

Delta Suisun Responsible Authorities and Agencies

Local and Regional

Regional

[Bay Area Air Quality Management District \(BAAQMD\)](#)

The Bay Area Air Quality District controls air pollution through enacting and enforcing regulations and permitting industrial and commercial sources. To reduce motor vehicle emissions, the District sponsors projects and programs that reduce motor vehicle use and encourage the use of clean fuel vehicles (e.g. electric and compressed natural gas vehicles.) The District also coordinates with [MTC](#), [ABAG](#), cities, counties, and other agencies to reduce the air quality impacts of land use and transportation decisions. The District, in cooperation with MTC and ABAG, prepares air quality plans in accordance with State and federal law. The District also has outreach programs to educate the public about air quality and influence choices that benefit the environment such as the "Spare the Air" program.

[San Joaquin Valley Air Pollution Control District](#)

The San Joaquin Valley Air Pollution Control District is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings Tulare and the Valley portion of Kern.

The Valley Air District is governed by an eleven member Governing Board consisting of representatives from the Board of Supervisors of all eight counties and three Valley city representatives.

The San Joaquin Valley Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies.

[San Francisco Bay Conservation and Development Commission](#)

The San Francisco Bay Conservation and Development Commission's (BCDC) mission is to protect the Bay, maximize public access to the Bay and encourage appropriate development along the Bay shoreline by regulating filling, dredging, and changes of use in the Bay, along the shoreline within 100 feet of the Bay and in salt ponds and managed wetlands.

In the over third of a century since BCDC was established, a number of state and federal laws have been enacted which contribute to the protection of San Francisco Bay. Under the federal Clean Water Act the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board regulate discharges into the Bay and protect Bay Area wetlands. The National Environmental Policy Act and the California Environmental Quality Act provide government agencies and members of the public with the critical information they need to evaluate whether development in and around the Bay should be authorized. The federal Coastal Zone Management Act established a voluntary partnership between coastal states and the federal government to protect the national interest in coastal

resource management. And the California Coastal Act was passed to protect the state's Pacific Ocean coastal zone. BCDC was not made redundant by the passage of these laws nor does BCDC duplicate the roles of other agencies. Instead, the Commission plays a critical role in Bay governance, a role which complements the responsibilities and authorities of other public agencies involved in Bay protection and development.

The Commission's large and diverse membership--which includes representatives of virtually everyone who has an interest in the Bay--allows BCDC to serve as a forum where affected agencies and interests can gather to coordinate their perspectives. As a result, BCDC's decisions often represent a political consensus of what is in the best interest of the Bay.

BCDC has become an integral part of Bay governance by recognizing that local governments, acting alone, cannot fully address regional issues and by providing an effective mechanism to focus state and federal laws and policies on a regional resource of national significance.

[Metropolitan Transportation Commission \(MTC\) \[MTC Service Authority for Freeways and Expressways \(SAFE\) and Bay Area Toll Authority \(BATA\)\]](#)

The Metropolitan Transportation Commission (MTC) is responsible for regional transportation planning, funding, and implementation.

- Financial programming of all modes of surface transportation for movement of people and goods.
- Coordination of county and transit operator transportation planning and programming.
- Allocation of state and federal funds in support of transportation improvements and operations.
- Also functions as the Bay Area Toll Authority (BATA) and Service Authority for Freeways and Expressways (SAFE)

MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO) (California Government Code § 66500 et seq.). It is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities.

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The 19-member policy board includes fourteen commissioners appointed directly by local elected officials (each of the five most populous counties has two representatives, with the board of supervisors selecting one representative, and the mayors of the cities within that county appointing another; the four remaining counties appoint one commissioner to represent both the cities and the board of supervisors). In addition, two members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members have been appointed to represent federal and state transportation agencies and the federal housing department.

The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the plan. Adopted in February 2005, the most recent edition of this long-range plan, known as [Transportation 2030](#), charts a new course for the agency, particularly with regard to promoting “[smart growth](#)” development patterns.

