AGENDA
August 25, 2021

CITY COUNCIL
LAW & REGULATION COMMITTEE
4:00 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us/CORTV

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Members of the public may offer public comment by phone:

Dial in Phone Number: 916-774-5353

If you need a disability-related modification or accommodation to participate in this meeting, please contact Voice: 916-774-5200, TDD: 916-774-5220. Requests must be made as early as possible.

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. CALL TO ORDER

2. SILENT ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. REPORTS/COMMENTS/COMMITTEE/STAFF

5.1. Electric Department Priority Legislation - August 2021

Memo from Utility Government Relations Administrator Amber Blixt and Electric Utility Director Michelle Bertolino with a report that provides an overview of energy-related legislation and other activities that staff has been monitoring.

CC #: 1678

File #: 0103-32-01

CONTACT: Amber Blixt 916-774-5693 aablixt@roseville.ca.us

5.2. Environmental Utilities Priority Legislation - August 2021

Memo from Utility Government Relations Administrator Marisa Tricas and Environmental Utilities Director Richard Plecker with an update on the Environmental Utilities Staff Report. This staff report provides updates on the implementation timeline for the California Water and Wastewater Arrearage Payment Program and the Low-Income Household Water Assistance Program.

CC #: 1679

File #: 0103-32-01

CONTACT: Noelle Mattock 916-774-5504 ncmattock@roseville.ca.us

5.3. State and Federal Priority Legislation - August 2021

Memo from Government Relations Administrator Mark Wolinski and Deputy City Manager Megan MacPherson Scheid with an overview of state priority bills being tracked and federal funding being considered by Congress with a particular focus on transportation.

CC #: 1680

File #: 0103-32-01

CONTACT: Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

6. ADJOURNMENT

CITY OF ROSEVILLE CALIFORNIA

CITY COUNCIL
Law & Regulation Committee

CC #: 1678
File #: 0103-32-01

Title: Electric Department Priority Legislation - August 2021
Contact: Amber Blixt 916-774-5693 aablixt@roseville.ca.us

Meeting Date: 8/25/2021
Item #: 5.1.

RECOMMENDATION TO COUNCIL

Discuss and provide input on any state or federal legislation presented to the committee.

BACKGROUND

Staff has been reviewing energy legislation and regulation to determine potential impacts to the Electric Department. Below is a list of key state regulatory issues and Federal legislation that staff has been monitoring:

State Regulatory Items:

California Arrearage Payment Program (CAPP): The CAPP program will be administered by the California Department of Community Services and Development (CSD). CAPP applies to arrears accumulated from March 4, 2020 – June 15, 2021, the "COVID-19 bill relief period". Past-due bills are defined as 60 days or more past due and includes active/inactive accounts as well as customer accounts with payment plans. CSD program implementation will occur in 4 phases:

Phase One – Utility survey to quantify total residential energy arrearages statewide;

Phase Two – Utility Submits a CAPP application on behalf of residential and commercial customers eligible for CAPP assistance;

Phase Three – Apply CAPP benefits directly to eligible residential and commercial customer accounts in order of priority;

Phase Four – Submit required reports to CSD to confirm delivery of CAPP benefits.

The Phase 1 Utility Survey was released August 2, 2021. CSD has requested that utilities not complete the survey until August 15, 2021 to ensure inclusion of all past due charges that occurred through June 15. Utilities have until September 1, 2021 to return the survey via the portal. The importance of this phase is to develop the individual utility's share of CAPP funds. Phase 2 is the application phase which will be released on October 4. Utilities will need to submit their application by December 6, 2021. As part of this phase utilities will be reporting the total amount of customer arrearages incurred, account numbers and corresponding past due balances as well as other supporting documentation as requested. Phase 3 is the disbursement phase. CSD will disburse funds within 30 days after completing review and approval of a utility application, but no later than January 31, 2022. Within 60 days of receiving CAPP funds the utility will issue assistance to customers in the form of bill credits. Utilities must include a statement that credits are the result of California's CAPP funding. There is also a prioritization of fund distribution: active residential customers with past due balances that might be subject to service disconnections; active residential customers with past due balances; inactive residential accounts with past due balances; commercial customers with past due balances. Once participating in the CAPP program, utilities cannot disconnect recipients for 90 days after a benefit is applied and cannot disconnect while a customer is current on a repayment plan, or while CSD reviews/approves applications. The final phase, phase 4 is the reporting phase where CSD will perform a review of CAPP allocation expenditures. Additional reporting and auditing will likely be requested. Any funds that are not applied will be returned to CSD. ***The City has been actively engaged and supportive of this process from the introduction of the legislation throughout implementation and is in the process of gathering initial survey responses for Phase 1. Additional approvals may be needed by the City to ultimately receive funds from the CAPP program. The Government Relations team is attending weekly trade meetings to stay abreast of any new developments and is anticipating that CSD will release a Frequently Asked Questions (FAQ) document shortly to help identify and explain outstanding questions related to program definitions and billing proration issues.***

