.

**Status:** 07/07/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on APPROPRIATIONS. (11-0)

**Topic:** Admin, Safety, Transportation

## 20. CA SB 261



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



**Very Fast**  
Moving Bill

1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** Ben Allen (D-026)

**Title:** Regional Transportation Plans: Sustainable Communities

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 01/27/2021

**Disposition:** Pending

**Location:** Senate Transportation Committee

**Summary:** Requires that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the State Air Resources Board.

**Status:** 03/15/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2)

**Topic:** Climate, GHG, Transportation

## 21. CA SB 378



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



**Fast**  
Moving Bill



**Author:** Lena A. Gonzalez (D-033)

**Title:** Local Government: Broadband Infrastructure Development

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/10/2021

**Last Amend:** 06/29/2021

**Disposition:** Pending

**Location:** Assembly Appropriations Committee

**Summary:** Requires a local agency to allow, except as provided, microtrenching for the installation of underground fiber if the installation in the microtrench is limited to fiber. Authorizes a local agency to impose a fee for its reasonable costs on an application for a permit to install fiber.

**Status:** 07/07/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on APPROPRIATIONS. (12-0)

**Topic:** Telecom/Broadband

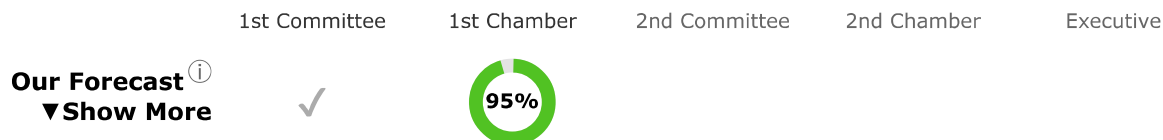
## 22. CA SB 475



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



➤ **Slow Moving Bill**



**Author:** Dave Cortese (D-015)

**Title:** Transportation Planning: Sustainable Communities

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/17/2021

**Last Amend:** 03/10/2021

**Disposition:** Pending

**Location:** Senate Transportation Committee

**Summary:** Requires the State Air Resources Board, on or before a certain date, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at a specified rate.

**Status:** 04/26/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (6-0)

**Topic:** Admin, Climate, Housing, LandUse, Transportation

23. **CA SB 499**



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining



1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** Connie M. Leyva (D-020)

**Title:** General Plan: Land Use Element: Adverse Health Impact

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/17/2021

**Disposition:** Pending

**Location:** Senate Governance and Finance Committee

**Summary:** Prohibits the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty.

**Status:** 02/25/2021 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY.

**Topic:** Admin, GHG, LandUse

24. **CA SB 640**



1st Committee    1st Fiscal Committee    1st Chamber    2nd Committee    2nd Fiscal Committee    2nd Chamber

**Our Forecast** ⓘ  
▼ Show More



**Author:** Josh Becker (D-013)

**Title:** Transportation Financing: Jointly Funded Projects

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/19/2021

**Enacted:** 07/16/2021

**Disposition:** Enacted

**Effective Date:** 01/01/2022 [code impact]

**Location:** Chaptered

**Chapter:** 2021-108

**Summary:** Authorizes cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of funds.

**Status:** 07/16/2021 Signed by GOVERNOR.  
07/16/2021 Chaptered by Secretary of State. Chapter No. 2021-108

**Topic:** Admin, Transportation

## 25. CA SB 679



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Fast Moving Bill**

**Our Forecast** ⓘ  
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Chamber

Executive

**Author:** Sydney Kamlager (D-030)

**Title:** Los Angeles County: Affordable Housing

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/19/2021

**Last Amend:** 05/20/2021

**Disposition:** Pending

**Location:** ASSEMBLY

**Summary:** Establishes the Los Angeles County Affordable Housing Solutions Agency and states that the agency's purpose is to increase affordable housing in the County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production. Requires a board composed of certain members to govern the agency.

**Status:** 06/01/2021 In SENATE. Read third time. Passed SENATE. \*\*\*\*\*To ASSEMBLY. (29-7)

**Topic:** Housing

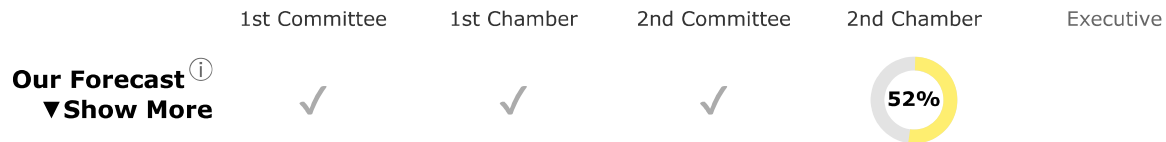


## 26. CA SB 780



**SESSION ADJOURNMENT**  
September 10, 2021  
38 Days Remaining

**Very Fast  
Moving Bill**



**Author:** Dave Cortese (D-015)

**Title:** Local Finance: Public Investment Authorities

**Fiscal Committee:** no

**Urgency Clause:** no

**Introduced:** 02/19/2021

**Last Amend:** 06/21/2021

**Disposition:** Pending

**File:** 43

**Location:** Assembly Third Reading File  

**Summary:** Authorizes the legislative body of a city or county to divide the district into multiple project areas, and require the resolution to form the district to state any project area proposed within the district. Authorizes the legislative bodies to appoint an alternate member to the community revitalization and investment authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority.