A MTC agreement with local officials as well as state and federal legislators in the late 1980s set forth a \$4.1 billion program to extend a total of six rail lines in the Bay Area, adding 40 miles to the region's rail transit network and linking BART to San Francisco International Airport. In 2001 MTC laid out the next phase of major regional public transit investments in [Resolution 3434](#). This new agreement features additional rail investment as well as a significant expansion of bus rapid transit and ferry service.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and its successor, the Transportation Equity Act for the 21st Century, empowered MPOs like MTC to determine the mix of transportation projects best suited to meet their region's needs. MPOs' role in transportation financing was reaffirmed by Congress in 2005 with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA). To help set priorities for the hundreds of millions of dollars flowing each year to the Bay Area from flexible federal funding programs, MTC convened the [Bay Area Partnership](#), which is made up of some three dozen transportation and environmental agencies with a stake in the region's future.

Using these federal dollars, MTC has established several innovative grant programs that are changing the Bay Area landscape, one project at a time. MTC's [Transportation for Livable Communities \(TLC\) Program](#) provides planning and capital grants for small-scale transportation projects that enhance community vitality and promote walking, bicycling and public transit use. The associated [Housing Incentive Program \(HIP\)](#) promotes the building of compact housing in the vicinity of public transit hubs. And the Commission's [Low Income Flexible Transportation \(LIFT\) Program](#) funds new or expanded services for getting low-income residents to and from work, school and other essential destinations.

MTC also administers state moneys, including those provided by the Transportation Development Act. Legislation passed in 1997 gives MTC and other regional transportation planning agencies increased decision-making authority over the selection of state highway projects and allocation of transit expansion funds for the [State Transportation Improvement Program \(STIP\)](#). Also in 1997, the state Legislature transferred to MTC responsibility for administering the base \$1 toll from the Bay Area's seven state-owned toll bridges. A new entity, the [Bay Area Toll Authority \(BATA\)](#) was created for this purpose. BATA also oversees the [Regional Measure 2](#) Traffic Relief Plan, which is funded by a voter-approved \$1 toll hike that went into effect on the region's state-owned toll bridges on July 1, 2004. With the passage of Assembly Bill 144 in 2005, BATA assumed responsibility for administering all toll revenue from the region's state-owned toll bridges. AB 144 also established a Toll Bridge Project Oversight Committee — consisting of BATA's executive director, the director of the state Department of Transportation, and the executive director of the California Transportation Commission — to manage the state Toll Bridge Seismic Retrofit Program, which includes construction of a new east span for the San Francisco-Oakland Bay Bridge.

[Regional Water Quality Control Board - SF Bay Region \(RWQCB\) and Central Valley Region \(CVWQCB\)](#)

The Regional Water Quality Control Board was established by the legislature to protect the quality of surface and ground water within the region for beneficial uses. (See **State Water Resources Control Board** under State heading below.)

There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that

will best protect the beneficial uses of the State's waters, recognizing local differences in climate, topography, geology and hydrology.

Each Regional Board has nine part-time Members also appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, govern requirements/issue waste discharge permits, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the Water Board and Regional Boards.

[San Francisco Bay Area Water Transit Authority \(WTA\)](#)

The purpose of the San Francisco Bay Area Water Transit Authority (WTA) is to relieve the Bay Area's traffic congestion by creating a viable plan that will enhance the region's public transit system by delivering a cost-effective, convenient and environmentally responsible ferry transit system. The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. In 2003, the WTA's plan, "A Strategy to Improve Public Transit with an Environmentally Friendly Ferry System" was approved by statute (Senate Bill 915, Ch. 714, stats of 2003).

The plan resulted from extensive technical studies that examined ridership demand, cost-effectiveness, vessel design, environmental impacts, safety, and operations. The California Legislature required these studies along with extensive public participation when it created the WTA in 1999 (California Government Code Section 66540-66540.72).

