



MERCED

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To: The Honorable Mayor and City Council
From: Steven S. Carrigan, City Manager
Date: August 9, 2019
Re: City Council Information Report

NORTH MERCED COMMUNITY MEETINGS

The second round of community meetings for property owners, registered voters, stakeholders, and the public was held Wednesday at 3 and 6 p.m. Over 900 notices were mailed to registered voters and property owners and 65 people attended the first session and 45 the second.



The focus of the meetings was to discuss the annexation process, benefits of annexation – city services typically provided – and to address questions and comments that came up from the first round of public meetings and subsequent questions or comments received by staff. Some updates on the technical studies being conducted was also provided.

All information provided at the workshops is shared on the City's website – [https://www.cityofmerced.org/depts/cd/planning/north_merced_annexation_feasibility_study_\(2019\).asp](https://www.cityofmerced.org/depts/cd/planning/north_merced_annexation_feasibility_study_(2019).asp)

The next public meeting will be a Joint City Council – Planning Commission meeting in early November. Notices will be mailed, published in the paper and posted on the website.

BEAR CREEK BRUSH CLEANUP

Monday, California Department of Forestry and Fire (CDF) crews assisted Public Works in clearing sections of overgrown vegetation along Bear Creek, west of R Street.



CONCRETE WORK AT BERNASCONI PARK

Public Works Parks Crews replaced a section of concrete pathway in Bernasconi Park this week (Moraga Community Facilities District).

BEFORE



AFTER



MERCED POLICE NEWS

Monthly training schedule

Every month the Police Department attends firearms training and arrest and control training (ARCON) training. This month the Department conducted de-escalation and tactical communication training.

You have been dispatched to a local business area where the reporting party has observed a 'suspicious Hispanic male' hanging around the area and looking into cars in the adjoining parking lot. The RP is afraid to approach the person but wants the officer to check him out.

The suspicious subject is described as white or Hispanic, approximately late 30's to early 40's. He is about 5'10" and 190 pounds wearing black pants, a gray hoodie, and a black beanie. The RP stated the person is heavily tattooed. The RP does not want contact.

The Department uses the VCSBlue Verbal Communication Systems (Virtu Com.) This system is dedicated to improving the de-escalation, communication and mental health recognition skills for law enforcement officers.

De-escalation communication uses calm language with other communication techniques to defuse, slow down or de-escalate a conflict in order to reduce or eliminate a potentially violent situation.

The ability of officers to identify specific mental health behaviors enables them to correctly strategize, communicate and problem solve incidents and interactions.

One photo shows a practice dispatch call that an officer would respond to during the session. The other photo shows Officer Craig McKeeman interacting with a subject who matched the description. The scenario is monitored and controlled by an ARCON instructor and it is based off of the officer's continued interaction with the subject.



National Night Out

The annual National Night Out event drew hundreds of people to Applegate Park Tuesday for food and fun. The Merced Police Department had the opportunity to interact with the public, pose for photos and answer questions.



SAVE THE DATE

Aug. 10 – Kids Connect Community Celebration, 10 a.m. – 2 p.m. Applegate Park

Aug. 14 – Merced 2020 Phase 2 Opening, 6:30-8 p.m. UC Merced

Aug. 23 – Lives Well Lived, Merced Theatre, 7 p.m. Doors open 6 p.m.

Sept. 10 – Historical Society BBQ, Lake Yosemite, 5-9 p.m.

Oct. 2 – League of Cities Division Dinner, Long Beach, 6:30 p.m., Tequilla Jacks

Oct. 3 – MCOE Excellence in Education Awards, Merced Theatre, 6:30 p.m.

REPORTS & CORRESPONDENCE

1. Townsend Public Affairs Monthly Report **P. 6**
2. Central Valley Division Dinner Invitation **P. 23**
3. Craft Beer Boom article **P. 24**

MEMORANDUM

To: **City of Merced**
Mayor and Council Members
Steve Carrigan, City Manager
Stephanie Dietz, Assistant City Manager

From: **Townsend Public Affairs, Inc.**
Christopher Townsend, President
Richard Harmon, Central California Senior Director

Date: **August 2, 2019**

Subject: **Monthly Report—July 2019**

SUMMARY

This memorandum is an overview of activities undertaken by Townsend Public Affairs (TPA) over the last month, working on behalf of the City of Merced, including the following subjects:

- **Legislative Activity and Updates**
 - *State Update*
 - Legislative Activity
 - Wildfire Package
 - Safe Drinking Water Update
 - High Speed Rail
 - Citizen's Redistricting Commission Status
 - Department of Motor Vehicles Update
 - Opportunity Zone Updates
 - *Federal Update*
 - Fiscal Year 2020 Appropriations
 - Census Citizenship Question
 - Disaster-Resilient Infrastructure Legislation
 - Surface Transportation Reauthorization
 - COPS Grants
 - Water Legislation
- **Project Activity and Updates**
 - *Proposition 68 Grants*
- **Upcoming Funding Opportunities**



LEGISLATIVE ACTIVITY AND UPDATES

State Update

Legislative Activity

With the State Budget passed and signed into law, the Legislature focused its attention on meeting its July policy committee deadlines before adjourning for Summer Recess. July 10 was the last day for policy committees to report fiscal bills to fiscal committees, and July 12 was the last day for policy committees to report non-fiscal bills to the floor.

The Legislature adjourned for its Summer Recess and returned to their respective districts on July 12. The Legislature now stands in recess until August 12. When the Legislature returns from break, they will consider the approximately 1,600 remaining bills that are active in both houses.

There are approximately 870 total bills that will be considered by fiscal committees by the end of August. The Senate Appropriations Committee has about 140 bills on its Suspense File, as well as another 400 to consider. The Assembly Appropriations Committee has about 40 bills already on its Suspense File, plus it will consider about 290 bills in August.

