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| **From:** | Gerard, Jennie |
| **To:** | DL - City Council |
| **Subject:** | FW: City of Oakland Legislative Matrices 2.14.14 |
| **Date:** | Tuesday, February 18, 2014 12:01:02 PM |
| **Attachments:** | OAK Taxes and Miscellaneous Legislative Matrix 2.14.14.pdf<br>OAK Environment, Energy and Sustainability Legislative Matrix 2.14.14.pdf<br>OAK Economic Development Legislative Matrix 2.14.14.pdf<br>OAK Youth Legislative Matrix 2.14.14.pdf<br>OAK Planning, Housing & Land Use 2.14.14.pdf<br>OAK Public Safety Legislative Matrix 2.14.14.pdf<br>OAK Infrastructure-RDA Legislative Matrix 2.14.14.pdf |

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In the office Monday - Thursday

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**From:** Niccolo De Luca [mailto:ndeluca@townsendpa.com]
**Sent:** Friday, February 14, 2014 2:33 PM
**To:** Quan, Jean; Everhart, Maisha; Kernighan, Pat; Gerard, Jennie; Lin, Sarah D2; Santana, Deanna; Blackwell, Fred; Orologas, Alexandra; Parker, Barbara; Katz, Alex
**Cc:** Sophia Sadaat
**Subject:** City of Oakland Legislative Matrices 2.14.14

Hello Team Oakland,

Attached are your weekly legislative matrices.

On the funding side of things, yesterday we attended the Senate Budget Committee hearing specifically on the Governor's plan for the use of Cap and Trade funds.

As you know, this could be a very significant source of funds for some of our priority projects. The Governor's budget proposes to spend $850 million from cap and trade auction revenue in 2014-15. Proposals (summarized below) range from water efficiency to rail modernization. This hearing is just the beginning of the budget process and there will be a lot of negotiations between the Legislature and the Governor.

The six listed below are of importance to local government and for now, here is where cap and trade funds stand that impact us:

1. $250 million for High Speed Rail
    a. This includes $58.6 million to continue the environmental planning of the Phase 1 work from SF down to Anaheim.
    b. This includes $191.4 million for right of way acquisition and construction extending from Madera to Bakersfield.
    c. The trailer bill language proposes to use cap and trade as an ongoing funding source for high speed rail construction.
2. $50 million for Rail Modernization through Caltrans
    a. The Rail Modernization Grant (RMG) program proposes to reduce GHGs

through supporting traditional capital outlay projects, network integration of high speed, intercity and commuter rail systems, and transit systems.
    b. These grants will be through Caltrans and approved by the CTC.
    c. Essentially, it's to fund capital improvements that will modernize intercity, commuter, and urban rail systems that will then reduce GHGs.
    d. The trailer bill also specifies one of the objectives of this fund is "to promote housing development in the vicinity of the rail station".
3. $100 million for Sustainable Communities
    a. This program is proposed to fund land use, housing, and transportation projects to support infill and compact development.
    b. Specifically, as outlined in the trailer bill, this is to fund, among other projects, transit capital projects, affordable housing, and programs supporting transit ridership.
4. $200 million for Low Carbon Transportation (Air Resources Board).
    a. The budget proposes these funds to expand the existing clean transportation programs that provide incentives for sustainable freight technology, zero-emission cars, low-emission cars in disadvantaged communities, and clean trucks and bus programs.
5. $80 million for Weatherization Upgrades and Local Energy Efficiency
    a. The breakdown of this section is $75 million for local assistance and $5 million state operations to support the expansion of existing weatherization and solar programs through local service providers, combined with the federal Low Income Home Energy Assistance Program (LIHEAP) and Weatherization Assistance Program.
    b. Services will benefit disadvantaged communities through the installation of solar photovoltaic systems, solar water heating systems, and weatherization measures.
6. $30 million for Waste Reduction, Recycling, and Composting (CalRecycle).
    a. The $30 million annually is for two years to support the expansion of existing recycling programs designed to reduce methane emissions at landfills and reduce further GHG in upstream management and manufacturing processes.
    b. The majority of funding ($20 million per year) will be used for grants and loans for in-state development of infrastructure to process organic materials and recyclable commodities into new value added products.
    c. An additional $10 million per year will be used to establish a new GHG revolving loan fund to provide financial assistance through low-interest loans for recycling market development zones.

**Upcoming State Funding Opportunity: CalGrip**

I also wanted to give you a heads up on an upcoming State opportunity that we have secured many times over the years. It's the CalGRIP program (City Gang Intervention, Reduction and Prevention (CalGRIP)). Currently, grant awards to cities last for two consecutive years; however, the Board of State and Community Corrections may soon extend grant awards to three years. As you know, grants are awarded to cities to enhance gang intervention, reduction, and prevention efforts in local communities.

The next grant cycle is approaching. Police Chiefs, City Managers, and Probation Chiefs will be notified soon. Here is the timeline:

1. A new Request for Proposals (RFP) will be released in late July/early August (the application process will be open for approx. six weeks).
2. A technical review of submissions will be completed by the end of September (this will entail a process for identifying and addressing issues with applications that are purely technical in nature i.e. signatures, dates, typos, etc.)
3. A steering Committee will be convened to rate and review grant applications during October.
4. Application scores will be released and grants will be awarded during November.
5. Contracts with successful applicants will be signed during December.
6. Funding will flow to successful applicant cities on January 1 2015.
7. This will be an evidence based program so we will need hard data.
8. Here is a Link to Steering Committee members: http://www.bscc.ca.gov/programs-and-services/scgi/standing-committee-on-gang-issues-membership
9. Please be on the lookout for any information from the Board of State and Community Corrections.

As always, please let me know if there are questions, or matters for follow up.

Thanks!

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