Council of Governments

[Metropolitan Planning Organizations](#)

A Metropolitan Planning Organization (MPO) is defined in Federal Transportation Legislation (23 USC 134(b) and 49 USC 5303(c)) as the designated local decision-making body that is responsible for carrying out the metropolitan transportation planning process. An MPO must be designated for each urban area with a population of more than 50,000 people (i.e., for each Urbanized Area (UZA) defined in the most recent decennial Census). The MPO is a regional [transportation planning](#) body that is required to approve transportation improvement plans for major infrastructure projects, to ensure that they are consistent with federal environmental legislation and that they are fiscally sound. They aim to achieve local consensus on these projects between different levels of government and across jurisdictions.

In the USA the [Intermodal Surface Transportation Efficiency Act](#) of 1991 required that MPOs exist and that they develop transportation plans and programs for metropolitan areas with 50,000 or more residents. MPOs are regulated by the [Federal Highway Administration](#) (FHWA) through a yearly certification process, which controls the dispersion of federal funds. The MPO is responsible for the planning of transportation systems as opposed to specific transportation projects, and generally produces the following major work products:

- Long Range Plan – A document detailing transportation needs for the next thirty years, including a funding plan based upon revenue forecasts
- Transportation Improvement Program – A shorter range (five years) plan that includes transportation projects that will receive federal, state and local funding

- Unified Planning Work Program – the MPO’s operating budget

MPOs differ greatly in various parts of the country and even within states. Some have large staffs, while others may include only a director and a transportation planner. Sometimes MPOs are staffed by a county or a council of government.

[The Sacramento Area Council of Governments - SACOG](#)

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as the 22 cities listed below.

SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

SACOG is undertaking a major effort to link transportation and land development more closely, known as the [SACOG / Valley Vision Regional Blueprint Project](#).

SACOG had to reinvent itself in 1999 when joint owners’ agreements between city and county were weakened as suburbs incorporated. The new six-county SACOG has a representative from each city and county and makes decisions with "three threshold" voting: to pass, a proposal needs support representing at least 50% of the population, 50% of the counties and 50% of the cities. (ABAG members have an equal vote regardless of population; at MTC, the five more populous counties each have two Commissioners.)

SACOG is responsible for transportation planning, air quality conformity, transportation and land use studies, housing need determination and airport land use. All parcels in the six counties are in the Global Information System; PLACE3S software has been used to generate a more detailed regional vision than the Bay Area’s Smart Growth Strategy.

[Association of Bay Area Governments](#)

In 1961, elected officials from the region’s cities and counties came together to form ABAG-California’s first council of governments, thus ABAG is the official comprehensive planning agency for the San Francisco Bay region. ABAG’s mission is to strengthen cooperation and coordination among local governments. In doing so, ABAG addresses social, environmental, and economic issues that transcend local borders.

The Bay Area is defined as the nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. All nine counties and 99 of the 101 cities within the Bay Area are voluntary members of ABAG, representing nearly all of the region’s population.

Since its inception, ABAG has examined regional issues like housing, transportation, economic development, education, and environment.

ABAG’s regional mission at its inception in 1961 was undone 10 years later when an administrative assistant’s embezzlement led to state creation of the Metropolitan Transportation

Commission (MTC). MTC was given responsibility for a Regional Transportation Plan and authority for distributing federal and state transportation money. ABAG was left with responsibility for allocating housing needs to Bay Area cities and counties, but with no funds to assist in creating the affordable housing included in the allocations.

Local jurisdictions, counties and cities, are ABAG's customers and dues paying members in the voluntary association. As a result, ABAG's planning functions have been shaped in response to funding from members or other agencies. The agency is involved in CALFED, the Estuary Project, and other planning for the Bay, including the Bay Trail; hazardous waste facility siting and the Green Business program; earthquake hazard mapping; and services for local government such as finance, insurance, and power brokerage and staff training.