The Legislature will have five weeks to complete their agendas before the end of the first year of the 2-year 2019-2020 Legislative Session on September 13.

Below is a list of key upcoming deadlines in the Legislature:

August 12 – Legislature reconvenes from Summer Recess

August 30 – Last day for fiscal committees to report bills to the Floor

September 3-13 – Floor Session only

September 13 – Last day for each house to pass bills. Legislature recesses.

Wildfire Package

On July 12, Governor Newsom approved a wildfire package comprised of three bills that enact new statewide wildfire policies and funding. The package is in response to a months-long utility crisis that included Pacific Gas & Electric (PG&E) filing for bankruptcy and CalFire's announcement that PG&E's transmission lines contributed to the Camp Fire.

The Governor stated that this package was a step forward in providing a safer, more affordable, and more reliable energy future. The package of bills aims to strike a balance of providing protections for wildfire victims and investor owned utilities. Below is more information about the three bills in the wildfire package:

Assembly Bill 110 – Junior Budget Trailer Bill

AB 110 is the Junior Budget Trailer bill that provides \$2 million to the California Department of Finance to address and implement the expenses related to catastrophic wildfires included in the State Budget.



Assembly Bill 111 – Wildfire Agencies: Public Utilities, Safety and Insurance

AB 111 establishes the framework for a new state council: the California Catastrophe Response Council (CCRC). The CCRC will oversee the California Earthquake Authority (CEA) and the Wildfire Fund. The Council will include:

- The Governor
- The Treasurer
- The Insurance Commissioner
- The Secretary of the Natural Resources Agency
- Three members of the public appointed by the Governor
- A member appointed by the Senate Committee on Rules
- A member appointed by the Speaker of the Assembly

Additionally, the bill:

- Requires the CCRC to appoint a Wildfire Fund Administrator and oversee the Administrator's operation, management and administration of the Wildfire Fund.
- Establishes the Office of Energy Infrastructure Safety (OEIS) within the Natural Resources Agency.
- Requires the California Public Utilities Commission (CPUC) to establish the Wildfire Safety Division (WSD) within the CPUC and requires the WSD to be transferred to the OEIS beginning on July 1, 2021. The WSD will:
 - Oversee and enforce electrical corporations' compliance with wildfire safety.
 - Develop and recommend performance metrics to the CPUC in order to achieve maximum risk reduction.
 - This information will be used to develop a wildfire mitigation plan and evaluate an electrical corporation's compliance with that plan.
 - Develop an audit program for wildfire mitigation plan compliance by each electrical corporation.
 - Support efforts to assess and analyze fire weather data and other atmospheric conditions that could lead to wildfires and to reduce the likelihood and severity of wildfires.
 - Review safety requirements for electrical transmission and distribution infrastructure and provide recommendations to the CPUC to address and mitigate risks associated with climate change and wildfire.

Assembly Bill 1054 (Holden) – Public Utilities: Wildfires

AB 1054 creates a \$21 billion wildfire fund to allow electric utility companies to pay out claims for future wildfires. Below is a summary of the bill's highlights:

- This bill would create the California Wildfire Safety Advisory Board consisting of seven members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules. The Board will be required to advise and make recommendations related to wildfire safety to the State Wildfire Safety Division and the Office on Energy Infrastructure Safety.



- This bill would establish the Wildfire Fund to pay wildfire liability claims against electrical corporations for wildfires caused by utility infrastructure. The Fund would receive initial contributions from electric corporations that are estimated to total \$10.5 billion in non-ratepayer funding.

AB 1054 also includes:

- \$2 billion loan from the Surplus Money Investment Fund (SMIF).
- The authority for up to \$8.5 billion in additional SMIF loans if there is no ratepayer charge.
- Ongoing funding of \$300 million per year from large utilities.
- Up to \$120 million per year from regional utilities that choose to participate.
- Ongoing funding from an extension of an existing half cent per kilowatt hour surcharge paid by ratepayers.
- Bonding authority for up to \$10.5 billion in revenue bonds.

This bill also appropriates \$9 million to cover the Department of Water Resources (DWR) initial costs associated with these bonds.

Safe Drinking Water Update

Last month, the State Budget included a safe and affordable drinking water compromise between the Legislature and the Newsom Administration. Included in the Budget for Fiscal Year 2019-20 is \$100 million from the Greenhouse Gas Reduction Fund (GGRF) as well as \$30 million from the State's General Fund for safe drinking water projects in communities that do not have access to safe drinking water.

SB 200 (Monning), which includes a 5 percent GGRF continuous appropriation beginning 2020-21 with a total cap of \$130 million for safe and affordable drinking water programs, was passed by the Legislature and signed into law on July 24. SB 200 will also provide a General Fund backstop to fill the Safe Drinking Water Fund should the 5 percent of the GGRF be lower than \$130 million beginning 2023-24, with a sunset in 2030.

The deal struck by legislators and the Governor to provide a sustainable source of funding for clean drinking water projects means that the concept of a water tax is dead for this year.

High-Speed Rail

On July 25, the California High-Speed Rail Authority (Authority) announced that the State of California had received approval from the Federal Railroad Administration (FRA) to assume its federal environmental review responsibilities under the National Environmental Policy Act (NEPA) and other federal environmental laws. The action allows the Authority to move forward with the completion of the environmental reviews, as per our federal American Recovery and Reinvestment Act (ARRA) grant agreement, for the entire first phase of the high-speed rail program from San Francisco to the Los Angeles area.

With NEPA assignment, the Authority will now approve environmental documents for the high-speed rail program, as the State already has authority to do for highway projects, while continuing to perform its lead agency responsibilities under the California Environmental Quality Act



(CEQA). This will allow the Authority to continue construction progress in the Central Valley, and finalize route decisions throughout the State, while at the same time meeting its federal grant commitments and maintaining critical environmental protections.