**Status:** 07/14/2021 In ASSEMBLY. Read second time. To third reading.

**Topic:** Admin, LandUse

# Watts & Hartmann, LLC.

Consulting and Governmental Relations

August 2, 2021

## **MEMORANDUM**

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

---

With the Legislature presently in the midst of their annual monthlong summer recess, the report that follows takes stock of the present status of the State Budget, discusses the Transportation Secretary's major new clean transportation initiative, and provides updated information on the upcoming completion of the 2021 half of the two-year legislative Session

### **Capital Overview**

The Legislature will reconvene on August 16, 2021, to continue the refinement of the remaining open elements of the state budget and also to be faced with the September 10, 2021, deadline to pass legislation.

### **State Budget Overview**

As the end of the 2020-21 FY approached in May of this year, Governor Newsom proposed a refreshed, new major augmentation to his proposed 2021-22 state budget in the form of the \$100 billion "California Come Back Plan". This new approach consisted of \$75 billion in unanticipated state revenue and \$26 billion in federal COVID relief dollars.

### ***Transportation Budget Actions***

As part of the May Revision, Governor Newsom proposed significant investments in transportation infrastructure, including reiterating his request for \$4.2 billion in Prop 1A bond funds for the High Speed Rail project, \$3.1 billion in new, General fund for high-priority rail and active transportation projects, and \$2.4 billion in accelerated SB 1 interest to repair the state highways and local bridges, and accelerate rail projects.

With the completion of the budget subcommittee work on the main budget elements and the Governor's May Revision proposals, the Legislature secured passage of the main budget bill (largely a placeholder) by the June 15, 2021 deadline. The 2021-22 state budget act at that point provided for a \$232.6 billion overall spending plan, including federal assistance and the estimated state budget surplus of \$76 billion.

Ultimately, the Governor signed into law AB 128 - the Budget Act of 2021 on June 28, 2021.

# Watts & Hartmann, LLC.

Consulting and Governmental Relations

## *Key Transportation Budget Trailer Bill*

Assembly Bill 149 included Transportation specific modifications to state law to ensure that budgeted funds met the state's spending priorities.

One highlight of note - through the work with the California Transit Association, a coalition of transit agencies were successful in securing extended relief for transit operators in farebox recovery reporting. This is an important victory - as transit agencies statewide rebound from lost ridership throughout the pandemic. The requirements to maintain specific farebox recovery ratios are suspended until July 1, 2026. The bill would also allow for operators to include all free and reduced transit fares at their current full retail value and will allow operators to include federal grant funds as local funds for those purposes. This is an important win for the agency's efforts to develop and implement a fareless transit system for k-12 students and low income riders. The bill also expands the allowed use of state of good repair funds.

## *State Competitive Grant Funds in Jeopardy*

The legislature followed up with an additional Budget Bill Junior (SB 129) to agree with the Governor on some additional major state budget components. SB 129 appropriated \$2.5 billion in General Fund revenues to "plus up" the TIRCP program but included language specifying that the availability of those monies is contingent on enactment of additional legislation by October 10, 2021, specifying how they will be allocated. It is widely understood that this provision was included to provide some "negotiating funds" as it relates to the appropriation for high-speed rail.

The Governor's May Revise request specified the following uses for the \$2.5 billion:

- \$1 billion to deliver critical projects ahead of the Los Angeles 2028 Olympic Games as a set aside within the TIRCP program
- \$1 billion for TIRCP funding statewide
- \$500 million for high priority grade separation and grade crossing Improvements

It has widely been assumed that given the Legislature appropriated the \$2.5 billion requested by the Governor, that the Legislature intends to go along with this framework, leaving up to \$1.5 billion available for statewide competition, including \$1 billion for transit and rail projects and \$500 million for grade-crossing funds.

# Watts & Hartmann, LLC.

## Consulting and Governmental Relations

The Administration is actively seeking the means to “lock down” the \$4.2 billion Prop 1A appropriation for the High Speed Rail project and representatives have reached out to organization to enlist their support for the appropriation. However, they have also made it clear that the \$2.5 billion in SB 129 is to be considered a “package” that includes the HSR funding.

