



## **CEAC Transportation Policy Committee**

2022 CEAC Spring Conference

Monterey Marriott Hotel | 350 Calle Principal, Monterey, California

San Carlos III-IV

Wednesday, March 23, 2022 | 8:30 a.m. – 10:00 a.m.

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### **AGENDA**

Chair, David Fleisch, Ventura County

Vice Chair, Stephen Kowalewski, Contra Costa County

Vice Chair, Jeff Moneda, San Diego County

Vice Chair, Najee Zarif, San Joaquin County

8:30 a.m.

#### **I. Welcome and Introductions**

*Chair, David Fleisch, Ventura County*

8:35 a.m.

#### **II. Legislative and Budget Update**

- AB 2120 (Ward)/IIJA Implementation
- Regional Planning
- Climate Adaptation
- General Fund Transportation Package

*Chris Lee, CSAC Legislative Representative*

*Marina Espinoza, CSAC Senior Legislative Analyst*

Attachment One: CEAC Transportation Legislative Bill Tracking Report

Attachment Two: AB 2120 (Ward) Fact Sheet

Attachment Three: AB 285 Report Background Information

Attachment Four: SB 1049 (Dodd) – Section by Section Breakdown

Attachment Five: Transportation Infrastructure Package Budget Change Proposal

9:05 a.m.

#### **III. Caltrans Update**

- AASHTO Greenbook
- Updated Approach to Highway Investment and CAPTI
- Caltrans Complete Streets Policy
- Other Updates

*Jeanie Ward-Waller, Deputy Director of Planning and Modal Programs, Caltrans*

*Dee Lam, Chief, Caltrans Division of Local Assistance*

9:35 a.m.

#### **IV. Committee Updates**

- Highway Bridge Program Advisory Committee
- Strategic Highway Safety Plan Steering Committee
- Federal Lands Access Program Programming Decisions Committee
- California Traffic Control Devices Committee
- Transportation Co-Op Committee Meeting
- Active Transportation Program-Technical Advisory Committee

9:55 a.m.

#### **V. Future Agenda Items**

10:00 a.m.

#### **VI. Adjournment**

## **LIST OF ATTACHMENTS**

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### **Legislative and Budget Update**

Attachment One .....CEAC Transportation Legislative Bill Tracking Report

Attachment Two .....AB 2120 (Ward) Fact Sheet

Attachment Three.....AB 285 Report Background Information

Attachment Four .....SB 1049 (Dodd) – Section by Section Breakdown

Attachment Five .....Transportation Infrastructure Package Budget Change  
Proposal

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**Attachment One**  
CEAC Transportation Legislative Bill Tracking Report

# CEAC Transportation Legislative Bill Tracking Report

## By Chris Lee 3/16/2022

**[AB 1154](#) (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**

**Introduced:** 2/18/2021

**Status:** 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**CSAC Position**

No Position

**[AB 1680](#) (Lee D) Transit operators: ticket machines: access for visually impaired persons.**

**Introduced:** 1/24/2022

**Status:** 1/25/2022-From printer. May be heard in committee February 24.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.

**CSAC Position**

Watch

**[AB 1710](#) (Lee D) Residential and outdoor light-emitting diodes (LED) fixtures.**

**Introduced:** 1/26/2022

**Status:** 1/27/2022-From printer. May be heard in committee February 26.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. This bill would state the intent of the Legislature to enact legislation relating to the regulation of residential and outdoor light-emitting diodes (LED) fixtures that create artificial light pollution at night, which causes harmful environmental and public health effects.

**CSAC Position**

Watch

**[AB 1778](#) (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.**

**Introduced:** 2/3/2022

**Status:** 2/10/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

**CSAC Position**

Watch

**AB 1814 (Grayson D) Transportation electrification: community choice aggregators.****Introduced:** 2/7/2022**Status:** 2/18/2022-Referred to Com. on U. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Public Utilities Commission to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. Current law authorizes a community choice aggregator to aggregate the electrical load of interested electricity consumers within its boundaries and requires a community choice aggregator to file an implementation plan with the PUC, to register with the PUC, and to enter into an operating service agreement with an electrical corporation. This bill would, as part of the PUC's program described above, authorize community choice aggregators to file applications for programs and investments to accelerate widespread transportation electrification, as specified.

**CSAC Position**

Watch

**AB 1833 (Ward D) San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting.****Introduced:** 2/7/2022**Status:** 2/18/2022-Referred to Coms. on L. GOV. and TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The North County Transit District Act creates the North County Transit District with specified powers and duties related to the operation of public transit services in a different portion of the County of San Diego. The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law requires the board, district, and consolidated agency to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, or land surveying services, or construction project management services. Federal regulations define the "simplified acquisition threshold" as \$250,000, except as specified, and the "micro-purchase threshold" as \$10,000, except as specified. This bill would revise and recast the contracting procedures applicable to the board, district, and consolidated agency.

**CSAC Position**

No Position

**AB 1909 (Friedman D) Vehicles: bicycle omnibus bill.****Introduced:** 2/9/2022**Status:** 2/18/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.

**CSAC Position**

Watch

**AB 1919 (Holden D) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding.****Introduced:** 2/9/2022**Status:** 3/8/2022-Re-referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes

the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.

**CSAC Position**

Watch

**AB 1938 (Friedman D) Transit and Intercity Rail Recovery Task Force.**

**Introduced:** 2/10/2022

**Status:** 3/8/2022-Re-referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

**CSAC Position**

Watch

**AB 1946 (Boerner Horvath D) Electric bicycles: safety and training program.**

**Introduced:** 2/10/2022

**Status:** 3/15/2022-Re-referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Protected Bikeways Act of 2014, provides that the state's bicycle programs have not been fully developed or funded. Current law establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require the department to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles.

**CSAC Position**

Watch

**AB 2057 (Carrillo D) Transportation Agency: goods movement data.**

**Introduced:** 2/14/2022

**Status:** 3/15/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the agency to collect and consolidate specified data related to goods movement in the transportation supply chain and would require the agency to make this data publicly available on its internet website. The bill would require all maritime ports to collect specified data and statistics from trucking companies and provide the data to the agency.

**CSAC Position**

No Position

**AB 2075 (Ting D) Energy: electric vehicle charging standards.**

**Introduced:** 2/14/2022

**Status:** 3/3/2022-Referred to Coms. on NAT. RES. and U. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, among other things, lighting, insulation, climate control

system, and other building design and construction standards, energy and water conservation design standards, and appliance efficiency standards to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to manage energy loads to help maintain electrical grid reliability, as specified. This bill would require the commission to additionally adopt, by regulation, electric vehicle charging standards to be incorporated into other building design and construction standards, as specified.

**CSAC Position**  
Watch

**[AB 2120](#) (Ward D) Transportation finance: federal funding: bridges.**

**Introduced:** 2/14/2022

**Status:** 2/24/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal aid, without reference to any specific federal program.

**CSAC Position**  
Sponsor

**[AB 2174](#) (Chen R) Traffic control devices.**

**Introduced:** 2/15/2022

**Status:** 2/15/2022-From printer. May be heard in committee March 18.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Department of Transportation to place and maintain appropriate signs, signals, and other traffic control devices along highways under its jurisdiction. Current law further authorizes the department, with the consent of local authorities, to place and maintain appropriate signs, signals, and other traffic control devices along city streets and county roads as may be necessary or desirable to control or direct traffic, or to facilitate traffic flow, to or from state highways. This bill would make technical, nonsubstantive changes to these provisions.

**CSAC Position**  
Watch

**[AB 2197](#) (Mullin D) Caltrain electrification project: funding.**

**Introduced:** 2/15/2022

**Status:** 2/24/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.

**CSAC Position**  
No Position

**[AB 2237](#) (Friedman D) Regional transportation plan: Active Transportation Program.**

**Introduced:** 2/16/2022

**Status:** 3/3/2022-Referred to Coms. on TRANS. and NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

**CSAC Position**

Pending

**[AB 2254](#) (Muratsuchi D) State highways: permits.****Introduced:** 2/16/2022**Status:** 2/17/2022-From printer. May be heard in committee March 19.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the Department of Transportation to issue a permit to the owner or developer of property adjacent to or near a state highway to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. This bill would make nonsubstantive changes in the above provision.