[San Joaquin Council of Governments](#)

The San Joaquin Council of Governments (SJCOG) is a Joint Powers Authority is composed of the County of San Joaquin and the Cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. SJCOG serves as the regional transportation planning agency and a technical and informational resource for these jurisdictions. While regional transportation planning is its primary role, SJCOG also takes a look at population statistics, airport land use, habitat and open space planning, and other regional issues. SJCOG also fosters intergovernmental coordination, within San Joaquin County and with neighboring jurisdictions, the state and various federal agencies. SJCOG's monthly board meetings provide the public forum and decision point for significant regional issues such as growth, transportation, environmental management, housing, open space, air quality, fiscal management, and economic development. Directors adopt loans, allocate transportation funds, establish policies and develop programs for these regional issues, which are used by local governments as well as other public and private organizations. Citizens, special interest groups and other agencies are involved in the planning and approval process by participating in SJCOG's committees and task forces as well as attending workshops and public forums.

Local Agency Formation Commissions

After World War II, California experienced dramatic growth in population and economic development. With this boom came a demand for housing, jobs, and public services. To accommodate this demand, the state approved the formation of many new local government agencies, often with little forethought as to the ultimate governance structures in a given region. The lack of coordination and adequate planning led to a multitude of overlapping, inefficient jurisdictional and service boundaries, and the premature conversion/loss of California's agricultural and open-space lands. Recognizing this problem, in 1959, Governor Edmund G. Brown, Sr. appointed the Commission on Metropolitan Area Problems. The Commission's charge was to study and make recommendations on the "misuse of land resources" and the growing complexity of local governmental jurisdictions.

The Commission's recommendations on local governmental reorganization were introduced in the Legislature in 1963, resulting in the creation of Local Agency Formation Commissions, or "LAFCo," operating in each county except San Francisco.

From 1963 to 1985, LAFCos administered a complicated series of statutory laws and three enabling acts, the Knox-Nisbet Act, the Municipal Organization Act (MORGA), and the District Reorganization Act. Confusion over the application of these laws led to a reform movement that

produced the first consolidated LAFCo Act, the Cortese-Knox Local Government Reorganization Act of 1985. In 1997, a new call for reform in local government resulted in the formation by the Legislature of the Commission on Local Governance in the 21st Century. After many months canvassing the state, the Commission recommended changes to the laws governing LAFCOs in its comprehensive report “Growth within Bounds.”

These recommendations became the foundation for the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), an act that mandates greater independence for LAFCOs and further clarifies their purpose and mission.

In response to both the passage of the CKH Act and to local needs to address certain service provision issues, San Francisco LAFCo was formed in 2000. Today, there is a LAFCo in each of California’s 58 counties.

Objectives:

To Encourage the Orderly Formation of Local Governmental Agencies

LAFCOs review proposals for the formation of new local governmental agencies and for changes in the organization of existing agencies. There are 58 LAFCOs working with nearly 3,500 governmental agencies (400+ cities, and 3,000+ special districts). Agency boundaries are often unrelated to one another and sometimes overlap at random, often leading to higher service costs to the taxpayer and general confusion regarding service area boundaries. LAFCo decisions strive to balance the competing needs in California for efficient services, affordable housing, economic opportunity, and conservation of natural resources.

To Preserve Agricultural Land Resources

LAFCo must consider the effect that any proposal will produce on existing agricultural lands. By guiding development toward vacant urban land and away from agricultural preserves, LAFCo assists with the preservation of our valuable agricultural resources.

To Discourage Urban Sprawl

Urban sprawl can best be described as irregular and disorganized growth occurring without apparent design or plan. This pattern of development is characterized by the inefficient delivery of urban services (police, fire, water, and sanitation) and the unnecessary loss of agricultural resources and open space lands. By discouraging sprawl, LAFCo limits the misuse of land resources and promotes a more efficient system of local governmental agencies.

Each agency that is eligible to have one of its officials seated on the Commission must contribute to the LAFCo budget. The amount of this contribution is determined by statute, and varies in each county.

[Contra Costa LAFCo](#)

Membership is composed of two city council members (selected by the cities in the county), two county supervisors (selected by the board of supervisors), two special district members (selected by independent special districts in the county), one public member (selected by the other six LAFCo Commissioners). Alternate members – one in each category – are also appointed and vote

whenever a regular member is absent or disqualified from participating. All members serve four-year terms.

[Sacramento LAFCo](#)

City of Sacramento has a representative and alternate; there is a public member, two special district members and two County of Sacramento members.