*Other transportation funding programs of note.*

**Climate Adaptation.** A new \$400 million, General fund, for a planning and infrastructure Grant program to be administered by Caltrans, split 50/50 between the state and local adaptation needs. A maximum of \$25 million is set-aside from the local portion for planning.

**Active Transportation.** An augmentation of \$500 million for the Active Transportation Program with language specifying that it will not be made available until further legislation is enacted by October 10, 2021.

**Sustainable Communities Strategies (SCS).** This new program will be under the administration of HCD and will provide \$600 million to fund projects to assist transportation planning agencies to meet SCS objectives. Program details are not available yet.

**Energy.** The Zero emission budget augmentation includes \$2.7 billion in funding for a variety of programs related to zero-emission vehicles. Among this is \$407 million for ZEV in the transportation budget that are funded from the PTA (\$280 million) federal funds (\$27 million) and General Fund (\$100 million) s appropriated in the Transportation Secretary’s budget item. Of note, the \$100 million General Fund is designated for zero-emission rail and transit demonstration projects.

### *Next Steps*

Due to the historic surplus and the pandemic, this has been a highly unusual budget year with multiple bills and extended negotiations. We do anticipate that further trailer bills will be forthcoming over the next few months providing more details related to the funding for the sustainable communities block grant, climate adaptation, active transportation, and of great importance to rail and transit agencies, the supplemental TIRCP funding.

### **Newsom Administration Climate Action Plan for Transportation Infrastructure (CAPTI)**

In development over a period of a year and half, the Climate Action Plan for Transportation Infrastructure (CAPTI) resulted from a directive from Governor Newsom to Secretary Kim and was founded on the basis of two executive orders, N-19-19 and N-79-20. Ultimately, the CAPTI is the product of a collaborative effort involving many state agencies coupled with the engagement of local and regional stakeholders.

# Watts & Hartmann, LLC.

Consulting and Governmental Relations

The Secretary has indicated that the framework aligns state transportation investments with the state's climate, health and social equity goals.

The final CAPTI document was posted by California State Transportation Agency (CalSTA) on July 15, 2021. The upcoming rounds of state programming of major transportation programs, such as the ITIP component of the STIP will form the initial steps towards the integration of the funding and state goals.



**MTC Staff Summary of Surface Transportation Provisions  
of the Infrastructure Investment and Jobs Act (as introduced in the Senate)  
August 3, 2021 **DRAFT****

On August 1, the Senate infrastructure deal negotiators put down their metaphorical pens and released the long-awaited official legislative text of the Infrastructure Investment and Jobs (IIJ) Act ([link to bill text](#)), the roughly \$1 trillion transportation, water, broadband and electric grid infrastructure bill. With regard to surface transportation, the bill combines a roughly \$475 billion five-year surface transportation reauthorization—a 56 percent increase above Congress’s last five-year transportation bill, the Fixing America’s Surface Transportation (FAST) Act—with nearly \$160 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years. With this approach, Congress is prioritizing 1) long-term certainty for states, locals, and transit operators that depend on the federal program to keep transportation networks running and 2) making down payments on myriad pressing issues, from building a national charging network to fixing the nation’s crumbling bridges.

Highlights of the surface transportation portion of the bill follow, with a focus on Bay Area impacts.

**Investment and Jobs Act vs. FAST Act Comparison Chart**

	<b>FAST Act (FY 2016-2020)</b>	<b>IIJ Act (FY 2022-2026) (Senate introduced)</b>	<b>% Increase</b>
Surface Transportation Authorization <sup>1</sup>	\$ 305 billion	\$ 477 billion	56%
One-time General Fund advance appropriation) <sup>2</sup>	--	\$ 157 billion	N/A
<b>Total</b>	<b>\$ 305 billion</b>	<b>\$ 634 billion</b>	<b>108%</b>

**Timing and Next Steps**

The IIJ Act is expected to be debated on the Senate floor over the coming days, with the goal of Senate passage this week. The House has already left for their annual August recess, so the earliest the House would take action on the measure is next month, though the timeline could extend later. House Speaker Pelosi has publicly committed to holding the deferring action on the physical infrastructure bill until the House receives the \$3.5 trillion supplemental spending package from the Senate, which would fund childcare, health care, education, climate and housing priorities. The Senate is expected to consider the \$3.5 trillion budget blueprint—the first step toward the spending package the House will be awaiting—following the Investment and Jobs Act debate this week.

**Bay Area Highway and Transit Formula Funding Increase**

The IIJ Act would substantially boost the Bay Area transit formula resources that MTC distributes, and the Bay Area would receive a lesser but not insignificant boost in flexible highway funds. Initial estimates are below and are subject to change.