**CSAC Position**

Watch

**[AB 2264](#) (Bloom D) Pedestrian crossing signals.****Introduced:** 2/16/2022**Status:** 3/3/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. This bill would require the Department of Transportation and local authorities to update all pedestrian control signals to operate giving a pedestrian a head start between 3 to 7 seconds to enter an intersection with a corresponding circular green signal, as specified.

**CSAC Position**

Watch

**[AB 2270](#) (Seyarto R) Authorized emergency vehicles.****Introduced:** 2/16/2022**Status:** 3/3/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.

**CSAC Position**

No Position

**[AB 2271](#) (Gipson D) Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.****Introduced:** 2/16/2022**Status:** 3/3/2022-Referred to Com. on L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes LA Metro to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to establish a subcontracting participation goal for small businesses on certain contracts financed with nonfederal funds and to grant a preference of 5% to the lowest responsible bidders that meet that goal. This bill would expand these contracting preferences and goals to local businesses.

**CSAC Position**

No Position



**AB 2336 (Friedman D) Vehicles: Speed Safety System Pilot Program.****Introduced:** 2/16/2022**Status:** 3/3/2022-Referred to Coms. on TRANS. and P. & C.P.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, \_\_\_\_\_, and \_\_\_\_\_, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 30 calendar days of the program.

**CSAC Position**

Watch

**AB 2344 (Friedman D) Wildlife connectivity: transportation projects.****Introduced:** 2/16/2022**Status:** 3/3/2022-Referred to Coms. on W.,P., & W. and TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Department of Fish and Wildlife to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.

**CSAC Position**

Watch

**AB 2347 (Carrillo D) Streets and highways: liability for property damage.****Introduced:** 2/16/2022**Status:** 2/17/2022-From printer. May be heard in committee March 19.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law makes a person who willfully or negligently damages a street or highway, or its appurtenances, including, but not limited to, guardrails, signs, traffic signals, snow poles, and similar facilities, liable for the reasonable cost of the repair or replacement thereof. This bill would make technical, nonsubstantive changes to that provision.

**CSAC Position**

Watch

**AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.****Introduced:** 2/17/2022**Status:** 3/3/2022-Referred to Coms. on NAT. RES. and E.S. & T.M.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

**CSAC Position**

Pending

**AB 2432 (Muratsuchi D) Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.**

**Introduced:** 2/17/2022

**Status:** 3/3/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties.

**CSAC Position**

Watch

**[AB 2438](#) (Friedman D) Transportation projects: alignment with state plans.**

**Introduced:** 2/17/2022

**Status:** 3/3/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

**CSAC Position**

Pending

**[AB 2441](#) (Kalra D) Public employment: local public transit agencies: new technologies.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer. May be heard in committee March 20.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

**CSAC Position**

No Position

**[AB 2462](#) (Valladares R) Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.**

**Introduced:** 2/17/2022

**Status:** 3/14/2022-Re-referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

**CSAC Position**

Watch

**[AB 2496](#) (Petrie-Norris D) Department of Transportation.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer. May be heard in committee March 20.

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law requires any reference in any law or regulation to the State Highway Engineer to be deemed to refer to the Director of Transportation. This bill would make nonsubstantive changes to that provision.

**CSAC Position**

Watch

**[AB 2514](#) (Dahle, Megan R) Department of Transportation: highway safety.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer. May be heard in committee March 20.

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law vests the Department of Transportation with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. This bill would state the intent of the Legislature to enact subsequent legislation relating to the department's highway upgrade priorities in order to account for rural communities and roads that may have fewer drivers, but have a large number of accidents.

**CSAC Position**

Watch

**[AB 2537](#) (Gipson D) California Transportation Commission.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer. May be heard in committee March 20.

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. This bill would make nonsubstantive changes to these provisions.

**CSAC Position**

Watch

**[AB 2567](#) (Dahle, Megan R) Transportation: State Route 395: pilot program.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Would state the intent of the Legislature to enact subsequent legislation that would develop and implement a pilot program for the purpose of implementing a universal highway speed for a specified section of State Route 395.

**CSAC Position**

No Position

**[AB 2719](#) (Fong R) California Environmental Quality Act: exemptions: highway safety improvement projects.**

**Introduced:** 2/18/2022

**Status:** 3/10/2022-Referred to Com. on NAT. RES.

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

**CSAC Position**

Watch

**[AB 2731](#) (Ting D) Department of Transportation.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

**CSAC Position**

Watch

**AB 2822 (Daly D) Transportation Agency.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Transportation Agency within state government under the supervision of the Secretary of Transportation. Current law requires the secretary to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formulation in public interest matters related to the agency. This bill would make nonsubstantive changes to those provisions.

**CSAC Position**

Watch

**AB 2952 (Gabriel D) Department of Transportation.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

**CSAC Position**

Watch

**AB 2956 (Committee on Transportation) Transportation.**

**Introduced:** 2/28/2022

**Status:** 3/1/2022-From printer. May be heard in committee March 31.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the program to be funded by state and federal funds from appropriations in the annual Budget Act to the Department of Transportation, for allocation to the California Transportation Commission. Under existing law, the amount of these appropriations include 100% of federal Transportation Alternative Program funds, except as specified. This bill would revise those provisions to specify the federal statutory source for the Transportation Alternative Program and would make a related technical change.

**CSAC Position**

No Position

**ACA 5 (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

**Introduced:** 2/19/2021

**Status:** 4/22/2021-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict

the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

**CSAC Position**

Watch

**[SB 207](#) (Dahle R) County road commissioner: County of Siskiyou.**

**Introduced:** 1/11/2021

**Status:** 1/3/2022-Re-referred to Com. on L. GOV. pursuant to Assembly Rule 96.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the appointment of a road commissioner in each county by the board of supervisors, with specified powers and duties relating to county roads. Current law provides for exceptions to this requirement, including authorization for the Board of Supervisors of the County of Merced to transfer the duties of the county road commissioner to the county director of the department of public works. This bill would also authorize the Board of Supervisors of the County of Siskiyou to transfer the duties of the county road commissioner to the county director of the department of public works.

**CSAC Position**

No Position

**[SB 542](#) (Limón D) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.**

**Introduced:** 2/18/2021

**Status:** 1/18/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits.

**CSAC Position**

Watch

**[SB 873](#) (Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.**

**Introduced:** 1/24/2022

**Status:** 3/9/2022-March 22 set for first hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

**CSAC Position**

Watch

**[SB 917](#) (Becker D) Seamless Transit Transformation Act.**

**Introduced:** 2/3/2022

**Status:** 2/16/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified.

**CSAC Position**

Watch

**[SB 922](#) (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.**

**Introduced:** 2/3/2022

**Status:** 3/8/2022-Set for hearing March 28.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

**CSAC Position**

Pending

**[SB 932](#) (Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.**

**Introduced:** 2/7/2022

**Status:** 3/8/2022-Set for hearing March 17.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.

**CSAC Position**

Oppose\_Unless\_Amended

**[SB 942](#) (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.**

**Introduced:** 2/8/2022

**Status:** 3/2/2022-Set for hearing March 22.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

**CSAC Position**

Watch

**[SB 952](#) (Laird D) Public Employment Relations Board: Santa Cruz Metropolitan Transit District.**

**Introduced:** 2/9/2022

**Status:** 3/9/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.



Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law provides for the establishment of the Santa Cruz Metropolitan Transit District. Current law requires any question as to whether a majority of the district's employees in an appropriate unit desire to be represented by a labor organization to be submitted to the Public Employment Relations Board (PERB). Current law requires the district to bargain in good faith with a duly designated or certified labor organization and, when an agreement is reached, to execute a written collective bargaining agreement with the labor organization covering the wages, hours, and working conditions of the employees represented by the labor organization in an appropriate unit, and to comply with the terms of the agreement, as specified. This bill would require employers and employees of the district to adjudicate complaints of specified labor violations before PERB as an unfair practice. By requiring the district to adjudicate claims before PERB, the bill would impose a state-mandated local program.