[Solano LAFCo](#)

Solano LAFCO was formed in 1963. Its members include the mayors of Suisun City, Vallejo, Vacaville; two supervisors, and a public member; all have alternates

[Yolo LAFCo](#)

Yolo County LAFCO membership includes two county supervisors appointed by the board of supervisors, two city council members appointed by the City Selection Committee, and one public member appointed by LAFCo.

Counties

[Alameda](#)

[Contra Costa County](#)

[Sacramento County](#)

[San Joaquin County](#)

[Solano County](#)

[Yolo County](#)

Cities

Two forms of cities are provided by the State of California. General law cities have powers only approved by the State and must have a mayor/city manager form of government. Charter may, but need not have mayor/city manager form of government. The charter city institutes its powers and authorities. For instance, unlike general law cities, charter cities' zoning ordinances do not have to be consistent with the city's General Plan

Becoming a charter city enables municipal governments to have more autonomy, including enabling them to fight unfunded programs mandated by the state Legislature. A charter city also does not have to comply with competitive bidding statutes, and can negotiate contracts on its own. It can establish salaries and benefits for council members and is not required to pay prevailing wages for municipal projects. A charter city can set its own processes for electing council members.

When enacted, a charter can only be adopted or changed by a majority vote of the city's residents. The council cannot establish a change on its own. The city would still be required to comply with many state laws, but could establish its own method for enacting ordinances.

Delta Communities:

- Sacramento County: Courtland, Freeport, Hood, Sacramento, Isleton, Locke, Ryde, Walnut Grove
- Contra Costa County: Bethel Island, Byron, Discovery Bay, Antioch, Brentwood, Oakley, Pittsburg
- San Joaquin County: Stockton, , Lathrop
- Solano County: Bird's Landing, Collinsville, Suisun City, Rio Vista
- Yolo County: Clarksburg, West Sacramento

Special Districts

Special districts are a type of local government that delivers specific public services within defined boundaries. ([WHAT'S SO SPECIAL ABOUT SPECIAL DISTRICTS? A Citizen's Guide to Special Districts in California.](#) Third Edition. Kimia Mizany & April Manatt. February 2002).

Special districts deliver highly diverse services including water, closed captioned television, mosquito abatement, and fire protection. Most special districts serve just a single purpose, such as sewage treatment. Others address a multiplicity of needs, as in the case of community service districts, which can offer up to 16 different services. Districts' service areas can range from a single city block to vast areas which cross city and county lines. For example, the Metropolitan Water District of Southern California serves nearly 17 [sic] million people in over 5,200 square miles of six counties, while County Service Area #2 in Los Angeles County serves only 25 acres.

Special districts enjoy many of the same governing powers as other cities and counties. They can enter into contracts, employ workers, and acquire real property through purchase or eminent domain. They can also issue debt, impose taxes, levy assessments, and many charge fees for their services. Special districts, like other governments, can sue and be sued. They can also adopt a seal and alter it at will!

Special districts have the corporate power and tax power but rarely the police power. The corporate power is the ability to "do things," like constructing public works projects such as dams and sewers. It's the power to deliver recreation programs and collect garbage. The tax power is the authority to raise money to pay for these projects and services. The police power is different; it's the authority to regulate private behavior to accomplish a public goal. Governments that make rules and enforce them use the police powers: zoning property, requiring business licenses, or setting speed limits. Special districts rarely have police powers. Instead, they usually build public facilities and provide services. When special districts do have police powers, they are usually related to some corporate power. Banning alcohol from a park district's picnic area is one example.

Special districts are not state government.

Special districts are local agencies which provide public services to specific communities. Special districts are autonomous government entities, accountable only to the voters or landowners they serve. State government, however, oversees special districts in several ways. For example, special districts must submit annual financial reports to the State Controller. Districts must also follow the state laws pertaining to public meetings, bonded debt, record keeping, and elections.

Special districts are not city or county government.

Cities and counties are general purpose governments. Cities and counties perform a broad array of services to protect the health, safety, and welfare of all their citizens. Special districts are limited purpose local governments. Special districts provide only the services their residents' desire. Certain types of special districts require that the city council or county supervisors serve as their governing boards. Nevertheless, special districts remain legally separate local entities.