*Bay Area Transit*

The IIJ Act would provide the Bay Area \$3.4 billion in transit formula funds over five years vs. the \$2.3 billion in Federal Transit Administration (FTA) formula funds over the FAST Act period. This increase

---

<sup>1</sup> Transportation authorization bill funding reflects both Highway Trust Fund (HTF) amounts—which are essentially “guaranteed”—in addition to those funding amounts authorized but subject to the uncertainty of the annual appropriations process. The FAST Act’s \$305 billion price tag reflected \$282 in HTF proceeds and only \$23 billion in general funds while the IIJ Act would provide \$383 billion in HTF funding, with \$94 billion subject to annual appropriations.

<sup>2</sup> Chart does not yet reflect the FY 2018 through FY 2020 Highway Improvement Program and Transit Infrastructure Grants, which supplemented highway and transit funding.

would be a result of both a big boost in the federal transit formula funding from the Highway Trust Fund (HTF)—a big win for the long-term as it would be very unusual for HTF-funded federal transit (and highway) program funding levels to fall below this new baseline after five years at this funding level—and because of additional one-time supplemental stimulus funding to the Section 5337 State of Good Repair program, which we advocated for along with our large transit system partners across the country. See the chart below:

#### Bay Area Transit Formula Fund Estimate

	FAST Act (FY 2016-20) <sup>1</sup>	IIJ Act (FY 2022-2026) <sup>2</sup>	5-Year Funding Increase
State of Good Repair	\$1.1 billion	\$1.7 billion	\$0.7 billion
Urbanized Area	\$1.1 billion	\$1.5 billion	\$0.4 billion
Other (one-time funds)	\$0.1 billion	\$0.2 billion	\$0.1 billion
<b>Total</b>	<b>\$2.3 billion</b>	<b>\$3.4 billion</b>	<b>\$1.1 billion</b>

Note: Sums may not total due to rounding.

1. Amounts include FAST Act authorized funding plus Federal Transit Administration (FTA) supplemental appropriations from FY 2018, FY 2019 and FY 2020.

2. Amounts reflect IIJ transportation authorization and supplemental advance appropriations.

#### Bay Area Flexible Highway, Climate and Bike/Ped Formula Funding

The IIJ would increase five-year funding totals for flexible highway program funding in the Bay Area from \$0.8 billion to \$1.1 billion. Note that much of the Bay Area's increase is due to the new, highly flexible Carbon Reduction formula program, which the Senate funded at the expense of increasing CMAQ. Like CMAQ, the Carbon Reduction Program has broad eligibilities including public transit, high occupancy vehicle projects, congestion pricing. Unlike with transit, the Bay Area wouldn't receive additional funding via formula from the highway-focused supplemental appropriation. See chart below:

#### Bay Area Highway Formula Fund Estimate

	FAST Act (FY 2016-20)*	IIJ Act (FY 2022-2026)
Surface Transportation Program	\$473 million	\$603 million
CMAQ	\$367 million	\$368 million
Transportation Alternatives Program <sup>1</sup>	\$38 million	\$70 million
Carbon Reduction Program (new)	-	\$71 million
<b>Total</b>	<b>\$878 million</b>	<b>\$1.1 billion</b>

1. Amount reflects only those program funds suballocated to the Bay Area for the regional ATP program; does not include the Bay Area's share of the states "any area" funds

Encouragingly, metropolitan planning resources would increase as well, with the Metropolitan Planning program increasing by about 30 percent compared to FAST Act levels (FAST Act FY 2016-2020 vs. proposed FY 2022-2026 funding).

#### California Funding for Bridges, Resilience and Electric Vehicle Charging Infrastructure

The State of California would receive a **much larger** increase in formula funds (proportionately and dollar amount), including **roughly \$4.5 billion** from a flexible new bridge repair formula program (\$27.5 billion nationwide), **\$630 million** from a new resilience formula program for states and roughly **\$380 million** for electric vehicle charging infrastructure. We expect there will be legislation at the state level to implement these new programs, providing an opportunity to advocate for an approach that maximizes funding for the Bay Area.

Additionally, the California's Trade Corridors Enhancements Program and "any area" Active Transportation Program would both be expected grow in accordance with the funding increases proposed

for the federal freight formula program and federal Transportation Alternatives Program since state law directs these federal funds to these state programs.

### **Opportunity for Bay Area Projects to Compete for Roughly \$100 billion in Discretionary Grants**

Bay Area projects (large and small) could also receive substantial direct federal investment via funding for existing and new discretionary grant programs. In addition to huge dollar amounts, the focus of the grant programs reflect many of the Plan Bay Area 2050 priorities and in general the selection criteria appears Bay Area/large metro-friendly (ex: points for national and regional economic benefits). Grant programs of interest are listed below.