**CSAC Position**  
No Position

**SB 1049 (Dodd D) Transportation Resilience Program.**

**Introduced:** 2/15/2022

**Status:** 3/10/2022-Set for hearing March 22.

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

**CSAC Position**  
Pending

**SB 1050 (Dodd D) State Route 37 Toll Bridge Act.**

**Introduced:** 2/15/2022

**Status:** 3/14/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on TRANS.

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would create the SR-37 Toll Authority as a public instrumentality of the state, which would be governed by the same board as that governing the Bay Area Infrastructure Financing Authority. The bill would require the authority to operate and maintain tolling infrastructure, including by installing toll facilities, and collect tolls for the use of the Sonoma Creek Bridge, and would authorize the authority to design and construct improvements on the bridge and a specified segment of State Route 37 in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize revenues from the toll bridge to be used for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the segment of State Route 37, as specified.

**CSAC Position**  
No Position

**SB 1121 (Gonzalez D) State and local transportation system: needs assessment.**

**Introduced:** 2/16/2022

**Status:** 3/8/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local

transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

**CSAC Position**  
Pending

**[SB 1156](#) (Grove R) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.

**CSAC Position**  
Pending

**[SB 1175](#) (McGuire D) Transportation.**

**Introduced:** 2/17/2022

**Status:** 3/2/2022-Referred to Com. on RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would state the intent of the Legislature to enact subsequent legislation relating to transportation.

**CSAC Position**  
Watch

**[SB 1196](#) (Umburg D) Transportation Development Act: eligibility: Anaheim Transportation Network.**

**Introduced:** 2/17/2022

**Status:** 3/2/2022-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Current law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used for public transportation purposes. In order to receive an allocation of these funds, existing law authorizes a transit operator to file a claim with the transportation planning agency. This bill would define the Anaheim Transportation Network as an operator for purposes of the Transportation Development Act, which would authorize it to claim funding from a local transportation fund in the area of its apportionment and to receive funding under the STA program. This bill contains other existing laws.

**CSAC Position**  
Watch

**[SB 1201](#) (Melendez R) Clean California Local Grant Program of 2021: Clean California State Beautification Program of 2021: homeless encampments.**

**Introduced:** 2/17/2022

**Status:** 3/15/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the California Transportation Commission to contract with specialists, including, but not limited to, persons trained and experienced in engineering, economics, landscape and design architecture, fish and wildlife management, park and recreation management, history and sociology, agriculture, and urban and regional planning in order to provide the commission with an independent evaluation of routing proposals. This bill would make nonsubstantive changes to that provision.



**CSAC Position**

Watch

**[SB 1217](#) (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.****Introduced:** 2/17/2022**Status:** 3/8/2022-Set for hearing March 28.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

**CSAC Position**

Pending

**[SB 1230](#) (Limón D) Zero-emission and near-zero emission vehicle incentive programs: requirements.****Introduced:** 2/17/2022**Status:** 3/15/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. This bill would require the state board, with respect to the various zero-emission and near-zero emission vehicle incentive programs administered or funded by the state board, to ensure that on or before July 1, 2023, those programs comply with specified requirements. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.

**CSAC Position**

Watch

**[SB 1258](#) (Allen D) Clean Transportation Program: autonomous vehicles.****Introduced:** 2/17/2022**Status:** 3/2/2022-Referred to Coms. on E., U. & C. and TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the State Energy Resources Conservation and Development Commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would authorize infrastructure and zero-emission refueling projects that promote the development and use of zero-emission autonomous vehicles, as defined, to be eligible for funding under the program.

**CSAC Position**

Watch

**[SB 1410](#) (Caballero D) California Environmental Quality Act: transportation impacts.****Introduced:** 2/18/2022**Status:** 3/9/2022-Referred to Com. on E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to

recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.

**CSAC Position**

Watch

**Total Measures: 57**

**Total Tracking Forms: 57**

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**Attachment Two**  
AB 2120 (Ward) Fact Sheet



**CHRISTOPHER M. WARD**

**ASSEMBLYMEMBER FOR THE 78TH DISTRICT**

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## **Fact Sheet: AB 2120**

### **Investing Federal Funding in Local Bridges**

#### **PROPOSED BILL**

Assembly Bill (AB) 2120 restores a previously used formula to distribute dedicated federal bridge funding from the Infrastructure Investment and Jobs Act (IIJA) to state and local projects. It ensures continued investment in local bridges and flexible highway funds.

In addition, the bill will help close the funding gap for needed repairs and replacement of local bridges and prevents further deterioration and funding projects that add safe multimodal access to local bridges.

#### **BACKGROUND**

Cities and counties own and maintain 12,339 bridges across California, representing almost half of the state's bridges. Over 4,300 of these bridges need costly repairs, and 451 are irreparable and must be replaced. Despite a standard design life of 75 to 100 years, nearly one-fifth of local bridges are at least 80 years old. There is a significant disparity in the condition of our state and local bridges, with 11.5% of local bridges in poor condition versus 3.3% of state bridges.

Federal funding from the Highway Bridge Replacement and Rehabilitation Program (HBRRP) was historically the primary source of funding for local bridge projects. When federal legislation ended the HBRRP in 2012, California continued to invest a fixed annual amount of approximately \$300 million of federal transportation funds for local bridge repair, replacement, and preventative maintenance projects. At this funding level,

the number of local bridges in poor condition will climb to above 50% within 20 years.

Simply maintaining the current condition of local bridges across the state would require a yearly budget of \$800 million—an increase of approximately \$500 million annually.

#### **SOLUTION**

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which dedicates approximately \$4.2 billion to California for state and local bridge projects over a five-year period.

To ensure a fair allocation of funding that is responsive to significant bridge repair and replacement needs in local communities, AB 2120 would apply California's historic 55% local, 45% state formula from the HBRRP to the new dedicated bridge funding from the IIJA.

This bill would also require Caltrans to maintain its current commitment of funding from the National Highway Performance Program to local bridges on federal-aid highways.

#### **SUPPORT**

California State Association of Counties  
(Sponsor)

#### **OPPOSITION**

None at this time.

## **FOR MORE INFORMATION**

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Contact: Charles Loudon

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*Bill Version: Introduced February 14, 2022*

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**Attachment Three**  
AB 285 Report Background Information

*Date: February 24, 2022*

**Subject:** California Transportation Assessment (AB 285 Report)  
**Reporting Period:** November 2021 – February 2022  
**Staff Lead:** Egon Terplan, Senior Advisor for Economic Development & Transportation

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## Summary

The California Strategic Growth Council (SGC) has been directed by the Legislature to assess transportation planning and funding in California pursuant to AB 285 (Friedman, Chapter 605, Statutes of 2019) and delivered its findings in 2022.

## Background

California has adopted ambitious goals to reduce greenhouse gas (GHG) emissions, and meeting these commitments requires reductions in per capita vehicles miles traveled (VMT) as well as cleaner fuels and vehicles. Actions taken to reduce GHG and VMT must also support other State priorities, including those outlined in California Transportation Plan: safety, climate, equity, accessibility, quality of life and public health, economy, environment, and infrastructure.

Despite the establishment of specific commitments and targets in state and regional plans, California and its regions are not on track to meet their climate targets. Additionally, historically disadvantaged communities, including low-income communities and communities of color, face significant transportation burdens and have insufficient access to reliable and affordable transportation options. The combination of State and regional transportation planning and spending decisions result in a transportation system that fails to meet everyone's needs. This report will explore the gaps and alignments between the visions put forth in State and regional plans and the transportation projects that we collectively build, maintain, and operate.