Special districts are not school districts.

School districts exist to provide one service --- public education. Special districts provide a variety of public services, excluding education. In addition, school districts get most of their money from the state, whereas special districts rely primarily on local revenues.

Special districts are not "Mello-Roos" districts or benefit assessment districts.

California law allows cities, counties, school districts, and many special districts to establish Mello-Roos districts and benefit assessment districts to finance public works and public services. Mello-Roos districts and benefit assessment districts are solely financing mechanisms and do not deliver services. Special districts use these financing mechanisms to provide public services.

Special districts are not redevelopment agencies.

Cities and counties set up redevelopment agencies to eliminate blight by paying for public and private improvements and economic development. Special districts do not exist to eliminate blight. Special districts provide public services and infrastructure that help communities, but they are not in the business of direct economic development.

[Suisun Resource Conservation District](#)

This district has the primary local responsibility for regulating and improving water management practices on privately owned lands within the primary management area of the Suisun Marsh.

Resource Conservation Districts are authorized under the California Public Resource Code to assist the State in soil and water conservation by giving assistance to landowners and municipalities to control soil erosion and runoff, stabilize soils, and improve water quality. In 1963, local landowners in the Suisun Marsh formed the Suisun Resource Conservation district (SRCD) to protect the environmental quality of the marsh. SRCD performs both administrative and technical functions that include representing the interests of the landowners.

The Suisun Resource Conservation District continues to represent the private landowners within the Suisun Marsh on a variety of issues at Federal, State, and local levels. The District provides landowners technical assistance in permitting, water control, and habitat management to ensure the wetland and wildlife values of the Suisun Marsh are sustained and enhanced.

The Suisun Resource Conservation District Covers a total area of 116,000 acres including:

- 52,000 acres managed wetlands
- 6,300 acres unmanaged tidal wetlands
- 30,000 acres of bays and sloughs
- 27,000 acres of upland grasslands

[Suisun Marsh Preservation Agreement](#)

Suisun Marsh Charter Group is a multi-agency member group established in 2000 to develop a regional plan that balances implementation of the CALFED program with other preservation, management, and restoration programs in the marsh. This is a cooperative agreement with the U.S. Bureau of Reclamation, Department of Water Resources, Department of Fish & Game and SRCD to improve wildlife habitat on Suisun Marsh managed wetlands.

Mosquito Abatement Districts

Established to limit mosquito production.

[Reclamation Districts](#)

There are 73 reclamation districts in the water code legal Delta. Reclamation districts are special districts under California law. Reclamation districts are a form of special-purpose districts in the United States (and possibly other countries) which are responsible for reclaiming and/or maintaining land that is threatened by permanent or temporary flooding for agricultural, residential, commercial, or industrial use. The land is reclaimed by removing and/or preventing water from returning via systems of levees, dikes, drainage ditches, and pumps. This law (Water Code §50000 et seq.) provides a means for counties to finance the reclamation of land that has been made unusable by overflow or flooding.

Services and facilities that can be financed by a Reclamation District include all things “necessary and convenient” to reclaim the land. Items commonly financed include facilities and services for sewage and waste removal and facilities to be used for the irrigation of lands inside or outside the district. The law allows a Reclamation District to use any of the following financing tools to raise money needed to pay for the facilities and services:

- Special assessments based on the specific benefit each parcel receives from the improvements.
- Fees or charges, including minimum and standby charges, for services provided.
- User fees for the irrigation services provided to property owners.

The Reclamation District also may issue bonds to finance improvements.

Ports

In general the ports are governed by commissions with authority to operate the ports including federal enterprise zones if authorized. Ports are subject to oversight for water and land operations; ports manage land but do not have land use police powers. Ports are also subject to Coastal Zone Management Act, CWA, ESA and state management for water quality. Established by Harbors and Navigation Code Section 6240-6255; also subject to Public Utilities Code; State Lands Commission, Public Resources Code.