#### **Transit, Bridge, Climate, Rail, Safety, and Priority Project Discretionary Grant Programs**

(Note: Funding amounts are five year totals and fund sources are noted. Both the highway trust fund (HTF) and one-time supplemental general fund stimulus (upfront stimulus) fund sources are “guaranteed,” while those non-stimulus general fund amounts (GF) are much less certain, as they are subject to annual appropriations.

#### **Highway and Bridge**

- Bridge Investment Program - \$15.8 billion for a new bridge program
  - \$9.2 billion in upfront stimulus funding, plus \$3.3 billion guaranteed from the reauthorization (HTF) and \$3.3 billion in general funds subject to annual appropriations
  - Program would provide multi-year grants for major bridge improvements, like full funding grant agreements for bridges. BATA bridges and Golden Gate Bridge could apply. Smaller projects could be funded, as well. Plus
- Charging and Fueling Infrastructure Grants (electric and alternative fuel vehicles) - \$2.5 billion (HTF)

#### **Transit and Intercity Passenger Rail**

- Capital Investment Grants - \$23 billion
  - \$8 billion in one-time upfront stimulus funding plus \$15 billion subject to appropriation (vs. \$12 billion in the FAST Act).
  - Program funds transit modernization and expansion projects
- Federal-State Partnership for Intercity Passenger Rail – \$43.6 billion
  - \$36 billion in upfront funding, of which at least \$12 billion must be spent outside the Northeast Corridor; \$7.5 billion in additional funds subject to annual appropriations
  - Expanded eligibilities to allow program to fund new and expanded intercity rail (i.e., California High Speed Rail), in addition to the program’s historic focus on Amtrak and other intercity rail service’s state of good repair
- Amtrak - \$30 billion (roughly 40 percent is reserved for the Northeast corridor)
  - \$19.2 billion in upfront stimulus and an additional \$11 billion subject to annual appropriations
- Low- and Zero-Emission Bus Program (transit) – \$5.6 billion
  - \$375 million guaranteed from the reauthorization (HTF) and \$5.25 billion in upfront stimulus
- ADA Accessibility Improvements for Legacy Rail Systems - \$1.75 billion (upfront stimulus)
- Competitive Grants for Rail Vehicle Replacement - \$1.5 billion (HTF)
- Electric or Low-Emission Ferry Program - \$500 million
  - \$250 million in upfront stimulus funding, plus \$250 million subject to annual appropriations

#### **Multimodal Mobility, Economy, Safety, and Climate Programs**

- National Infrastructure Project Assistance - \$15 billion
  - \$5 billion in upfront stimulus funding and \$10 billion subject to annual appropriations
  - Program would provide multiyear grant agreements for large projects
  - Multimodal eligibility, including for integrated intercity and commuter rail projects, as advocated for by MTC and national partners

- Local and Regional Project Assistance - \$15 billion
  - \$7.5 billion in upfront stimulus funding plus \$7.5 billion subject to annual appropriations
  - Authorizes RAISE (BUILD/TIGER)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) - \$10 billion
  - \$5 billion in upfront stimulus funding and \$5 billion subject to annual appropriations
- Railroad Crossing Elimination Program - \$5.5 billion
  - New program funded at \$3 billion in upfront stimulus funding and \$2.5 billion subject to annual appropriations
  - This new program supplements the longstanding Rail-Highway Grade Crossing program funding that is distributed to states via formula, funded through the HTF at \$1.2 billion (FAST Act funded the program at \$1.1 billion).
- INFRA (multimodal freight program) - \$8 billion
  - \$4.8 billion from the HTF and \$3.2 billion in upfront stimulus appropriations
- Safe Streets and Roads for All - \$5 billion
  - One-time upfront stimulus funding
  - Grants for locals and metropolitan planning organizations to develop and implement Vision Zero safety plans
- PROTECT resilience grants - \$1.4 billion (HTF)
  - States, locals, metropolitan planning organizations, and other transportation authorities may apply.
- Reconnecting Communities - \$1 billion
  - \$500 million from the HTF, \$500 million in upfront stimulus
  - Grants may fund planning and construction to remove or retrofit highways and restore community connectivity
- SMART (Strengthening Mobility and Revolutionizing Transportation Grant Program) - \$1 billion
  - \$500 million in upfront stimulus; \$500 million subject to annual appropriations
  - Eligible projects include automated and connected vehicle infrastructure deployment, transit signal prioritization, and other technology-related transportation system improvements
- Congestion Relief Program - \$250 million (HTF)
  - New flexible major metro congestion reduction program. Eligibilities are broad and allow for congestion pricing on existing Interstate highways

**CalSTA**  
**2020 TIRCP “Save The Date”**

**2022 Programming Cycle**

The 2022 TIRCP grant cycle will program projects starting with the 2022-23 fiscal year and ending with the 2026-27 fiscal year. The new program cycle will include previously awarded and active Cycle 3 and 4 projects that have not been fully allocated by the end of the 2021-22 fiscal year, and projects selected with the 2022 planning cycle.