A team of researchers from the University of California Institute of Transportation Studies (UC ITS) produced five working papers assessing which aspects of our transportation planning and funding systems move us towards and away from achieving our shared goals. The five papers focus on institutional structure, State plans, regional plans, funding programs, and legal issues.

## ***Stakeholder Engagement Process***

The project and research team shared the draft report findings for the first time at the November 16, 2021 SGC meeting and delivered a report to the State Legislature in early 2022. SGC has coordinated and will continue to work across key State agencies and engage with external stakeholders throughout the process.

For members of the public who would like to submit comments on the California Transportation Assessment: please join the February 24 Council meeting and/or email your comments to [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov). Comments will inform SGC's next steps.

### ***Upcoming Engagement and Efforts in 2022***

The findings and recommendations in the legislative report generated significant discussion among advocates, academics, external stakeholders, and agency partners. SGC will be conducting engagement with key stakeholders to allow for more assessment and discussion on strategies to address the recommendations and challenges identified in the report.

If you would like to submit a letter on the report's findings, please email them to [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov).

### **Discussion Questions**

What kinds of improvements to our transportation system will help support your agency/organization's priorities?

Which recommendations from the UC ITS final summary report do you think should be advanced or further explored?

What additional questions and needs does this report raise and how can SGC best address them?

### **Attachments:**

Attachment A: SGC Foreword and UC ITS Summary Report







CALIFORNIA STRATEGIC  
GROWTH COUNCIL

# **California Transportation Assessment Report**

Pursuant to AB 285

(Friedman, Chapter 605, Statutes of 2019)

*Strategic Growth Council Foreword*  
*February 18, 2022*

Dear Members of the Legislature,

The California Strategic Growth Council (SGC) is pleased to submit this summary report, "The California Transportation Assessment," to the State Legislature pursuant to Assembly Bill 285 (Friedman, Chapter 605, Statutes of 2019).

Prepared by the University of California Institute of Transportation Studies (UC ITS), the report offers an assessment of how transportation planning and funding in California supports long-term common goals, including building and maintaining a transportation system that advances State climate goals and meets the transportation needs of all Californians. In preparing this report, the UC ITS analyzed state and regional transportation plans and institutions, funding allocations to various state, regional, and local transportation programs and funding sources, and the legal frameworks that govern how transportation funds are spent in California.

Across California, transportation is one of the largest and most significant public investments. Over \$30 billion is spent annually across California maintaining and expanding transportation. This "transportation system" is the result of plans and projects funded and implemented across federal, state, regional and local agencies. About half of the expenditures take place at the local level (i.e., local governments, transportation agencies, and transit systems). Importantly, local sales taxes account for over \$6.6 billion annually, more than any other single state or federal transportation program. Yet, decisions on how to spend billions across federal, state, and local funds is critical to improving Californians' access to social and economic opportunity as well as to meeting climate commitments.

The transportation sector is the single largest contributor to California's greenhouse gas (GHG) emissions, accounting for over half of total emissions. Achieving climate commitments requires both reductions in GHG emissions through cleaner fuels and vehicles as well as reductions in driving, which is measured in per capita vehicle miles traveled (VMT).

As identified in the California Air Resource Board's (CARB) 2020 Mobile Source Strategy, even under the most aggressive scenarios for zero-emission vehicle (ZEV) adoption and a rapid transition to cleaner fuels, California simply cannot meet its climate commitments by relying solely on a shift in transportation technologies to cleaner modes such as zero emissions vehicles (ZEVs).

Additionally, the historic emphasis on prioritizing driving over other modes has created decentralized growth patterns that not only requires more driving to meet daily needs (which negatively impacts affordability), but also lead to more development on natural and working landscapes (which reduces their carbon sequestration benefit).

Moreover, overall growth in driving and vehicle miles traveled will continue to increase maintenance costs for the road network and state highway system. This is in addition to the induced vehicle travel and additional GHGs that would result from these projects. Maintaining a true commitment to the “fix it first” approach established in Senate Bill 1 (Beall, 2017) and maintaining the existing system before expanding it has never been more important given the challenges faced.

As a result, it will be critical to provide additional sustainable transportation options to reduce dependency on driving. This Administration is taking key actions to achieve these outcomes through a proposed \$9.1 billion investment in the Governor’s California Blueprint to expand mobility options for Californians and create a safer, faster and greener transportation system, including \$4.2 billion to complete electrified high-speed rail construction in the Central Valley and \$4.9 billion for transit and rail projects, climate adaptation, bicycle and pedestrian safety, and active transportation.

We recognize that there are different transportation needs across California’s diverse communities and regions. And while one size cannot fit all places equally, we have core values as a State that can and should guide our transportation investments across all of California. We can provide communities with sustainable options to get around and reduce our dependence on driving as we also work to advance all the priorities and goals outlined in the California Transportation Plan 2050: safety, climate, equity, accessibility, quality of life and public health, environment, economy, and infrastructure.

In its review of the State transportation system, the UC ITS researchers identified significant progress in many areas. The Administration and Legislature have demonstrated their commitment to innovative programs that help communities meet multiple goals simultaneously by funding augmentations for the Transformative Climate Communities Program (TCC), the Active Transportation Program (ATP), and the Regional Early Action Planning Grants Program (REAP), as well as additional support for Greenhouse Gas Reduction Fund programs such as the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP). The ongoing investment in High-Speed Rail

is laying the groundwork for a sustainable and equitable carbon-neutral future by not only building a State backbone of fully electrified clean rail, but also bringing economic investment to the core of communities that have for too long experienced disinvestment.

Our partners at the regional and local level are also thinking big by proposing investments and major upgrades to regional transit and rail systems, as well as taking on a larger role in land use and housing, exploring road pricing, and increasing investments in active transportation. There is a growing vision across California of the need to shift the transportation system towards more sustainable modes – from internal combustion engines to zero emission vehicles; from single-occupant to shared; from truck to rail in the freight system; and from driving long distances between destinations to shifting land uses so that more daily needs are located within existing communities and neighborhoods, or even a short walk from home.

And while there is great progress in some areas, too many of investments fail to move towards—and often still move away from—this vision. Roadway designs still prioritize mobility for cars over other modes and make it unsafe to walk and bike, especially in areas with insufficient pedestrian and bicycle infrastructure. Highway widening projects across the state continue to get built even though adding auto travel lanes has rarely succeeded in reducing congestion, leads to induced vehicle miles travelled over the long term, and in some cases worsens congestion.

While there are additional funds for transit, buses still get stuck in traffic as they compete with private vehicles for priority space on streets. There are improvements to the user experience for transit riders such as more seamless payment systems and integrated fares through the California Integrated Travel Project (Cal-ITP), but barriers remain to getting all operators on board with these new systems and riders too often get stuck when different bus or rail systems are not well coordinated at transit stations. All of this makes travel times on transit uncompetitive with driving.

We can and must do better.

The report submitted herein is a summary of five papers produced by some of the State's leading transportation researchers. Those papers outline the history of the current transportation system in California, analyze key aspects of transportation planning and funding in California today, and identify areas for improved alignment with long-term common goals.

This report also builds on and supports the policy direction in numerous current state reports and processes, including:

- The California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Investment (CAPTI),
- California Air Resource Board's Scoping Plan and SB 150 report,
- High Speed Rail Authority's (HSRA) Business Plan and Sustainability Report
- California Department of Transportation's (Caltrans) California Transportation Plan 2050 (CTP 2050).