On July 30, Assembly Speaker Anthony Rendon and Assembly Members Tom Daly and Laura Friedman announced they would be seeking legislative approval to shift funding for the high-speed rail project from the Central Valley to projects supporting the Burbank to Anaheim segment. Not only do the proponents believe their proposal would ensure the most people benefit from the investment of the rail funds, but that regional projects are ready to go and would provide congestion relief benefits ahead of the 2028 Olympics.

The Newsom Administration must seek a supplemental appropriation from the Legislature for project funding either before they adjourn in September or early next year. There is approximately \$4–5 billion in funding remaining for appropriation, as well as the \$750 million that comes from cap and trade auctions.

The political clout of the legislative membership from Southern California—particularly the Los Angeles area—will make that request challenging if they are determined to redirect high-speed rail funding. So far, the request has come from Assembly Democrats, with Senate leadership not making any comments.

One of the key challenges for proponents of changing the current high-speed rail proposal would involve compliance the project's bond measure requirements. The bond measure stated the project must result in a connection between Los Angeles and San Francisco in two hours and 40 minutes. There are sure to be groups opposed to the change in plans for the project and likely challenge the move in court.

Citizen's Redistricting Commission Status

The California State Auditor announced this month that they had received more than 5,500 applications to serve on the State's Citizen's Redistricting Commission. The application process began on June 10 and concludes on August 9.

The independent commission is charged with redrawing the boundaries for congressional, State Senate, State Assembly and Board of Equalization districts. The commission is created every ten years and uses the U.S. Census data that will be released on April 1. The 2020 commission will have 14 members—five Democrats, five Republicans, and four who are not affiliated with a political party and who have registered with no party preference.

According to the Auditor's information, 50 percent of the applicants were Democrats and 29 percent were Republicans; 60 percent were male, and 39 percent were female; approximately 68 percent were white; and 40 percent were from the southern coastal region of California.



Department of Motor Vehicles Update

On July 23, Governor Newsom announced the appointment of Steve Gordon as the new Director of the State Department of Motor Vehicles (DMV). Gordon is a tech industry entrepreneur from San Jose and becomes the third DMV director in the last year as the agency has struggled with various issues.

Over the last couple of years, the DMV has experienced extreme wait times for many users and problems implementing REAL ID driver licenses and the State's "motor voter" program. According to the agency, in the next year, the DMV will undergo a series of hardware and software upgrades, streamline operational activities required to stabilize the environment in the event of an outage, roll out monitoring tools to better manage and track critical systems and explore network architectural alternatives to reduce connectivity issues and minimize risk of DMV field office system outages.

Opportunity Zone Updates

We have been working with Senator Anna Caballero on her legislation—Senate Bill 25—which would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects funded by public agencies in an Opportunity Zone (OZ). Last month, Senator Caballero's legislation was held in committee without a vote, primarily from groups opposed to any changes in the environmental review process or OZs in general.

As you know, the Tax Cuts and Jobs Act created Opportunity Zones to spur investment in distressed communities throughout the country and New investments in these zones can receive preferential tax treatment. States nominated low-income communities to be designated as Qualified Opportunity Zones, and the U.S. Treasury Secretary certified those submittals.

Governor Newsom has proposed conforming State and federal tax law for OZs, but only for investments in affordable housing and green technology. Efforts are also looking at ways to combine incentives—for example, with Enhanced Infrastructure Financing Districts (EIFDs). We have also been meeting with State Treasurer Fiona Ma and her team as they work to support the Governor's policy efforts and focus on outreach and acceleration of projects.

We are now working with the Governor's Office of Business and Economic Development to identify specific projects and success stories in OZs that can be used to demonstrate the need for the tool. While affordable housing and green technology are key focus areas, the State stands to lose significant manufacturing and industrial development to other states if OZs are maximized.

During a call organized by the White House and led by their OZ team, several other incentives for OZs were announced that can benefit local agencies. For projects located in an OZ seeking federal funding, the Economic Development Administration (EDA) will guarantee consideration and priority, the Department of Transportation will also grant priority consideration, and the Department of Justice and Department of Education will provide preference points for grant applications.



Federal Update

As July ended, both the House and the Senate adjourned for a six-week recess. The House concluded its legislative business on Thursday, July 25, while the Senate concluded its proceedings on Wednesday, July 31. Both chambers will resume business on Monday, September 9.

Before leaving town, both chambers passed a bipartisan budget deal that raises discretionary spending limits by \$324 billion over two years and suspends the debt limit until the summer of 2021. The House passed the budget deal on July 25 on a 284-149 bi-partisan vote. The Senate passed the measure on July 31 with a vote of 67-28. Now that both chambers have approved the deal, Congress has sent the budget bill to President Trump for his consideration. Given his stated support for the deal, he is expected to sign the agreement. Although the budget deal establishes initial spending numbers, Congress must pass appropriations bills to fund government agencies.

Fiscal Year 2020 Appropriations

To date, the House has passed 10 of its 12 Fiscal Year (FY) 2020 appropriations bills, while the Senate has not introduced any FY 2020 appropriations bills. Because Senate appropriators indicated they wanted to finalize a budget deal prior to introducing any FY 2020 appropriations bills, the Senate will not begin introducing and marking up legislation until after August recess.

This delay means it is likely that at least one temporary stopgap funding measure (a Continuing Resolution or other bill) will be necessary to prevent a government shutdown on October 1 due to a lapse in federal funding.

Please see below for an update on several appropriations line items, where they are in the process, and how the House-proposed levels compare to last year's levels and the President's recommended levels.

Most priority area funding levels in FY 2019 enjoyed increases during the budget process. Thanks to continued advocacy, many of the proposed funding levels for FY 2020 are similar to FY 2019 levels.