**2022 Guidelines Development Process**

CalSTA would like to invite public review and comments on the draft guidelines for the next round of TIRCP awards. The 2022 Guidelines describe the policy, standards, criteria, and procedures that will be used for the development, evaluation, adoption and management of the TIRCP Program.

CalSTA welcomes input from all stakeholders to provide input on TIRCP, including interaction through public workshops and written comments. Please send your comments to:

[tircpcomments@dot.ca.gov](mailto:tircpcomments@dot.ca.gov)

**2022 TIRCP Schedule**

<b>Item</b>	<b>Date</b>
Discussion Draft Workshop Release Draft 2022 Cycle 5 Guidelines	August 12, 2021  Fall 2021
Guidelines Workshops Southern CA Northern CA	TBD
Closing Date for Comments on Draft Guidelines	TBD
CalSTA Publishes 2022 Cycle 5 Guidelines	TBD
Call for Projects 2020 Cycle 4	TBD
Optional and time-limited meetings with applicants to discuss project concepts and quantifications (to be scheduled in various locations; Northern CA, Southern CA and Central Valley)	TBD
Project Applications Due	Early 2022
CalSTA Award Announcement	Spring





# CLEAN CALIFORNIA

A transformative initiative to remove litter, create jobs and beautify California

## Envisioning What's Possible

Trash has plagued California's streets and highways for decades. Clean California makes significant investments in litter collection, community engagement and education to ultimately transform unsightly roadsides into spaces of pride for all Californians. This is truly a statewide effort with potential projects in all 58 counties and with nearly a third of the funds going directly to cities, counties, tribes and transit agencies to clean local streets and public spaces. Please visit [www.CleanCalifornia.com](http://www.CleanCalifornia.com).

## Program Impact



Create career opportunities and jobs for veterans, students, artists, people experiencing homelessness, and those re-entering society from incarceration



Significantly reduce litter along state highways, local roads, tribal land, parks, pathways and transit centers



Beautify our state's transportation network through art and litter clean-up projects in underserved, rural and urban communities throughout the state

## Key Action Areas

- 1 ENGAGE & INVEST IN COMMUNITIES**  
Create jobs and support local artists while cleaning and beautifying local roads through community grants.
- 2 EDUCATION**  
Drive a cultural shift of shared responsibility for the cleanliness of our roadways through litter prevention education campaigns that focus on properly throwing away trash and the impact littering has on natural resources, waterways, public safety and health.
- 3 EXPAND LITTER PICK-UP**  
Significantly reduce trash from state highways and local roads by strengthening trash collection by Caltrans, community service programs and local volunteers. Increase access to waste facilities and provide free monthly disposal sites throughout the state.
- 4 ENHANCE INFRASTRUCTURE**  
Implement sustainable beautification projects that improve safety and transform dividing highways into spaces that unify communities.

# Clean California FAQs

[www.CleanCalifornia.com](http://www.CleanCalifornia.com)

## Q HOW WILL THE MORE THAN \$1 BILLION DOLLARS BE SPENT?

- A** **\$418M:** Litter Abatement over three years  
**\$287M:** State Beautification Projects over two years  
**\$296M:** Local Beautification Projects over two years  
**\$33M:** Public Education over two years  
**\$62M:** Project Design, Construction, Local Support and Engagement

## Q HOW MANY JOBS WILL THIS PLAN CREATE?

- A** Caltrans estimates that Clean California will create an estimated 10,000-11,000 jobs over three years, including state jobs and opportunities for people experiencing homelessness, at-risk youth, and people re-entering society following incarceration.

## Q HOW DOES CLEAN CALIFORNIA DIFFER FROM THE STATE'S CURRENT LITTER ABATEMENT EFFORTS?

- A** Caltrans removed 267,000 cubic yards of trash in 2020 — enough to fill 18,000 garbage trucks.
- Clean California will remove an additional 1.2 million cubic yards, or 21,000 tons, of trash from the state system alone. This much trash:
- Fills 81,000 garbage trucks
  - Fills the Rose Bowl 3 times
  - Fills enough trash bags to cross 3,000 miles — the length of the U.S. from east to west
  - Weighs the equivalent of 135 Statues of Liberty

These figures are only for trash on the state highway system and does not include local litter collection.

## Q HOW WILL COMMUNITIES BE PRIORITIZED FOR BEAUTIFICATION?

- A** Communities along state highways in all 58 California counties stand to benefit from Clean California. Caltrans will ramp up trash collection efforts and incorporate sustainable landscapes along state highways. Caltrans will fund projects on local streets and roads, tribal lands, parks, pathways and transit centers through a new grant program to clean and enhance public spaces.