In our view, there are several key messages policymakers and other readers should take away from this report:

- First, there is a **gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions**. The climate and equity-focused programs listed for analysis in AB 285 represent only about two percent of overall transportation spending. At the same time, a significant share of funds at the state, regional, and local levels continue to be spent on adding highway lanes and other projects that increase vehicle travel. This funding not only adds to the maintenance burden of an aging highway system but also means less available funding for other investments that might move more people (such as running more buses or prioritizing their movement) without expanding roadways or inducing additional vehicle travel and provide Californians with more options to meet daily travel needs. Additionally, in most situations, particularly in urban areas, adding highway lanes will not achieve the goals they were intended to solve (such as reducing congestion) as new highway capacity often induces additional vehicle travel due to latent demand that then undermines any congestion relief benefit over time. Critically, these projects also add burdens to already impacted communities along freeway corridors with additional traffic and harmful emissions, and by further dividing and often displacing homes and families in neighborhoods that were segmented by freeways decades prior.
- Second, **projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities**. Transportation projects can take decades to move from conception to construction. Over that time frame, State priorities and solutions adjust, such as the shift from congestion relief through road widening to better managing the



system through pricing and providing more multimodal options. As a result, many transportation projects in the funding pipeline at the State, regional, and local level are no longer the best candidates to advance State climate or equity objectives. But without reevaluating both these prior commitments as well as longstanding funding programs, transportation agencies will continue to fund projects for decades to come that undermine some of the state's current goals and commitments. Further, in order to see different outcomes from the transportation system there is a need for a broader set of integrated and multi-modal policy goals to both existing and new funding programs.

- Third, the **institutional structure for transportation is complicated** and decision-making levers can be disparate or hard to pinpoint. The State has numerous transportation plans, many of which do not align with each other. There are numerous institutions at State, regional, and local levels and each have a role to play in setting the vision for transportation and delivering transportation projects. The fragmentation of actors and decision-makers makes it difficult for the public, and especially for underserved communities, to fully engage with transportation decisions or to hold specific institutions accountable for their actions. It also makes it hard for public agencies to hold themselves accountable as the required plans do not shape spending while authorities and responsibilities for tracking outcomes are divided across many geographies and levels of government.
- Fourth, **institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities.** For example, California has delegated more planning responsibilities to its regional partners at Metropolitan Planning Organizations (MPOs) than other states. Yet California's MPOs' authorities are not always consistent with the goals set for them. This is in part because MPOs must work within parameters set by local partners (i.e., local government land-use decisions) and inputs they must include in their plans (i.e., local county transportation sales tax measures and existing land use patterns). The MPO has little control and no effective oversight over whether those local funds or land use actions help accomplish regional and State goals. Further, today's adopted regional plans include more funding for roads and overall automobility relative to transit and active transportation, even



as the State requires regions to develop plans that reduce GHG emissions, primarily from reductions in VMT.

- Lastly, **work has already begun to align transportation funding with state climate and equity goals**, namely the CalSTA-produced Climate Action Plan for Transportation Infrastructure (CAPTI) and some of the regional plans, including the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 and the San Diego Association of Governments' (SANDAG) San Diego Forward. Further, the additional infrastructure funds from the federal government and state investments provides a once-in-a-generation opportunity to reimagine the transportation system in a way that meets the needs of Californians while prioritizing benefits to the most underserved communities.

The above findings are derived from the UC ITS assessment of the transportation landscape in California. The UC ITS team also identifies promising avenues and recommendations to respond to these findings.

In particular, we wanted to highlight a few areas where we especially see opportunities to partner with the Legislature and other stakeholders to further develop actionable solutions around the following topic areas:

1. **Aligning existing funding programs with State goals.** This could involve reviewing and prioritizing various state goals within transportation funding program guidelines or statute. For example, the statute that governs State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funding has its goals based on rehabilitation and maintenance, safety, operations, and expansion, but no reference to climate or equity. This revisiting of goals could also involve ensuring that additional funds or future funds (including federal infrastructure funds) are spent in ways that align with priority goals.
2. **Updating and better aligning among existing state and regional plans.** This could include strengthening or modifying the California Transportation Plan (including adding a fiscal constraint analysis) and finding opportunities to further align the CTP with other state modal plans and the Regional Transportation Plans (RTPs)/Sustainable Community Strategies (SCSs).
3. **Reevaluating project and program funding and reviewing the current transportation project pipeline.** This should involve revisiting projects





currently in the planning and development pipeline to ensure they align with the State's goals, will deliver long-term benefits for Californians, and reduce harms to burdened communities. This could also involve exploring opportunities to augment overall transportation spending, reevaluating expenditures within current programs, reimagining planned projects, and/or increasing funding for specific programs that meet multiple goals.

4. **Assessing the roles of State transportation institutions.** This would involve exploring the roles and responsibilities for planning and delivering transportation projects across CalSTA, Caltrans, and the California Transportation Commission (CTC), as well as reviewing and clarifying the roles of related agencies (e.g., CARB and SGC) to ensure alignment of decisions with State goals and increase transparency and clarity of responsibilities to the public. This could include making recommendations for changes and clarifications to the institutional roles.
5. **Assessing MPO and local government roles and responsibilities.** This could involve a review of the specific authorities and institutional structure of MPOs to ensure they have appropriate tools to effectively accomplish what is expected of them, such as giving MPOs a greater role in reviewing local land use and transportation actions.

Looking ahead into 2022, the Strategic Growth Council is committed to working with a range of stakeholders to further flesh out and develop implementation actions around these topics that respond to findings in the UC ITS report.

In approaching the report, it is important to clarify that though commissioned and reviewed carefully by SGC, this report is ultimately the work product of the UC Institute of Transportation Studies. The analysis and recommendations included in the attached report are not the official stance of the Strategic Growth Council nor the Administration. It is also a point-in-time document that was undertaken primarily in 2021 based on the available literature, interviews, and other materials when it was written.

SGC would like to thank the State Legislature for this opportunity to conduct a deep dive into the complexities and opportunities in the state transportation system. We would also like to thank the UC ITS authors for their expertise and analysis, as well as our colleagues—most notably staff at CalSTA, Caltrans, CTC, HSRA, CARB, and Office of Planning and Research -- for their expertise and guidance throughout this process. In addition, we want to thank our partners



across the 18 Metropolitan Planning Organizations and the many individuals and organizations who contributed expertise, input, and perspectives throughout this process, including during interviews with the UC ITS team.

We look forward to continuing to leverage everyone's collective expertise to work towards our goal of a more sustainable and equitable transportation system for all Californians.

Regards,

A handwritten signature in black ink that reads "Lynn M. von Koch-Liebert". The signature is fluid and cursive, with the first name "Lynn" being the most prominent.

Lynn von Koch-Liebert  
Executive Director,  
California Strategic Growth Council



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**Attachment Four**  
SB 1049 (Dodd) – Section by Section Breakdown

## **California Transportation Resilience Program DRAFT Section-by-Section**

### **Section 1: Definitions**

Defines “natural infrastructure,” “resilience improvement,” and “program” for the purposes of the new Chapter 9.1 Federal Aid for Transportation Resilience Projects.

### **Section 2: Establish the Transportation Resilience Program**

Establishes the Transportation Resilience Program for the purposes of funding adaptation planning and resilience improvements to protect California’s surface transportation assets.

### **Section 3: Transportation Resilience Program Fund Sources**

Funds the Transportation Resilience Program from 15 percent of the state’s NHPP apportionment and 100 percent of the state’s PROTECT apportionment. Like the state’s Active Transportation Program authorizing legislation, provides that future funding may be augmented if other fund sources are identified. Ideally, the program could be augmented by state general fund resources. Direct the California Transportation Commission to administer the program.

### **Section 4: Funding Distribution**

Distributes program funding for planning and project implementation as follows: 10 percent planning, including for development of resilience plans and vulnerability assessments; 75 percent for resilience improvement projects; and 15 percent for either planning or project implementation, depending in demand. Intent is to ensure compliance with federal program requirements (e.g. two percent of PROTECT funds are directed to planning) and account for both existing and future demand for planning, vulnerability assessments, and implementation. Of note, the proposed language doesn’t specify fund sources for each of the funding categories, but federal eligibilities would lend themselves to the NHPP funds funding the project implementation for federal aid highway projects and PROTECT funds and/or any general fund supplement funding the planning and all non-federal aid highway-focused resilience improvements.