Our spotlight system in the charts below indicates the proposed funding levels for your priority programs:

- Green highlights the areas in which the proposed funding level is at or above the level we requested.
- Yellow indicates that one of the two chambers recommended our requested levels, or a minor cut proposed by both chambers.
- Red indicates a significant proposed cut.
 - TPA continues to focus on programs in yellow and red to ensure adequate funding in FY 2020.

Many funding increases trigger better chances of receiving grant funding in FY 2020, both through federal programs and state programs that receive federal dollars.



Housing/Community Development:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Community Development Block Grant (CDBG)	\$3.3 billion	\$0	\$3.6 billion	N/A	N/A
HOME Investment Partnerships	\$1.25 billion	\$0	\$1.75 billion	N/A	N/A
Homeless Assistance Grants	\$2.64 billion	\$2.6 billion	\$2.8 billion	N/A	N/A
Housing and Urban Development-Veterans Affairs Supportive Housing (HUD-VASH)	\$40 million	\$0	\$40 million	N/A	N/A
HUD Tenant-Based Rental Assistance	\$22.5 billion	\$22.2 billion	\$23.8 billion	N/A	N/A
HUD Project-Based Rental Assistance	\$11.74 billion	\$12 billion	\$12.6 billion	N/A	N/A
Economic Development Administration (EDA)	\$304 million	\$0	\$540 million	N/A	N/A
National Endowment for the Arts (NEA)	\$155 million	\$0	\$167.5 million	N/A	N/A
National Endowment for the Humanities (NEH)	\$155 million	\$0	\$167.5 million	N/A	N/A
Institute of Museum and Library Services (IMLS)	\$242 million	\$0	\$267 million	N/A	N/A



Transportation:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants	\$900 million	\$1 billion	\$1 billion	N/A	N/A
Infrastructure For Rebuilding America (INFRA) Grants	\$1 billion	\$2.035 billion	\$1 billion	N/A	N/A
Federal Transit Administration Capital Investment Program (New Starts)	\$2.6 billion	\$1.5 billion	\$2.3 billion	N/A	N/A
Federal Aviation Administration	\$17.5 billion	\$17.1 billion	\$17.7 billion	N/A	N/A
Bus and Bus Facilities Infrastructure Investment	\$390 million	\$391 million	\$389 million	N/A	N/A

Water:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Clean Water State Revolving Fund	\$1.7 billion	\$1.12 billion	\$1.8 billion	N/A	N/A
Drinking Water State Revolving Fund	\$1.18 billion	\$863 million	\$1.3 billion	N/A	N/A
Bureau of Reclamation	\$1.57 billion	\$1.1 billion	\$1.63 billion	N/A	N/A
WIFIA	\$68 million	\$25 million	\$45 million	N/A	N/A



Public Safety:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Community Oriented Policing Services (COPS)***	\$225.5 million	\$99 million	\$323 million	N/A	N/A
Recidivism/Reentry Grants	\$87.5 million	\$85 million	\$80 million	N/A	N/A
Assistance to Firefighters (AFG) Grants	\$350 million	\$344 million	\$375 million	N/A	N/A
Staffing for Adequate Fire and Emergency Response (SAFER) Grants	\$350 million	\$344 million	\$375 million	N/A	N/A
FEMA Pre-Disaster Mitigation Grant Program	\$250 million	\$0	\$250 million	N/A	N/A

*** In response to a lawsuit, COPS has put a hold on several grant programs for the FY 18 cycle, including the COPS hiring program. If the hold is not resolved soon, this could affect appropriations for FY 20, including prompting a cut while COPS allocates its delayed FY 18 and FY 19 award funding. While congressional appropriators are not currently factoring this in, we are aware of its ability to change in the near future.

Science:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
National Science Foundation (NSF)	\$8.1 billion	\$7.1 billion	\$8.64 billion	N/A	N/A
National Nuclear Security Administration (NNSA)	\$15.2 billion	\$16.5 billion	\$15.9 billion	N/A	N/A



Education:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Head Start	\$10.1 billion	\$10.1 billion	\$11.6 billion	N/A	N/A
Title (I) Grants	\$16.54 billion	\$15.9 billion	\$16.9 billion	N/A	N/A
Title (III) Grants	\$737 million	\$737 million	\$980 million	N/A	N/A
GEAR UP	\$360 million	\$0	\$395 million	N/A	N/A
TRIO	\$1 billion	\$840 million	\$1.1 billion	N/A	N/A
Federal Work Study	\$1.13 billion	\$500 million	\$1.4 billion	N/A	N/A
Pell Grants	\$22.5 billion	\$22.5 billion	\$24.9 billion	N/A	N/A
Carl D. Perkins	\$1.3 billion	\$1.3 billion	\$1.3 billion	N/A	N/A
Job Training/WIOA	\$2.8 billion	\$2.8 billion	\$3 billion	N/A	N/A
Child Care Access Means Parents in School (CCAMPIS)	\$50 million	\$15 million	\$60 million	N/A	N/A
Strengthening Community College Training Grants (SCCTG) **new**	--	--	\$150 million	N/A	N/A



Environment:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Land and Water Conservation Fund (LWCF) Land Acquisition and State Assistance	\$153 million	\$104 million	\$280 million	N/A	N/A
Brownfields Grants	\$87 million	\$62 million	\$105 million	N/A	N/A
National Parks Service Operations	\$2.51 billion	\$2.43 billion	\$2.65 billion	N/A	N/A
Yucca Mountain Nuclear Waste Repository	\$0	\$31.7 billion	\$0	N/A	N/A
Payments in Lieu of Taxes (PILT)	\$500 million	\$465 million	\$500 million	N/A	N/A

Welfare Assistance:

Program	FY 2019 enacted	FY 2020 President's Request	FY 2020 House	FY 2020 Senate	FY 2020 Enacted
Supplemental Nutrition Assistance Program (SNAP)	\$73.48 billion	\$69.1 billion	\$71.1 billion	N/A	N/A
Special Supplemental Nutrition Program for Women, Infants, and Children (WIC)	\$6.075 billion	\$5.8 billion	\$6 billion	N/A	N/A
Community Service Block Grant (CSBG)	\$725 million	\$0	\$796 million	N/A	N/A
Senior Community Service Employment Program	\$400 million	\$0	\$464 million	N/A	N/A



Census Citizenship Question

In a mid-month announcement, President Donald Trump indicated that his administration will not pursue placing a citizenship question on the 2020 census, and instead will seek citizenship information from agencies that already collect the data. This announcement comes on the heels of a June Supreme Court decision that blocked the question from being added. Additional confusion followed the decision, as the Trump Administration gave conflicting indications on whether it would continue to pursue adding the question, which would either circumvent or ignore the Supreme Court decision.