## Q HOW WILL CALTRANS ADMINISTER THE LOCAL GRANTS?

- A** Caltrans is currently developing the criteria to equitably award the local grants to underserved, rural and urban communities throughout the state. Communities with unique and significant projects that meet the program's criteria will be eligible to receive funds based on need, population and the number of proposals. Caltrans will match local investments using a need-based formula that provides additional state support to underserved communities with a goal of funding more than 100 local projects throughout California a year.

## Q WHAT DOES UPKEEP LOOK LIKE AFTER THE THREE-YEAR CLEAN CALIFORNIA EFFORT IS FINISHED?

- A** This initiative focuses on driving a cultural shift of shared responsibility and community pride for the cleanliness of our roadways through education on properly throwing away trash and the impacts littering has on natural resources, waterways, public safety and health to encourage Californians to do their part to keep our state clean.

## Q HOW WILL THIS PLAN AFFECT THE CURRENT EFFORTS TO FIX CALIFORNIA'S AGING INFRASTRUCTURE?

- A** It won't. The funding for Clean California is separate from the budget for the state's highways and bridges. Senate Bill 1, the transportation bill signed into law in 2017, invests \$5 billion dollars a year to repair and upgrade bridges, pavement, local roads and transit. Learn more at [rebuildingca.ca.gov](http://rebuildingca.ca.gov).



## Clean California State and Local Grants

The current state budget (Budget Junior bill, SB 129) and the associated trailer bill (AB 149) provide the initial funding for the state infrastructure program (\$143.3 million) and for the **local grant program** (\$148 m). The bills containing the dollars and the programs structure have both been signed.

It is the governor's intent for an overall \$1 billion plan that will be spent over the next 2-3 years. The attached is a Caltrans Talking Points document that was posted prior to the final dollar amounts being agreed upon for this year.

Details follow for both state and the local program:

### **AB 149 – Clean CA Local Grant Program - *Local Beautification*: \$148M**

This bill would establish the Clean California Local Grant Program of 2021, to be administered by the department, to allocate grants to local and public agencies, for beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

The bill would require the department to develop guidelines, including project selection criteria and program evaluation metrics and a process for allocating no less than 50% of the program funds to projects that benefit underserved communities and require local matching of funds of no more than 50% of the total project cost.

The bill would require the guidelines to also include project eligibility for funding, a limitation of \$5,000,000 maximum per grant award, and a prohibition on grants that fund projects that displace homeless.

### **Streets and Highways Codes 91.41 -**

(a) The Clean California Local Grant Program of 2021 is hereby established, to be administered by the department, to provide funding, upon appropriation by the Legislature, for the purpose of allocating grants to local and regional public agencies, transit agencies, and tribal governments for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

(b) It is the intent of the Legislature that the program established pursuant to subdivision (a) achieves all of the following goals:

- (1) Reduce the amount of waste and debris within public rights-of-way, tribal lands, parks, pathways, transit centers, and other public spaces.
- (2) Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.
- (3) Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- (4) Advance equity for underserved communities.

- (c) The department shall expedite the award of grants pursuant to this section by issuing a call for projects within six months of the effective date of this section. The department shall announce grant awards within three months following the call for projects.
- (d) (1) Within six months of the effective date of this section, the department shall develop guidelines, including project selection criteria and program evaluation metrics, to implement the program. The guidelines shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).
- (2) In developing guidelines pursuant to paragraph (1), the department shall solicit input from local communities through at least two public workshops.
- (3) The guidelines shall include, but shall not be limited to, all of the following:
- (A) A process for allocating no less than 50 percent of the program funds to projects that benefit underserved communities. The department shall establish a definition for underserved communities that may include, but need not be limited to, disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, and low-income communities, as defined in paragraph (2) of subdivision (d) of Section 39713 of the Health and Safety Code. A project eligible pursuant to this process shall clearly demonstrate a benefit to an underserved community or be directly located in an underserved community.
- (B) Requirements for local matching funds of no more than 50 percent of the total project cost. The department may establish a lower percent or zero-match requirement for applicants based on severity of disadvantage.
- (C) Project selection criteria that includes, but is not limited to, all of the following:
- (i) The demonstrated need of the applicant to address the goals of the program as described in subdivision (b).
- (ii) The potential for the project to enhance and beautify a public spaces or spaces.
- (iii) The potential for greening to provide shade, reduce the urban heat island effect, and use native, low-water plants.
- (iv) The potential for abatement of litter and debris that improves access to use of a public space or spaces.
- (v) Identification of the local public engagement process that culminated in the project proposal and reflects community priorities.
- (vi) The benefit to underserved communities.
- (D) Project types eligible for funding pursuant to the program that include, but are not limited to, both of the following:
- (i) Community litter abatement projects, events, and educational programming.
- (ii) Greening and landscaping projects.
- (E) A limit of five million dollars (\$5,000,000) maximum per grant awarded pursuant to the program.
- (F) A prohibition on grants that fund projects that displace persons experiencing homelessness.
- (G) A funding distribution that takes into account the population that each project is intended to benefit relative to the total population that all projects awarded grants pursuant to the program will benefit, and the needs of underserved communities.
- (e) The department may authorize, and develop guidelines related to, an advance payment for a project funded by a grant awarded pursuant to the program. A grant applicant shall be eligible