Governor's Executive Order - Proclamation of a State of Emergency: On July 30, 2021 Governor Newsom issued an Executive Order that calls for demand and supply side measures to mitigate the risk of capacity and energy shortages. On the demand side, the Executive Order calls for incentives for large energy users to reduce electric demand when an extreme heat event or loss of transmission capacity, or both occurs. The Executive Order directs the Department of Finance to provide payments to fund these demand reduction programs, established by California utilities. The program can run from August 15-October 31, 2021 and requires participating customers to commit to reduce their electricity by a specified amount when a CAISO grid warning or grid emergency is called with verification of load reduction numbers required as a part of this program. ***This demand-side efforts appears to be targeted toward larger utilities that already have mechanisms in place to offer and verify load reduction measures and is optional for smaller utilities like Roseville. The City of Roseville is looking at what types of demand response programs will be viable for us to establish in the future; however, we do not plan to participate in this program at this time.***

On the supply side, the Executive Order speaks to the Department of Water Resources (DWR) and the California Energy Commission (CEC) entering into contracts to arrange for the procurement of materials, goods, and services necessary for projects likely to be online by October 31, 2021, that would expand energy supply and storage to respond to energy supply shortages caused by climate change. For contracts first executed through October 31, 2021 applicable provisions of the Government Code and the Public Contract Code including competitive bidding requirements are suspended to the extent necessary. In order to get new generation online quickly to help address potential supply shortages by October 31, 2021, several other statutes and regulations have also been suspended. The CEC is tasked with establishing a process to expedite all actions and the California Independent System Operator (CAISO) is also charged with expediting interconnections of resources specified by the CEC. ***The Electric Department recently submitted a GIM on this topic dated July 30, 2021. The drought and wildfires along with extreme weather have been impacting the availability of electric supply on the grid. The City was recently contacted by state representatives to look at options related to increasing electric supply. The Electric Department is actively engaging in these conversations with state representatives to understand the benefits***

for utility operations and Roseville customers.

Federal:

US HR 3684 (DeFazio) – INVEST in America Act (Watch): This bill has become the vehicle for the Senate's bipartisan infrastructure bill, known as the "Infrastructure Investment and Jobs Act". At the time of this writing, the Senate is currently voting on amendments to the Infrastructure Investment and Jobs Act before they leave for summer recess. This legislation totals around $1.2 trillion. This bill currently includes funding in the amount of $73 billion for electrical grid activities, which focuses on grid reliability and resiliency, deployment of technologies to enhance grid flexibility, critical minerals and supply chains for clean energy technology, and key technologies like carbon capture, hydrogen and energy efficiency. There is also an additional $7.5 billion for electric vehicle charging infrastructure. In addition, $65 billion is projected to be set-aside for broadband expansion activities. ***The Electric Department is evaluating the energy related items within the bill. Staff is also working with our trade associations such as the American Public Power Association (APPA), which is attempting to influence any amendments that could affect public power utilities.***

Conclusion

Staff will continue to actively advocate on key legislation this year along with its coalition partners. Staff will continue to keep the committee apprised of these important legislative and regulatory proposals and request any direction as needed.

FISCAL IMPACT

The costs of these activities are contained within the City's current budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

The activities detailed in this report will not result in job development or creation.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378.

The action of reviewing legislation meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Amber Blixt, Utility Government Relations Administrator

Michelle Bertolino, Electric Utility Director

CITY COUNCIL
Law & Regulation Committee

CC #: 1679
File #: 0103-32-01

Title: Environmental Utilities Priority Legislation - August 2021
Contact: Noelle Mattock 916-774-5504 ncmattock@roseville.ca.us

Meeting Date: 8/25/2021
Item #: 5.2.

RECOMMENDATION TO COUNCIL

This staff report provides an update on the implementation timeline for the California Water and Wastewater Arrearage Payment Program and the Low-Income Household Water Assistance Program.