To clarify this, two separate federal judges issued nearly identical orders that permanently blocked the Trump Administration from adding a citizenship question to the 2020 census in any form. Both judges will also continue to monitor the controversial issue, saying they will both retain jurisdiction in the case until the 2020 census results are processed. Plaintiffs in the New York case have asked the judge for additional discovery and to consider sanctions against Administration officials if the judges ultimately determine they were untruthful in recounting the motivation behind adding a citizenship question.

As a reminder, changes to the census may result in an undercount of all United States residents. Since census data is used to allocate and draw congressional districts, an undercount would impact the balance of power in states and the House of Representatives. Census data is also used to calculate the best way to distribute billions of federal dollars to states and localities. If the population of California is undercounted in a census, California and all California entities would receive less federal funding than they should for the next ten years.

Disaster-Resilient Infrastructure Legislation

On July 18, Congresswoman Anna Eshoo (D-CA) introduced the Wireless Infrastructure Resiliency during Emergencies and Disasters (WIRED) Act, which allows states to require wireless companies to deploy resilient infrastructure in order for cellphone networks to better withstand disasters.

Currently, states do not have the explicit authority to require companies to deploy wireless infrastructure that are resilient to natural disasters. The new bill clarifies that states have this authority when setting “terms and conditions” for companies operating in any state in order to best prepare for geographically specific disasters.

This legislation is designed to address shortcomings in wireless service during recent California fires. According to the California Office of Emergency Services, 341 cell sites were offline during the October 2017 wildfires and 489 cell sites were offline during the Camp and Woolsey fires. This prevented wireless users in those areas from calling 911, receiving emergency alerts, or using their cell phones to find the safest evacuation route.

The “WIRED Act” is cosponsored by 15 other members, all California Democrats, including Representatives Julia Brownley, Gil Cisneros, TJ Cox, Susan Davis, Katie Hill, Ro Khanna, Barbara Lee, Jerry McNerney, Jimmy Panetta, Harley Rouda, Lucille Roybal-Allard, Raul Ruiz, Jackie Speier, and Mike Thompson.



Surface Transportation Reauthorization

This month, the Senate Environment and Public Works Committee released its text of the “America’s Transportation Infrastructure Act,” which would reauthorize surface transportation programs for five years.

The legislation would:

- Provide \$287 billion in highway spending over five years, which is a 27.7% increase above the FAST Act
- Distribute \$259 billion, or over 90% of total transportation funds, to states by formula
- Codify key tenets of “One Federal Decision” policy to streamline project delivery
- Invest \$4.9 billion over 5 years in a new resiliency program to protect roads and bridges from natural disasters such as wildfires, and extreme weather events such as hurricanes, flooding, and mudslides
- Invest significant grant funding, such as a \$1 billion grant program for electric vehicle charging stations and other alternative fuel vehicles, congestion mitigation grants, and new grants for bridges
- Increase funding for the Nationally Significant Freight and Highway Projects program, known as “INFRA,” by providing \$5.5 billion over five years
- Authorize over \$6 billion over five years, including \$3.3 billion for the Highway Trust Fund

The bill was crafted as a compromise, which Senate Environment and Public Works Committee Chairman John Barrasso (R-WY) and Ranking Member Tom Carper (D-DE) telegraphed ahead of time. Fiscal conservatives felt the legislation was too expensive, especially because the Senate Finance Committee, which must decide how to pay for the bill, had not yet been consulted.

Stakeholders are already looking beyond Senator Barrasso and Senator Carper’s work to how Congress will address the current surface transportation authorization’s expiration on September 30, 2020. Although the deadline is over a year away, this bill must be reviewed by a minimum of three other Senate Committees before it can be considered for final passage. There is also no definite timetable from House Committee on Transportation and Infrastructure Chairman, Congressman Peter DeFazio (D-OR), as to when the House version of a reauthorization bill will be released, though Hill staffers are not expecting firm text before the end of calendar year 2019.

COPS Grants

On July 18, the Department of Justice Community Oriented Policing Service (COPS) Office announced the forthcoming return of specific COPS Hiring grants and COPS Microgrants. Because of ongoing litigation, the Department of Justice has not held a round of Hiring grants or Microgrants for several years. This delay has resulted in nearly \$300 million that was appropriated but never awarded, making more money available for this round of applicants.

Because of the previous court decision in favor of the Department of Justice, it is all but assured that the grant solicitation, when released, will include some form of sanctuary city or local-federal communication provision (based on 8 USC § 1373) , as was the case in the latest round in 2017.



Water Legislation

In a July 18 hearing, Senator Martha McSally (R-AZ), the Chairwoman of the Senate Committee on Energy and Natural Resources Subcommittee on Water and Power, stated that Congress will work to revamp several bills meant to help combat drought conditions in Western states after state water officials and others at a hearing called for more flexibility and other tweaks.

Senator McSally added that she hopes to revise the bills—which would give the U.S. Department of Interior Department more flexibility to construct and expand water projects, and provide more funding for water storage projects—in hopes of moving the measures this fall through the full Energy and Natural Resources Committee. McSally sponsored the bills, along with other subcommittee members including Senator Cory Gardner (R-CO) and James Risch (R-ID), to help local and state water authorities respond to worsening drought in the West.