*Note: As you can see in the sample fund distribution breakdown on page 3 section-by-section, the biggest potential “winner” of supplementing the program with a general fund augmentation would be transit and other non-highway resilience projects.*

### **Section 5: Resilient Improvement Project Eligibility Criteria and Plan Consistency**

Provides that resilience improvement projects eligible for funding shall be identified in a climate adaptation plan developed through a multi-stakeholder process that provides an opportunity for public input from communities potentially impacted by the project. Such plans may include but are not limited to resilience-focused multimodal corridor plans, SB 1 adaptation grant-funded plans, or other local, state or regional climate adaptation plan developed thorough a multi-stakeholder process with robust public engagement, including comprehensive regional adaptation plans funded from Transportation Resilience Program planning grants.

Provides that projects must be consistent with an applicable Sustainable Communities Strategy. In the case that a region adopts a comprehensive, multistakeholder resilience improvement plans (envisioned to be funded with Transportation Resilience Program planning grants), projects must be included in those plans.

### **Section 6: Project Selection Criteria**

Directs the CTC to prioritize resilience improvement projects that address a risk to network's most high-priority vulnerable assets. In making this determination, the commission shall first consider:

**1. How vulnerable is the asset?**

The degree of risk for recurring damage or asset failure due to climate threats. For projects on the state highway system, the commission shall consult the department's 2020-2021 adaptation priority reports or any subsequent updates;

**2. How critical is it that the transportation asset is protected?**

The benefits of the project to preserving or enhancing regional or statewide mobility, economy, goods movement, safety, and other benefits associated with protecting the asset; and

**3. What are other benefits of the project?**

The benefits of the project to preserving or protecting adjacent communities, the environment, and other critical infrastructure.

In addition to the criteria above, the commission shall evaluate the extent to which the project will help the state in meeting greenhouse gas reduction goals, utilizes natural infrastructure (e.g. marsh restoration) and advance equity.

### **Section 7: Consistency with Asset Management Plans**

Requires that state highway system projects funded from the Transportation Resilience Program be consistent with the asset management plan required under Section 14526.4 of the California Government Code.

### **Section 8: Grants May Fund Multiple Phases of a Project**

Provides that nothing in this section shall limit the commission from awarding funds to more than one phase of the same project

***Sample Fund Distribution of Transportation Resilience Program***

	<b>\$2.5 Billion over 5 Years</b> <i>(\$1.9 billion NHPP, \$630 million PROTECT, no GF augmentation)</i>	<b>\$3 Billion over 5 Years</b> <i>(\$1.9 billion NHPP, \$630 million PROTECT, \$470 million GF augmentation)</i>
<b>Planning (10%)</b>	\$250 million	\$300 million
Fund Source	(a little less than ½ of the PROTECT funds)	(roughly ½ of the PROTECT funds, state funds, or combo)
<b>Projects (75%)</b>	\$1.9 billion	\$2.25 billion
Fund Source	(100% NHPP funds)	(100% NHPP plus PROTECT or state funds)
<i>Federal aid highway (NHPP-funded projects)</i>	<i>\$1.9 billion</i>	<i>at least \$1.9 billion</i>
<i>Transit, other non-federal-aid highway</i>	<i>None; would need to seek “flexible” funding</i>	<i>up to \$350 million</i>
<b>Flexible (15%)</b>	\$380 million	\$450 million
Fund Source	(PROTECT, which would have the flexibility to fund planning or projects, including non-highway projects.)	(PROTECT &/or state funding, both of which would have the flexibility to fund planning or projects, including non-highway projects)
<b>Planning Range</b>	\$250 million minimum \$630 million maximum	\$300 million minimum \$750 million maximum
<b>Highway Projects Range</b>	\$1.9 billion minimum \$2.3 billion maximum	\$1.9 billion minimum \$2.7 billion maximum
<b>Transit/ /Other Projects Range</b>	\$0 minimum \$380 million maximum	\$0 minimum \$800 million maximum

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**Attachment Five**  
Transportation Infrastructure Package Budget Change Proposal

STATE OF CALIFORNIA  
**Budget Change Proposal - Cover Sheet**  
DF-46 (REV 10/20)

<b>Fiscal Year</b> 2022-23	<b>Business Units</b> 0521, 2660, 2665	<b>Department</b> Secretary of Transportation, Department of Transportation, High Speed Rail Authority	<b>Priority No.</b> Click or tap here to enter text.
<b>Budget Request Name</b> 0521-001-BCP-2022-GB		<b>Program</b> VARIOUS	<b>Subprogram</b> VARIOUS

**Budget Request Description**  
Transportation Infrastructure Package

**Budget Request Summary**

The California State Transportation Agency requests \$9.1 billion for the Administration's transportation infrastructure package, which includes various transportation infrastructure projects and improvements. Additionally, the request includes a \$9.9 billion increase in federal fund authority over five years from the Infrastructure Investment and Jobs Act and an augmentation of \$100 million for Clean California grants in 2023-24.

<b>Requires Legislation</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Code Section(s) to be Added/Amended/Repealed</b> Click or tap here to enter text.	
<b>Does this BCP contain information technology (IT) components?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, departmental Chief Information Officer must sign.</i>	<b>Department CIO</b> Click or tap here to enter text.	<b>Date</b> Click or tap to enter a date.

**For IT requests, specify the project number, the most recent project approval document (FSR, SPR, S1BA, S2AA, S3SD, S4PRA), and the approval date.**

**Project No.** Click or tap here to enter text. **Project Approval Document:** Click or tap here to enter text.

**Approval Date:** Click or tap to enter a date.

**If proposal affects another department, does other department concur with proposal?** ☒ Yes ☐ No  
*Attach comments of affected department, signed and dated by the department director or designee.*

<b>Prepared By</b> Carlos R. Quant	<b>Date</b> Click or tap to enter a date.	<b>Reviewed By</b> Elissa Konove	<b>Date</b> Click or tap to enter a date.
<b>Department Director</b> Click or tap here to enter text.	<b>Date</b> Click or tap to enter a date.	<b>Agency Secretary</b> David S. Kim	<b>Date</b> Click or tap to enter a date.

**Department of Finance Use Only**

**Additional Review:** ☐ Capital Outlay ☐ ITCU ☐ FSCU ☐ OSAE ☐ Dept. of Technology

<b>PPBA</b> Click or tap here to enter text.	<b>Date submitted to the Legislature</b> Click or tap to enter a date.
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## A. Budget Request Summary

The California State Transportation Agency (CalSTA) requests \$9.1 billion state funds (\$4.9 billion General Fund and \$4.2 billion High-Speed Passenger Train Bond Fund) for the various projects included in the Administration's transportation infrastructure package. The transportation infrastructure package is comprised of the following investments in the transportation system:

- \$4.2 billion High-Speed Passenger Train Bond Fund for the High-Speed Rail Project
- \$2 billion General Fund for statewide transit and rail projects
- \$1.25 billion General Fund for Southern California transit projects
- \$750 million General Fund for active transportation and connecting communities projects
- \$500 million for high priority grade separation projects
- \$400 million for climate adaptation projects

In addition to the transportation infrastructure package, CalSTA requests \$9.9 billion Federal Trust Fund for increased federal highway formula funding and \$100 million to augment the Clean California Initiative program grants.

The requested funding is proposed for expenditure over multiple fiscal years, beginning in 2021-22 and through 2025-26.

For 2021-22, CalSTA is seeking to accelerate \$8.5 billion of the requested funding. In addition to better positioning the state for the receipt of anticipated federal infrastructure funding provided by the Infrastructure Investment and Jobs Act, this action will provide \$4.3 billion General Fund needed for the transit and grade separation projects and the first-year funding of the other General Fund investments. The High-Speed Rail Authority will use the \$4.2 billion bond funds to complete construction in the Central Valley, execute engineering and design activities for service between Merced and Bakersfield, advance planning and project design for the entire project, and position the state to leverage federal funds. Additionally, the Authority has prepared a package that includes additional legislative oversight and revisions, quarterly reporting of change orders, submittal of a new Risk Management Plan, and flexibility on administrative expenditures consistent with Proposition 1A requirements.