BACKGROUND

Since the State Legislature remains on recess at the time of the writing of this staff report, Environmental Utilities (EU) staff will focus on the implementation and timeline on the external funding available to help Roseville customers most impacted by the economic disruption from the COVID-19 Pandemic. At the last Law and Regulation Committee, EU staff provided an overview of the various programs. Below is the current implementation timeline for these two new programs.

Program	California Water and Wastewater Arrearage Payment Program (CWWAPP)	Low Income Household Water Assistance Program (LIHWAP)
Administrator	State Water Resources Control Board (SWRCB)	Community Services and Development Department (CSD)
Funding	$985 million	$116 million
Utilities Covered	Tier 1 Water Tier 2 WW (Sept. know if funds avail)	Water and Wastewater
Admin. costs	3%	None
Dates covered	March 4, 2020 - June 15, 2021	Can be used for pre-COVID arrears
July 2021	SWRCB notification sent to water utilities	1) CSD published state plan 7/26/21 2) Public provided and submitted follow up questions on plan 7-29-21
August 2021	1) 8/11/21 SWRCB released survey. 2) 8/19/21 SWRCB to hold public	CSD must submit state's plan to federal government by 8/9/2021

September 2021	webinar on program and survey **1) 9/10/21 Survey due to SWRCB.** 2) SWRCB has 90 days from July 22, 2021 to adopt a resolution establishing program guidelines. At this time they plan to hold a special meeting to adopt guidelines in September. SWRCB required to begin accepting applications within 14-days of approval of resolution.	Federal Government to approve state plan
)ctober 2021	Currently it is expected that the application period will begin	Program implementation date late fall
November 2021	60-days to apply	
December 2021	TBD	Program implementation date late fall
anuary 2022	**Deadline for state to allocate funds 1/31/22**	**Deadline to expend funding September 2023**

FISCAL IMPACT

The costs for tracking these activities are contained within the City's current budget and further action may be required to receive these funds.

ECONOMIC DEVELOPMENT / JOBS CREATED

The activities contained in this report will not result in job development or creation.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The action of reviewing legislation meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Noelle Mattock, Utility Government Relations Administrator

Richard D. Plecker, P.E., Environmental Utilities Director

CITY COUNCIL
Law & Regulation Committee

CC #: 1680
File #: 0103-32-01

Title:	State and Federal Priority Legislation - August 2021
Contact:	Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

Meeting Date: 8/25/2021
Item #: 5.3.

RECOMMENDATION TO COUNCIL

The following report includes an overview of state priority bills being tracked and federal funding being considered by Congress with a particular focus on transportation. Staff requests the committee's input on any of the bills and/or issues that are of particular importance to the committee.

BACKGROUND

The Public Works Department oversees and implements the demanding work of constructing capacity-enhancing projects, installing major traffic-safety improvements, completing priority roadway-maintenance, operating the City's bus system, building and maintaining an expansive system of bike trails and bike lanes, and managing an ever growing fleet of fossil fuel and electric vehicles. These efforts are crucial to improving the quality of life through: transportation improvements for vehicles, bicycles and pedestrians; optimizing traffic flow; and maintaining the City's transportation infrastructure.

The department accomplishes this by providing overall direction, coordination, and management of Public Works programs and services that oversee capital improvements and operations of key infrastructure such as roads, bridges, bikeways, and traffic systems. The department operates and maintains the City's transit system, provides maintenance for over 1,100 lane miles of City streets, and operates and maintains 200 traffic signals. The department also implements the Transportation Systems Management Ordinance by promoting alternative transportation measures with large employers in the City.

There are many challenges the department continues to grapple with to meet the growing demands placed on Public Works and the successful maintenance and operations of the transportation network. These include lack of state and federal funding for transportation projects and rehabilitation, new state and federal mandates for zero-emission vehicles, and other climate adoption mandates. These, along with a seemingly never-ending series of new mandates adds to the increasing challenges the department faces in keeping the City's streets and roads in good repair, while meeting the new requirements of climate change and other policy mandates.

The following is an overview of some of the state transportation legislation that is still active, an overview of transportation governance, and federal funding being considered by Congress that has potential implications to the department and how it meets its transportation-related goals and objectives.