for an advance payment from the department for a project funded by a grant awarded pursuant to the program only if all of the following conditions are met:

- (1) The grant applicant for an advance payment is a public agency.
- (2) The grant applicant requests an advance payment in its initial grant application.
- (3) The project or project component for which the advance payment is requested is well defined and can be delivered by an agreed upon date.
- (4) The grant applicant has a record of good financial management and has not been sanctioned by any state or federal agency.
- (5) Upon request of the department, the grant applicant offers sufficient capital, as determined by the department, as security for an advance payment.
- (6) Upon request of the department, the grant applicant provides a finding approved by its governing body that demonstrates a financial need for an advance payment pursuant to the program to deliver the project.

### **AB 149 - Clean California State Beautification Program of 2021**

This bill would establish the Clean California State Beautification Program of 2021 to provide funding for beautifying and cleaning up state highways. The bill would require the department to develop project selection criteria and program evaluation metrics and identify eligible project types, such as greening and landscaping projects, gateway community identification projects, and enhanced infrastructure safety measures.

#### **Streets and Highways Code 91.42 - State Beautification: \$143.3M**

(a) The Clean California State Beautification Program of 2021 is hereby established, to be administered by the department, to provide funding, upon appropriation by the Legislature, for purposes of beautifying and cleaning up state highways.

(b) It is the intent of the Legislature that the program established pursuant to subdivision (a) achieves all of the following goals:

- (1) Reduce the amount of waste and debris within public rights-of-way, tribal lands, pathways, parks, transit centers, and other public spaces.
- (2) Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.
- (3) Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- (4) Advance equity for underserved communities.

(c) (1) Within six months of the effective date of this section, the department shall develop project selection criteria and program evaluation metrics and identify eligible projects.

(2) The project selection criteria shall include, but shall not be limited to, all of the following:

(A) The demonstrated need of the applicant to address the goals of the program as described in subdivision (b).

(B) The potential for the project to enhance and beautify a public spaces or spaces.

(C) The potential for greening to provide shade, reduce the urban heat island effect, and use native, low-water plants.



(D) The potential for abatement of litter and debris that improves access to use of a public space or spaces.

(E) Identification of the local public engagement process that culminated in the project proposal and reflects community priorities.

(F) The benefit to underserved communities. The department shall establish a definition for underserved communities that may include, but need not be limited to, disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, and low-income communities, as defined in paragraph (2) of subdivision (d) of Section 39713 of the Health and Safety Code.

(G) Project types eligible for funding pursuant to the program that include, but are not limited to, all of the following:

(i) Greening and landscaping projects.

(ii) Gateway community identification projects.

(iii) Enhanced infrastructure safety measures.

(d) Consistent with applicable department policies and guidelines, program funds shall not be used to displace persons experiencing homelessness.



## California Transportation Commission

# SAVE THE DATE

### 2022 All SB 1 Competitive Programs Kick-off Workshop

Please mark your calendars for the upcoming California Transportation Commission guideline development kick-off workshop for the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP). Registration information can be found below. Workshop agenda will be made available prior to the meeting on the [Commission's website](#).

**Tuesday, August 24, 2021**

**1:00 pm – 4:00 pm**

**Via GoToWebinar**

To register: <https://attendee.gotowebinar.com/register/2823561668496592397>

#### CTC STAFF CONTACTS:

Solutions for Congested Corridors Program – Naveen Habib at [Naveen.habib@catc.ca.gov](mailto:Naveen.habib@catc.ca.gov)

Local Partnership Program - Christine Gordon at [christine.gordon@catc.ca.gov](mailto:christine.gordon@catc.ca.gov)

Trade Corridor Enhancement Program - Hannah Walter at [hannah.walter@catc.ca.gov](mailto:hannah.walter@catc.ca.gov)

All SB 1 Competitive Programs – Matthew Yosgott at [matthew.yosgott@catc.ca.gov](mailto:matthew.yosgott@catc.ca.gov)

Additional information regarding CTC Workshops can be found here:  
<https://catc.ca.gov/meetings-events/workshops>

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).