The three bills at issue are:

- “The Aquifer Recharge Flexibility Act” (S. 1570) introduced by Risch in May
- “The Drought Resiliency and Water Supply Infrastructure Act” (S. 1932) introduced in June by Gardner and cosponsored by McSally, as well as Senators Dianne Feinstein (D-CA) and Kyrsten Sinema (D-AZ)
- “The Water Supply Infrastructure Rehabilitation and Utilization Act” (S. 2044), which McSally introduced in January with Sinema as a co-sponsor.

In the hearing, the Bureau of Reclamation Commissioner indicated that the Bureau is generally supportive of the legislative proposals, but indicated that there are areas the need to be clarified, including provisions needed to streamline the last big water projects law—the 2016 Water Infrastructure Improvements for the Nation Act, known as the WIIN Act.

These bills will need to be marked up in full committee prior to receiving a vote on the Senate floor. Now that Senator McSally has indicated her support, we can expect a markup to be scheduled soon.

PROJECT ACTIVITY AND UPDATES

Proposition 68 Grants

TPA and City staff have discussed upcoming funding opportunities for park projects from Proposition 68. The California Department of Parks and Recreation is coordinating the **Statewide Park Program (SPP)—Round 3**.

We have been working with City staff on three applications for the development of several parks. The City has led efforts on the community-based planning and soliciting input for park design.

We will continue to work on reviewing as we prepare to submit the applications on August 5.



UPCOMING FUNDING OPPORTUNITIES

Included below is a list of several upcoming grant programs, descriptions and due dates:

- **Senate Bill 2 Planning Grant Program (Rolling)**—This grant program is meant to facilitate planning activities that will foster an adequate supply of homes affordable to Californians at all income levels. It is designed to help meet the challenges of preparing and adopting land use plans and integrating strategies to promote housing development.
- **Statewide Park Program Round 3 (August 5)**—Will provide grants for the creation of new parks and recreation facilities, as well as the rehabilitation of existing local parks, in critically underserved communities throughout California, consistent with the Statewide Park Development and Community Revitalization Program.
- **COPS Hiring Program (October)**—The COPS Hiring Program is open to all state, local, and tribal law enforcement agencies that have primary law enforcement authority. This nationwide program is designed to advance public safety through community policing by addressing specific problems, such as public trust, through the hiring of full-time sworn officer positions. Funding is provided directly to law enforcement agencies to hire new and/or rehire career law enforcement officers, and to increase their community policing capacity and crime prevention efforts.
- **Infill Infrastructure Grant Program (Fall 2019)**—The IIG Program provides grants on a competitive basis and limited over-the-counter funding for infrastructure improvements in support of residential or mixed-use infill development projects. Specific eligible improvements include development or rehabilitation of parks or open space, transit shelters, streets, sidewalks, and streetscape improvements.
- **Storm Water Grant Program (Fall 2019)**—Funded from Proposition 1, funding will be available for multi-benefit storm water management projects which may include, but shall not be limited to: green infrastructure, rainwater and storm water capture projects and storm water treatment facilities.
- **Urban Storm Water and Waterway Improvement Program (Fall 2019)**—\$100 million from Proposition 68 shall be available to the Natural Resources Agency for competitive grants for the purposes of multi-benefit projects in urbanized areas to address flooding. Eligible projects shall include, but are not limited to, stormwater capture and reuse, planning and implementation of low-impact development, restoration of urban streams and watersheds, and increasing permeable surfaces to help reduce flooding.
- **California Trails and Greenways Investment Program (Fall 2019)**—\$27.7 million available for trail projects. Competitive to local agencies, State conservancies, federally recognized Native American tribes, non-federally recognized California Native American tribes listed on the California Tribal Consultation List, joint powers authorities, and nonprofit organizations. Anticipate draft guidelines and public hearings for release in Summer 2019.



- ***Transformative Climate Communities Planning Grant Program (Fall 2019)***—Individual grants of up to \$200,000 are available to planning activities possibly leading toward a Transformative Climate Communities Implementation Grant. Planning activities must further goals of a locally-adopted plan or Strategic Growth Council efforts, and directly benefit a disadvantaged community.
- ***Urban and Community Forestry Program (Fall 2019)***—The Urban & Community Forestry Grant Program works to optimize the benefits of trees and related vegetation through multiple-objective projects. These projects further the goals of the California Global Warming Solutions Act of 2006 (AB 32), result in a net greenhouse gas benefit, and provide environmental services and cost-effective solutions to the needs of urban communities and local agencies. Co-benefits of the projects include increased water supply, clean air and water, reduced energy use, flood and storm water management, recreation, urban revitalization, improved public health, and producing useful products such as bio-fuel, clean energy, and high-quality wood.
- ***Sustainable Transportation Planning Grants (Fall 2019)***—Successful planning projects are expected to directly benefit the multi-modal transportation system. Sustainable Communities Grants will also improve public health, social equity, environmental justice, and provide other important community benefits. The grant program will fund local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS, contribute to the State’s GHG reduction targets, and assist in achieving the Caltrans Mission and Program Objectives.
- ***Local Partnership Program (January 2020)***—Jurisdictions with voter approved taxes, tolls, and fees, or with imposed fees, will be eligible for this competitive grant program if the taxes, tolls, or fees are dedicated solely to transportation. The initial programming cycle will cover 2017-18 through 2019-20. The program will match up to \$5 million for the construction of transportation projects.
- ***Trade Corridor Enhancement Program (January 2020)***—The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The program will fund projects that benefit the movement of goods along identified trade corridors.
- ***Per Capita Park Grant Program (Spring 2020)***—Funds are available for local park rehabilitation, creation, and improvement grants to local governments on a per capita basis. Recipients are encouraged to utilize awards to rehabilitate existing infrastructure and to address deficiencies in neighborhoods lacking access to the outdoors.
- ***Rural Recreation and Tourism Program (Spring 2020)***—Acquisition and development, or development of land to (1) create new recreational opportunities in rural communities that have a lack of outdoor recreation infrastructure (projects that support both economic and health-related goals for residential recreation and will attract out-of-town tourists will be given priority) and (2) new opportunities for the creation of facilities that don’t exist.