<u>Transportation</u>
<u>State Legislation</u>

• **<u>AB 122 (Boerner Horvath) - Vehicles: Required Stops: Bicycles (Oppose Unless Amended)</u>** - This bill would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. *Staff Comments: The City has taken an oppose-unless-amended position on the bill. Staff believes this bill allows bicycles to treat stop signs as yield signs when there are no vehicles present. This bill would legalize what bicyclists current do today. This type of law has been used in Idaho for the past 30 years, and more recently in Colorado and Delaware. While staff doesn't have concerns with this approach on residential or collector streets, staff does have some concerns on this approach when entering a STOP from a residential/collector onto an arterial. Even if the bicyclist can manage to cross or join traffic there are examples of when a vehicle is driving on an arterial and a bike comes out of a side street very quickly it will cause the car to swerve. This becomes a problem particularly if there's a car next to the vehicle that swerves.*

• **<u>AB 1035 (Salas) DOT: Streets and Highways: Recycled Materials (Watch)</u>** - This bill would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material-recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. *Staff Comments: The City is watching this bill to understand the final definition of "Department's standard specifications," which appears to include any future specifications for recycled materials that are published in Caltrans' standard specifications. However, we are concerned this would require ongoing updates to local specifications whenever Caltrans updates their specifications, thereby creating ongoing costs for local agencies to review Caltrans specifications, determine their feasibility and cost-effectiveness for local projects, and, if feasible and cost-effective, to formally adopt the specifications.*

• **<u>SB 372 (Leyva) Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles (Watch)</u>** - Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. *Staff Comments: The City has taken a watch position on this bill to understand if it might provide any specified program components, financing tools, and nonfinancial support that might be beneficial to the City as it* *considers future conversion of certain portions of the City's fleet.*

Transportation Governance

One of the components that lends to the complexities of transportation matters is governance. Transportation governance involves a variety of federal, state, regional, and local agencies, including how funding is allocated to states and local governments. The federal government mainly provides funding and oversees certain safety requirements. The state, regional, and local governments help fund, plan, construct, operate, and maintain different transportation infrastructure, such as highways, streets and roads, transit systems, and intercity rail.

At the federal level, Congress appropriates federal funding for transportation and establishes national transportation policy objectives. The main federal agency tasked with carrying out Congress' directives is the U.S. Department of Transportation. The department consists of nine administrations that each specialize in a particular mode or aspect of transportation. For example, the Federal Highway Administration provides funding to states for the construction and preservation of federally designated highways. (Most, but not all, of California's state highway system is part of the federal highway system.) Other administrations perform similar functions for transit, railroads, aviation, and maritime activities.

In California, the Legislature sets the state's overall transportation policies, including establishing state revenue sources and expenditure priorities. The Legislature typically appropriates a lump sum in the annual budget act for different types of transportation projects, while delegating the authority to select specific projects to various state entities and local governments. The main state transportation department is the California Department of Transportation (Caltrans), which owns, operates, maintains, and repairs the state highway system. It also provides the railroad cars for the state's three intercity rail services.

The California Transportation Commission (overseen by 11 voting members, including 9 appointed by the Governor and 2 by the Legislature) reviews and adopts the major transportation project lists proposed by Caltrans and regional agencies and oversees project delivery. In addition, the state passes through certain federal and state funds to regional and local agencies.

Regionally, there are two main types of local transportation governing bodies that perform planning activities. First, the state has 18 Metropolitan Planning Organizations (MPOs) that are federally required planning bodies for every urbanized area in the state with a population over 50,000. These MPOs are comprised of representatives from local governments and transportation authorities in the designated area. They prepare 20 year Regional Transportation Plans that project the area's long term transportation needs and priorities, as well as four year Transportation Improvement Programs that identify specific transportation projects for federal funding. Second, the state has 26 Regional Transportation Planning Agencies (RTPAs). These RTPAs perform functions similar to the MPOs but are located in rural areas of the state. Most MPOs and RTPAs consist of a single county or a group of counties.

Finally, the local governance for transportation is found within California's 58 counties and 482 cities who own, maintain, and provide funding for the local streets and roads in their jurisdictions. They also typically own the commercial airports and seaports located in their communities (though these tend to be overseen by independent commissions and structured as revenue generating operations).

Cities and counties set land use policies, nominate transportation projects for funding by their regional governing body, and enforce traffic laws in their communities. Some counties also have transportation authorities that are responsible for developing expenditure plans for voter approved local sales tax measures.

Federal
Infrastructure

The Senate recently passed the massive $1.2 trillion Infrastructure Investment and Jobs Act that includes a full surface transportation reauthorization bill, in addition to funding for the electric grid, broadband, water infrastructure, resiliency and western water storage, environmental remediation, and more.