For 2022-23, \$600 million is included for the second year of the programs noted above.

For 2023-24, \$100 million is proposed to augment the existing \$1.1 billion currently budgeted for the Clean California initiative. The funds will augment the existing local grant program, which provides beautification and trash removal grants to cities, counties, and other government agencies. In December 2021, the Department of Transportation (Caltrans) issued a call for almost \$300 million in available funding and anticipates awarding approximately 200 grants in that round.

Lastly, the budget includes a baseline adjustment to federal funding authorized by the Infrastructure Investment and Jobs Act (IIJA). Based on California's estimated share of Federal Highway Administration (FHWA) formula funding, the budget includes a \$1.8 billion increase in 2021-22, which increases annually until reaching \$2.2 billion in 2025-26. The \$9.9 billion increase in federal fund authority over the five-year period brings California's total FHWA formula share to almost \$30 billion, an average of \$6 billion per year.



## Analysis of Problem

### Summary of Requested Resources (in millions)

Activity	2021-22	2022-23	2023-24	2024-25	2025-26
High-Speed Rail Construction	\$4,200	\$0	\$0	\$0	\$0
Transit and Rail	\$3,250	\$0	\$0	\$0	\$0
Grade Separations	\$500	\$0	\$0	\$0	\$0
Active Transportation Program	\$250	\$250	\$0	\$0	\$0
Climate Adaptation	\$300	\$100	\$0	\$0	\$0
Highways to Boulevards	\$0	\$150	\$0	\$0	\$0
Bicycle & Pedestrian Projects	\$0	\$100	\$0	\$0	\$0
Clean California local grants	\$0	\$0	\$100	\$0	\$0
FHWA formula programs	\$1,775	\$1,872	\$1,972	\$2,073	\$2,176
Total:	<b>\$10,275</b>	<b>\$2,472</b>	<b>\$2,072</b>	<b>\$2,073</b>	<b>\$2,176</b>

## B. Background/History

California's transportation system connects nearly 40 million residents to jobs, housing, services, recreation, and facilitates trade to and from the world's 5<sup>th</sup> largest economy. The transportation system plays a central role in economic opportunities, cost of living, environmental quality, health, and quality of life. The transportation system also plays a vital role in increasing resilience to climate change, while helping reduce carbon emissions that lead to future climate impacts.

The COVID-19 pandemic significantly disrupted the world's public health, economic, and transportation systems. These disruptions have placed added pressures on California's most vulnerable communities.

In response to the COVID-19 pandemic, the federal government passed several bills that have provided states with economic relief and helped mitigate the adverse impacts of the pandemic, including the American Rescue Plan Act (ARPA), which provided California transit agencies with \$4 billion, and the Infrastructure Investment and Jobs Act (IIJA), which authorized over \$500 billion for transportation over five years. Under the IIJA, California is estimated to receive almost \$40 billion of formula-based transportation funding for the following programs over the next five years:

- Existing surface transportation, safety, and highway performance apportioned programs
- A new bridge replacement, rehabilitation, preservation, protection, and construction program
- A new program to support the expansion of an electric vehicle charging network
- Improving public transportation options across the state

The IIJA also includes over \$100 billion in new competitive grants or augmentations to existing grant programs nationwide over five years for a variety of highway, safety, transit, intercity rail, energy, and many other projects. The intercity rail discretionary program is particularly robust, with California positioned to compete well for this funding due to its nation-leading 2018 State Rail Plan.

In addition to federal legislation, California conditionally appropriated \$3 billion General Fund in the 2021 Budget for transportation infrastructure and \$400 million for climate adaption projects. These appropriations were conditioned on actions by the Legislature and expired in October 2021 given the lack of further legislation.

## Analysis of Problem

### C. State Level Consideration

CalSTA's strategic action plan includes the following goals:

1. Improve Safety—eliminate fatalities and serious injuries on the state transportation system and strengthen emergency response by improving multi-modal coordination
2. Expand Accessibility—create a seamless multimodal travel experience, expand equitable pricing, and remove barriers to transit ridership
3. Lower Carbon Emissions—reduce greenhouse gas emissions from the transportation sector and increase resiliency by providing attractive transit and rail options that encourage mode shift
4. Develop Innovative Practices—position California on the cutting edge of technology and innovation, achieve efficiencies, reduce the cost and time to deliver transportation projects while safeguarding the environment
5. Multimodal Investment—integration of transportation modes in a comprehensive system, improve multimodal choices that are safe, accessible, and affordable
6. Advance Equity—advance policies and programs that reflect principles of diversity, equity, and inclusion and support transportation systems that provide safe and equitable access to opportunity and enhance quality of life

The projects that would be funded with the requested resources support the Administration's transportation goals and are consistent with CalSTA's strategic priorities.

### D. Justification

Making strategic investments in California's transportation infrastructure is critical to California's economic growth and equitable recovery from the COVID-19 pandemic. To improve statewide transportation connectivity in a way that reduces carbon emissions, and to leverage and maximize available federal funding, CalSTA proposes the following investments in transportation infrastructure:

**High-Speed Rail**—\$4.2 billion High-Speed Passenger Train Bond Fund to complete high-speed rail construction in the Central Valley, perform advance work for service between Merced and Bakersfield, and complete advance planning and project design for the entire project.

**Statewide Transit and Rail Projects**—\$2 billion General Fund to invest in high-priority transit and rail infrastructure projects. CalSTA would administer this funding through the Transit and Intercity Rail Capital Program (TIRCP). These projects would improve rail and transit connectivity between state and local/regional services, including projects that provide transit priority on state roads and highways and shared corridor routes and projects. Of the requested funding, \$1.980 billion is for project funding and \$20 million is for state operations costs to support these projects.

**Southern California Transit Projects**—\$1.25 billion General Fund to deliver local and regional projects through the TIRCP focusing on climate with projects selected by CalSTA and approved by the California Transportation Commission. Of the requested funding, \$1.15 billion is for project funding and \$10 million is for state operations costs to support these projects.

**Active Transportation and Connecting Communities Projects** —\$750 million General Fund to transform the state's transportation system and support carbon-free transportation options. Specifically, this funding would be comprised of the following components:

## Analysis of Problem

- \$500 million for Active Transportation Program projects to fund existing projects from the current backlog of approved high-scoring projects. ATP projects encourage increased use of active modes of transportation, such as walking and biking, and increase the safety and mobility of non-motorized users.
- \$150 million (75 percent for infrastructure, 25 percent for planning and project development) to establish the Reconnecting Communities: Highways to Boulevards Pilot Program, which will inform the future conversion of key underutilized highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features. Additional information about the highways to boulevards program can be found in the [Climate Action Plan for Transportation Infrastructure](#).
- \$100 million for Bicycle and Pedestrian safety projects allocated through the Highway Safety Improvement Program with a 50/50 state and local split.

Of this funding, \$742.5 million is for project funding and \$7.5 million is for state operations costs to support these projects.

**High Priority Grade Separation Projects**—\$500 million General Fund to support these critical safety improvements throughout the state

**Climate Adaptation Projects**—\$400 million General Fund for climate adaptation projects that support climate resiliency and reduce risks from climate impacts

**Clean California Local Grants**—\$100 million General Fund to extend the availability of grant funding into 2023-24.

**Federal Highway Formula Funding**—\$9.9 billion federal funds over five years to increase the baseline funding level for Federal-aid highway formula programs. In the next five years, California will receive almost \$30 billion of federal highway formula funds, an average annual increase of \$2 billion compared to the \$4 billion received by California the year prior to IJA implementation.

## E. Outcomes and Accountability

CalSTA will oversee the administration of these investments, creating thousands of quality jobs, accelerating new transportation options, and supporting clean transportation projects that address climate change and tackle racial injustice in the transportation system by improving transportation choice and access in disadvantaged communities.