Redwood Empire, Central Valley and Sacramento Valley Division Hosted by Johnson Controls

Thursday October 17th, 2019
6:30 p.m. Dinner



Tequila Jack's Restaurant
407 Shoreline Village
Long Beach, CA 90802

Kindly RSVP by October 2 - Limited Space

Stephen Qualls @ (209) 614-0118 or squalls@cacities.org

<https://www.visualcapitalist.com/numbers-craft-beer-industry-u-s/>

Craft Beer Boom: The Numbers Behind the Industry's Explosive Growth



Published

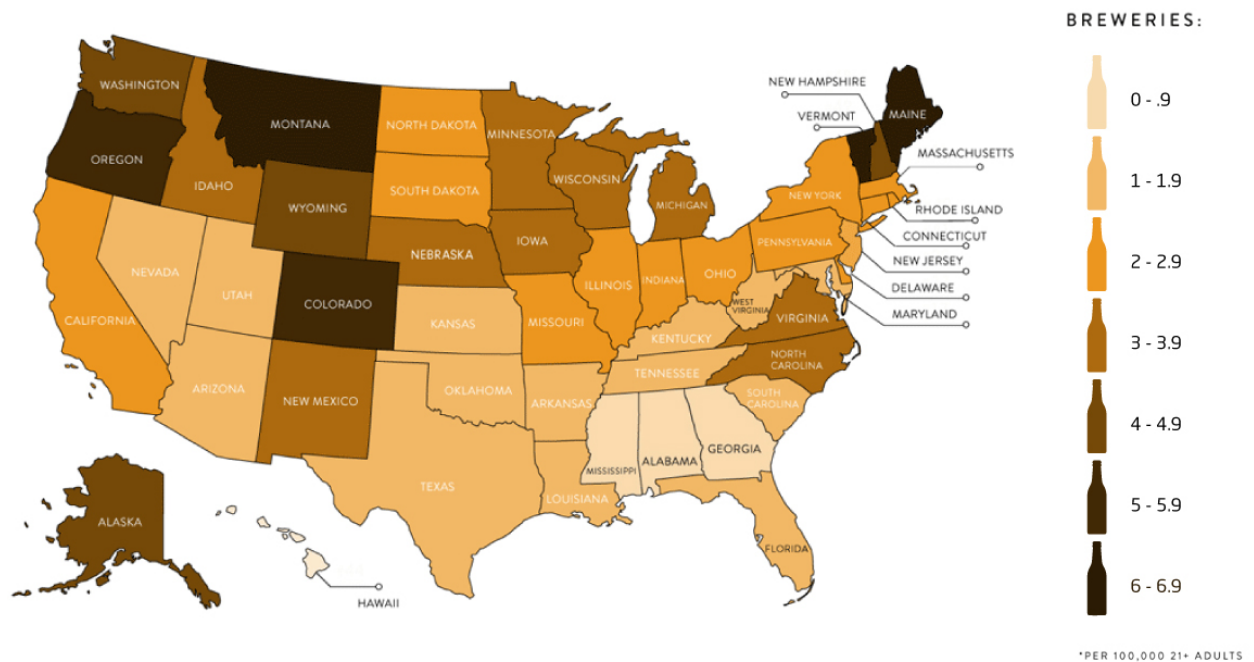
4 days ago

on

August 2, 2019

By

[Katie Jones](#)



All movements start with rebellion, and the craft beer revolution is no different.

Born from the frustration of mass-produced beer made from cheap ingredients, entrepreneurs went head-to-head with global brewery giants to showcase local and independent craftsmanship.

Suddenly, drinking beer became less about the alcoholic content and more about the quality and experience. Craft beer allowed for constantly changing flavors, recipes, and stories. With sales accounting for 24% of U.S. beer market worth over [\\$114 billion](#), the global craft beer movement has been historic.

Which States Bring Home the Beer?

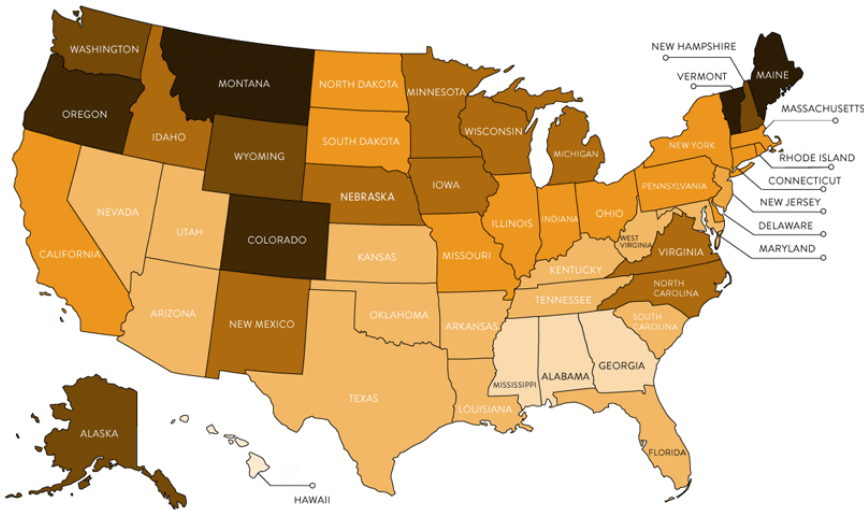
Today's map from [C+R research](#) demonstrates the growth of the craft beer market, by ranking the U.S. states based on craft breweries per capita.