The bipartisan deal focuses almost entirely on physical infrastructure projects that will move to rebuild parts of American society and take action on longer-term issues, from climate change to improving internet access. The following areas would get major new spending:

• **Transportation projects:** The bill would spend $110 billion in new funds for road, bridges, and related projects. It also would commit $39 billion for public transit — which the Biden administration described as “the largest federal investment in public transit in history” — along with $66 billion in rail. It would spend $42 billion on ports, airports, and related projects. And it would invest $11 billion in making America’s roads safer.

• **Reconnected communities:** In the past few decades of road construction, many American cities have been physically divided by large highways, disproportionately affecting minority communities. The bill would spend $1 billion to reconnect many of these places.

• **High-speed internet:** The bill would spend $65 billion with a goal of providing broadband internet to all Americans, further aiming to boost competition among providers and reduce the cost of high-speed internet to make it more affordable.

• **Electric vehicles:** The bill would put $7.5 billion into a national network of electric vehicle chargers. It would also put $7.5 billion toward electrifying buses and ferries. These actions, the Biden administration said, are meant to create jobs but also help tackle global warming by decarbonizing major components of the American transportation systems.

• **Other action on climate change:** The bill would also make several other investments meant to combat climate change, including $28 billion on power grid infrastructure, resiliency, and reliability and $46 billion to, in part, mitigate damage from floods, wildfires, and droughts.

• **Clean drinking water:** The deal would spend $55 billion on clean water infrastructure, particularly to eliminate lead pipes and other dangerous chemicals in today’s service lines.

• **Cleaning up the environment:** The bill would also commit $21 billion on environmental remediation, particularly to clean up superfund and brownfield sites, abandoned mines, and orphaned gas wells.

While the plan is the largest ever proposed, it is still a step down, in some ways, from what had been proposed by the Administration. For one example, public transit funds were cut by roughly $10 billion.

With the passage of the bill, the Senate immediately began consideration and passed the Senate Democrats’ $3.5 trillion Fiscal Year (FY) 2022 budget resolution. The budget resolution includes reconciliation instructions for 12 Senate committees and 13 House committees to craft sweeping legislation to “enact the Build Back Better agenda,” including large swaths of President Biden’s proposed American Jobs and Families Plans released earlier this year.

The House will return to Washington during the week of August 23 to vote on the resolution, which also directs the committees to write their legislation to fulfill the spending targets set forth by the budget resolution by Wednesday, September 15. The multiple bills marked up by the committees would then be bundled together by the House and/or Senate Budget Committees for floor debate as a single, mammoth bill.

House Speaker Pelosi has said that the House will not vote on the Senate-passed infrastructure bill until the Senate has also passed the budget reconciliation package, which very likely won’t happen until October at the earliest. This means that the infrastructure bill and the budget reconciliation package won’t be enacted into law until mid-late fall at the earliest.

These two bills are important to the Public Works Department and its transportation related work. While much of the federal dollars are geared more towards large projects on the federal highway network and not local roads, the bills will provide for reauthorization of formula based programs like the Regional Surface Transportation Program (RSTP) that is frequently used to resurface the City’s major roadways and Congestion Mitigation Air Quality (CMAQ) grants that are used for projects like roundabouts, sidewalks, and bicycle facilities. The bills will also provide some competitive grant opportunities for bike facilities, pedestrian improvements, bus and fleet electrification, and nearly $85 billion nationwide for electric vehicle charging infrastructure.

While this massive infusion of funding is certainly welcomed, it will not eliminate the funding challenges the department faces to meet the demands of maintaining, improving and constructing new elements of the local transportation infrastructure. It appears that certain formulaic funding programs would be replenished by the new funding, but it doesn’t seem that the funding levels would be increased. The transit funding will possibly help with fleet electrification, and there may be other funding opportunities that will occur once the final legislation is passed and signed by the president. This will ultimately require a deep review and analysis of the final legislation to fully understand how the funding can be used to support the department’s transportation goals and objectives.

Conclusion

Government relations staff will continue to work closely with the department to understand the implications and opportunities that will exist from the funding that becomes available from the federal government. It is critically important to identify where the funding is being allocated, the requirements to access the funding, and how the funds may help the department. Staff will provide the L&R Committee with an update on the transportation legislation and funding as the congressional and legislative sessions progress.

FISCAL IMPACT

The costs of these activities are contained within the City’s current budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

The activities detained in this report will not result in job development or creation.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The action of reviewing legislation meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Mark Wolinski, Government Relations Administrator

Megan Scheid, Deputy City Manager