

# 12 *Milestones in California Infrastructure Thinking, Planning and Policy-Making*

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The Climate-Safe Infrastructure Working Group and its main product – this report – were mandated by AB 2800. They join a series of previous state infrastructure-focused efforts and reports, some prepared by or for the State, others produced by outside interest groups that have had a significant impact on state infrastructure planning and thinking. We highlight key examples (without claiming completeness).

## **2017 Office of Planning and Research (OPR), Planning and Investing for A Resilient California: A Guidebook for State Agencies.**

↑ Guidebook provides a process for state agencies to integrate climate change into planning and investment decisions. Implementation of the guidance document is being coordinated with the Strategic Growth Council, the Government Operations Agency, and OPR's Integrated Climate Adaptation and Resiliency Program (ICARP).

## **2017 Gibson, J.R., Built to Last: Challenges and Opportunities for Climate-Smart Infrastructure in California, Union of Concerned Scientists**

↑ White paper summarizes interviews, literature and a workshop of experts which identified needs and barriers to integrating climate change in infrastructure planning and design. Calls for updating of design standards, improvements in the scientific and technical basis for decision-making, increased infrastructure funding and improved governance.

## **2015 Executive Order B-30-15 and AB 1482 (Gordon, Climate adaptation)**

↑ Among other things, the executive order and bill mandate that the Strategic Growth Council incorporate climate impacts into the Five-Year Infrastructure Plan; preference is given to natural/nature-based infrastructure where feasible.

## **2014 SB 628 (Beale, 2014), Enhanced Infrastructure Finance Districts (EIFDs)**

↑ Effective January 1, 2015, EIFDs are distinct districts that may be created by a city or county within a defined area to finance infrastructure projects with community-wide benefits. EIFDs fill the gap created by the dissolution of redevelopment agencies.

## **2010 Little Hoover Commission, Building California: Infrastructure Choices and Strategy**

↑ Calls for a strategy for statewide infrastructure investment that develops a vision for California's future; identifies needs across the different roles of government and prioritizes these needs according to where an investment can deliver the greatest value. Strongly advocated for rethinking how the state meets its infrastructure needs by relying more on demand-side management, expanded revenue sources for infrastructure and expanded use of public-private partnerships.



**2009 Hanak, E. and D. Reed, Paying for Infrastructure: California's Choices. Public Policy Institute of California.**

↑ Paper argues for deep reforms of the ways in which California finances its infrastructure.

**2009 Little Hoover Commission, Bond Spending: Expanding and Enhancing Oversight**

↑ Makes recommendations on how to improve efficient spending of bond funding and improve oversight.

**2008 Dowall, D. and R. Reid, The California Infrastructure Initiative, Access 32(4): 18-25**

↑ Paper makes specific recommendations on how to further improve infrastructure planning and financing in the state.

**2007 SB97, CEQA Amendments (effective as of March 18, 2010)**

↑ Requires that projects assess their impact on greenhouse gas emissions and hence on climate; lead agencies on projects must also analyze to what extent projects may be exposed to the impacts of climate change in proposed locations (see CEQA Guidelines § 15126.2(a)).

**2006 Governor Schwarzenegger's first (20-year) Strategic Growth Plan**

↑ Proposes infrastructure funding priorities; also proposes to create two organizations to aid in managing infrastructure development in a more cost effective and accountable manner: Performance Based Infrastructure California (PBI California) and the Strategic Growth Council.

**2005 Hanak, E. and M. Baldassare, California 2025: Taking on the Future, Public Policy Institute of California**

↑ An edited volume of research on California's population, economy, labor force, governance and infrastructure in 2025. It points to a greater focus on workforce and efficiency, rather than traditional supply-side infrastructure management.

**2003 Update of Environmental Goals and Policy Report (initial report from 1973; previously updated in 1978)**

↑ Report aims "to articulate the state's policies on growth, development and environmental quality; to recommend specific state, local and private actions needed to carry out these policies; and to serve as the basis for the preparation of the state's functional plans (such as housing, transportation, air and water quality) and for locating major projects such as highways, water projects and university facilities.

**2002 Governor Gray Davis delivers the first Five-Year Infrastructure Plan**

↑ Later plans are delivered irregularly. None of the released five-year plans have been formally considered by the Legislature.

**2001 Commission on Building for the 21st Century, Invest for California: Strategic Planning for California's Future Prosperity and Quality of Life**

↑ A Commission established per executive order by Governor Gray Davis calls for infrastructure planning to be considered a shared responsibility of the state (leadership role), federal and local governments, regional agencies, private and philanthropic sectors and the people of California.



**1999 Passage of California Infrastructure Planning Act**

↑ Act requires the governor, in conjunction with the Governor’s Budget, to submit an annual five-year infrastructure plan to the Legislature that identifies the infrastructure needed and funding proposed for state agencies, schools and postsecondary education institutions.

**1998 California Business Roundtable, Building a Legacy for the Next Generation**

↑ Report by the business community highlights California’s lack of a “formal process for considering capital investment within a larger fiscal and policy framework.”

**1997 Department of Finance, Capital Outlay and Infrastructure Report**

↑ Report estimates state infrastructure needs over the next 10 years.

**1996 AB 2660 (Aguilar), passage of the Infrastructure Finance Act**

↑ Allows local government authorities to utilize public-private partnerships to finance fee-producing infrastructure projects.

**1994 Establishment of IBank, The California Infrastructure and Economic Development Bank**

↑ IBank’s programs in 2018 include the Infrastructure State Revolving Fund (ISRF) Program; Bond Financing Program, including: 501(c)(3) Bonds, Industrial Development Bonds, Exempt Facility Bonds, and Public Agency Revenue Bonds.

**1970 State Office of Planning is replaced by the State Policy Development Office**

↑ The office is later renamed the Office of Planning and Research; it reports directly to the governor.

**1960s Spending on infrastructure peaks in the late 1950s and 1960s during Governor Pat Brown’s administration**

↑ This is a time marked by increased federal spending, bipartisan support for infrastructure and a rise in tax revenues; the period is followed by declines in the 1970s and has increased through the early 2000s, but sharply declined during the Great Recession of 2007-9. Since then infrastructure funding has increased again.

**1959 SB597, State Development Plan**

Act creates the State Office of Planning within the Department of Finance; later dissolved and replaced (see 1970).