THE STATE OF CRAFT BEER

WHERE CRAFT BEER IS MOST POPULAR

STATES RANKED BY NUMBER OF CRAFT BREWERIES, PER CAPITA*



*PER 100,000 21+ ADULTS



CRAFT BEER CAPITAL OF THE U.S.

VERMONT IS HOME TO **11.5 BREWERIES**
PER CAPITA, WHICH PRODUCE
151.2 PINTS PER 21+ ADULT

The data for this visualization comes from The Brewers Association—an American trade group of over 7,200 craft brewers, suppliers, and distributors, as well as the Alcohol and Tobacco Tax and Trade Bureau.

According to the data, **Vermont** has emerged as the craft beer capital of the U.S. with 11.5 breweries per 100,000 people. That’s equal to 151 pints of beer produced per drinking-age adult. Following closely behind are **Montana** and **Maine**, each with 9.6 breweries per capita.

You’ll notice that in Southern states such as **Alabama**, **Georgia**, and **Mississippi**, that there are only 0-0.9 breweries per capita. This is actually because of tighter liquor laws—for example, only 10 years ago, it was illegal to sell specialty beer in **South Carolina** that contained more alcohol content than a typical Budweiser.

Becoming a Brewery Nation

In 2008, there were only 1,574 breweries across the United States.

However, as you can see in the below data from the [Brewers Association](#), the total amount of craft breweries, microbreweries, and brewpubs has climbed to 7,346 in just a decade.

	2014	2015	2016	2017	2018	Change ('17-'18)
Total U.S.	3,869	4,672	5,606	6,596	7,450	12.9%
Regional Craft	135	178	186	202	230	13.9%
Microbreweries	2,076	2,626	3,251	3,933	4,522	15%
Brewpubs	1,603	1,824	2,102	2,355	2,594	10.1%
Total Craft	3,814	4,628	5,539	6,490	7,346	13.2%
Large/Non-craft	46	44	67	106	104	1.9%

Of the three categories of craft beer, microbreweries have contributed the most to recent production growth. Last year, they accounted for 80% of this growth, up from 60% in 2017.

The term microbrewery refers to the maximum amount of beer the brewery can produce. For microbreweries, that number is 15,000 barrels (460,000 U.S. gallons) of beer per year. They also have to sell 25% or more of their beer on site, which is why we are witnessing a surge in breweries that double up as a restaurant or bar.

Comparing this data to figures on larger breweries available from the Brewers Association, it is clear that it is the larger, more established breweries that are feeling the heat. While their growth slows, more small breweries open, and sales are further cannibalized.

The Economic Impact of the Craft Beer Market

When it comes to pure dollars, C+R Research notes that **Colorado** comes in at #1 with an economic impact of \$764 per person. **Vermont** is at the #2 spot with an economic impact of \$667 per person, despite having a higher concentration of breweries per capita.

How do the rest of the states compare?

	BREWERIES PER CAPITA	ECONOMIC IMPACT PER CAPITA		BREWERIES PER CAPITA	ECONOMIC IMPACT PER CAPITA
VERMONT	11.5	\$667	CONNECTICUT	2.2	\$275
MONTANA	9.6	\$549	NEW YORK	2.2	\$237
MAINE	9.6	\$471	NORTH DAKOTA	2.2	\$375
OREGON	8.5	\$659	ILLINOIS	2.1	\$283
COLORADO	8.4	\$764	RHODE ISLAND	2.1	\$196
ALASKA	6.8	\$511	MISSOURI	2	\$239
WASHINGTON	6.7	\$334	ARIZONA	1.9	\$203
WYOMING	5.7	\$418	NEVADA	1.8	\$204
NEW HAMPSHIRE	5.6	\$356	KANSAS	1.7	\$237
IDAHO	4.5	\$317	HAWAII	1.7	\$233
MICHIGAN	4.5	\$292	WEST VIRGINIA	1.7	\$214
NEW MEXICO	4.4	\$226	TENNESSEE	1.7	\$236
MINNESOTA	3.9	\$509	SOUTH CAROLINA	1.6	\$181
WISCONSIN	3.7	\$484	MARYLAND	1.6	\$189
NEBRASKA	3.6	\$351	ARKANSAS	1.6	\$191
NORTH CAROLINA	3.4	\$280	KENTUCKY	1.6	\$206
IOWA	3.3	\$388	FLORIDA	1.5	\$198
VIRGINIA	3	\$226	UTAH	1.5	\$214
PENNSYLVANIA	2.9	\$615	NEW JERSEY	1.3	\$251
DELAWARE	2.9	\$456	TEXAS	1.3	\$238
INDIANA	2.8	\$280	LOUISIANA	1	\$222
CALIFORNIA	2.6	\$262	OKLAHOMA	1	\$182
OHIO	2.6	\$319	ALABAMA	0.9	\$175
SOUTH DAKOTA	2.6	\$345	GEORGIA	0.9	\$221
MASSACHUSETTS	2.5	\$366	MISSISSIPPI	0.6	\$148

The global craft beer market is expected to reach [\\$502.9 billion](#) by 2025—while the craft brewing industry contributed [\\$76.2 billion](#) to the U.S. economy in 2017, including more than 500,000 jobs.

Will Craft Remain a Growth Category?

While many argue that craft beer is approaching its peak, the data is promising. Experimentation with new processes and ingredients will continue to drive the market forward.

Craft brewers all over the world are tapping into the novelty factor by exploring weird and wonderful innovations, like [deer antler-infused beer](#) and take-home brewing kits.

While the overall beer market lagged in sales by 0.8% last year, the craft brew category grew by 3.9% using the same measure. Further, craft still only makes up 13.2% in total beer volume in the U.S., meaning there is still plenty of market share to gain.

For another look at craft beer numbers, click here:

<https://www.brewersassociation.org/statistics-and-data/national-beer-stats/>