## F. Analysis of All Feasible Alternatives

**Alternative 1:** Approve the request, totaling \$9.2 billion state funding over three years (\$5 billion General Fund and \$4.2 billion Proposition 1A General Obligation Bond Fund) and \$9.9 billion federal funding over five years.

### Pros:

- High-Speed Rail, other rail, and transit infrastructure investments would reduce greenhouse gas emissions and support California's climate goals
- Transportation infrastructure investments would support the state's economic recovery from the COVID-19 pandemic
- The proposed investments would leverage billions in federal funding

## Analysis of Problem

- The proposed investments would enhance safety and expand transportation options for disadvantaged communities

### Cons

- Would increase General Fund costs

**Alternative 2:** Approve \$7.6 billion (\$3.4 billion General Fund and \$4.2 billion Proposition 1A General Obligation Bond Fund) to support transportation infrastructure, as submitted in the 2021 transportation infrastructure proposal. This funding included \$4.2 billion Proposition 1A General Obligation Bond Fund for the High-Speed Rail Project, \$1 billion General Fund for Southern California transit projects, \$1 billion General Fund for high priority transit and rail projects, \$500 million for high priority grade separations, \$500 million for Active Transportation projects, and \$400 million for Climate Adaptation projects.

### Pros:

- High-Speed Rail, other rail, and transit infrastructure investments would reduce greenhouse gas emissions and support California's climate goals
- Transportation infrastructure investments would support the state's economic recovery from the COVID-19 pandemic
- The proposed investments would leverage billions in federal funding
- The proposed investments would enhance safety and expand transportation options for disadvantaged communities
- Less General Fund costs than Alternative 1

### Cons:

- While this alternative would support the state's economic recovery, it would not support it to the same degree as alternative 1.
- This alternative would likely not maximize California's opportunity to leverage available federal funding
- This alternative only includes \$500 million for carbon-free infrastructure projects, leaving the investments in bicycle and pedestrian safety and Highways to Boulevards unfunded:
  - HSIP Bicycle and Pedestrian Safety money is critical given rising fatalities and severe injuries on California roadways, as well as strong interest on bike/ped safety from stakeholders through the last legislative cycle
  - Highways to Boulevards pilot program was named in CAPTI as an action to implement, and leaving it unfunded would mean this CAPTI action, which received strong support from stakeholders, cannot be accomplished/fulfilled.

**Alternative 3:** Only approve the increased federal funding authority

### Pros:

- No additional state costs.

### Cons:

- This alternative does not adequately address the state's aging transportation system or address the economic and impacts of COVID-19

## **Analysis of Problem**

- This alternative puts California at a disadvantage to compete for available federal funding opportunities.
- This alternative limits the state's ability to mitigate climate change or further advance California's transportation goals.

### **G. Implementation Plan**

Upon proposal approval, CalSTA would work with the High Speed Rail Authority, Caltrans, and other partner agencies to implement the proposal. CalSTA's transit and intercity rail capital funding will be implemented through the Transit and Intercity Rail Capital Program and the newly established Statewide Transportation Priorities Program. Proposed TIRCP projects would be included in the call for projects within 90 days of proposal approval, with project selection within 180 days of the call for projects. Projects benefiting intercity rail would also be implemented in coordination with the Caltrans Intercity Rail Program.

### **H. Supplemental Information** *(Describe special resources and provide details to support costs including appropriate back up.)*

N/A

### **I. Recommendation**

Approve Alternative 1

## BCP Fiscal Detail Sheet

BCP Title: Transportation Infrastructure Package

BR Name: 0521-019-BCP-2022-GB

### Budget Request Summary

	FY22					
	CY	BY	BY+1	BY+2	BY+3	BY+4
Operating Expenses and Equipment						
54XX - Special Items of Expense	3,500,000	0	0	0	0	0
<b>Total Operating Expenses and Equipment</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Budget Request</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Fund Summary

Fund Source - State Operations						
0001 - General Fund	20,000	0	0	0	0	0
<b>Total State Operations Expenditures</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Fund Source - Local Assistance						
0001 - General Fund	3,480,000	0	0	0	0	0
<b>Total Local Assistance Expenditures</b>	<b>\$3,480,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total All Funds</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Program Summary

Program Funding						
0276 - Transit and Intercity Rail Capital Program	3,000,000	0	0	0	0	0
0277 - Statewide Transportation Priorities	500,000	0	0	0	0	0
<b>Total All Programs</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Analysis of Problem

### BCP Fiscal Detail Sheet

BCP Title: Transportation Infrastructure Package

BR Name: 2660-145-BCP-2022-GB

#### Budget Request Summary

	FY22					
	CY	BY	BY+1	BY+2	BY+3	BY+4
Salaries and Wages						
Earnings - Temporary Help	1,500	2,500	0	0	0	0
<b>Total Salaries and Wages</b>	<b>\$1,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Personal Services</b>	<b>\$1,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Operating Expenses and Equipment						
5368 - Non-Capital Asset Purchases - Equipment	1,215,120	1,173,440	1,182,960	1,243,680	1,305,600	0
54XX - Special Items of Expense	1,358,580	1,296,460	788,640	829,120	870,400	0
<b>Total Operating Expenses and Equipment</b>	<b>\$2,573,700</b>	<b>\$2,469,900</b>	<b>\$1,971,600</b>	<b>\$2,072,800</b>	<b>\$2,176,000</b>	<b>\$0</b>
<b>Total Budget Request</b>	<b>\$2,575,200</b>	<b>\$2,472,400</b>	<b>\$1,971,600</b>	<b>\$2,072,800</b>	<b>\$2,176,000</b>	<b>\$0</b>

#### Fund Summary

Fund Source - State Operations						
0001 - General Fund	1,500	2,500	0	0	0	0
<b>Total State Operations Expenditures</b>	<b>\$1,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Fund Source - Local Assistance						
0001 - General Fund	648,500	547,500	0	0	0	0
0890 - Federal Trust Fund	710,080	748,960	788,640	829,120	870,400	0
<b>Total Local Assistance Expenditures</b>	<b>\$1,358,580</b>	<b>\$1,296,460</b>	<b>\$788,640</b>	<b>\$829,120</b>	<b>\$870,400</b>	<b>\$0</b>
Fund Source - Capital Outlay						
0001 - General Fund	150,000	50,000	0	0	0	0
0890 - Federal Trust Fund	1,065,120	1,123,440	1,182,960	1,243,680	1,305,600	0
<b>Total Capital Outlay Expenditures</b>	<b>\$1,215,120</b>	<b>\$1,173,440</b>	<b>\$1,182,960</b>	<b>\$1,243,680</b>	<b>\$1,305,600</b>	<b>\$0</b>
<b>Total All Funds</b>	<b>\$2,575,200</b>	<b>\$2,472,400</b>	<b>\$1,971,600</b>	<b>\$2,072,800</b>	<b>\$2,176,000</b>	<b>\$0</b>

#### Program Summary

Program Funding						
1835019 - Capital Outlay Projects	1,215,120	1,173,440	1,182,960	1,243,680	1,305,600	0
1835020 - Local Assistance	1,360,080	1,298,960	788,640	829,120	870,400	0
<b>Total All Programs</b>	<b>\$2,575,200</b>	<b>\$2,472,400</b>	<b>\$1,971,600</b>	<b>\$2,072,800</b>	<b>\$2,176,000</b>	<b>\$0</b>

# Analysis of Problem

## BCP Fiscal Detail Sheet

BCP Title: Clean California

BR Name: 2660-212-BCP-2022-GB

### Budget Request Summary

	FY22					
	CY	BY	BY+1	BY+2	BY+3	BY+4
Operating Expenses and Equipment						
54XX - Special Items of Expense	0	0	100,000	0	0	0
<b>Total Operating Expenses and Equipment</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Budget Request</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Fund Summary

Fund Source - Local Assistance						
0001 - General Fund	0	0	100,000	0	0	0
<b>Total Local Assistance Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total All Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Program Summary

Program Funding						
1835056 - Maintenance	0	0	100,000	0	0	0
<b>Total All Programs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## Analysis of Problem