[Port of Sacramento](#)

The inland Port of Sacramento opened in 1963. It is located 79 nautical miles northeast of San Francisco, and is centered in one of the richest agricultural and industrial regions in the world.

[Port of Stockton](#)

The Port of Stockton is a large inland port set on the San Joaquin River, which provides a direct route to the Pacific Ocean and other port cities around the world. The Port of Stockton is the third largest landholder seaport in California and has also been designated a Foreign Trade Zone. The

Port of Stockton operates a 2,100 acre (8.5 km²) transportation center with berthing space for 14 vessels. In addition, 6.5 million square feet (600,000 m²) of warehouse storage space is available. The Port of Stockton is currently competing with HSMPS (Historic Ships Memorial at Pacific Square) for the rights to dock the USS Iowa (BB-61) as a permanent museum and memorial. The Port of Stockton plans to donate 1,000 feet of dock space to make the USS Iowa available to visitors, a 90,000 square foot building to be used as a museum and ten acres of land for parking. The Port of Stockton is also a home for the Stockton Rowing Club. Stockton Rowing can trace its history back more than 100 years. Its modern expansion began in the early 1980s.

Port of West Sacramento.

State

Key state agencies in the Delta.

[California Delta Protection Commission](#)

In September of 1992, the California Legislature declared that the Sacramento-San Joaquin Delta, consisting of approximately 738,000 acres, is a natural resource of statewide, national, and international significance, containing irreplaceable resources and that it is the policy of the State to recognize, preserve, and protect those resources for the use and enjoyment of current and future generations.

Recognizing the possible threat to Delta resources from urban encroachment having the potential to significantly impact agriculture, wildlife habitat, and recreation uses, former Senator Patrick Johnston sponsored legislation (SB 1866) leading to the adoption of the Delta Protection Act. The Act, which is often referred to as the Johnston-Baker-Andal-Boatwright Delta Protection Act of 1992, was signed by the Governor on September 23, 1992, with subsequent amendments in 1996, 1998, 1999, and 2000. It is codified in the State Public Resources Code beginning with Sections 297000.

The Act includes mandates for the designation of primary and secondary zones within the legal Delta, creation of a Delta Protection Commission, and completion of a Land Use and Resource Management Plan for the Primary Zone.

Pursuant to the provisions of the Act, the 19-member Delta Protection Commission was created. Its diverse composition provides for stakeholder representation in the areas of agriculture, habitat, and recreation.

As specifically provided for in the Act, members of the Commission include: landowners from north, south, west, and central Delta reclamation districts; a member of the County Board of Supervisors from each of the five Delta counties (Sacramento, San Joaquin, Contra Costa, Yolo and Solano); a representative from the Sacramento Area Council of Governments (SACOG), San Joaquin Council of Governments (SJCOG), and the Association of Bay Area Governments (ABAC); and high level leaders from the California Departments of Fish and Game, Parks and Recreation, Boating and Waterways, Water Resources, Food and Agriculture, and the State Lands Commission. Ex-officio members of the Commission are Senator Mike Machado and Assemblywoman Lois Wolk.

Land Use and Resource Management Plan for the Primary Zone

As called for in the Act, a Land Use and Resource Management Plan for the Primary Zone of the Delta was prepared and adopted by the Commission in 1995 and revised in 2002.

The Management Plan sets out findings, policies, and recommendations resulting from background studies in the areas of environment, utilities and infrastructure, land use, agriculture, water, recreation and access, levees, and marine patrol/boater education/safety programs.

In conformance with the provisions of the Act, local government general plans are to provide for consistency with the provisions of the Management Plan. The Commission serves as an Appeal body in the event an action of a local entity on a project located within the Primary Zone is challenged as being inconsistent with the Act or the Management Plan. To date, there has only been one appeal to the Commission.

The Act also specifies that on January 1 of each year, the Commission shall submit to the Governor and the Legislature a report describing the progress that has been made in achieving the objectives of the Act and the relevant sections of the Public Resources Code.

Primary and Secondary Zone Designations

Pursuant to the Act, the Primary Zone is the Delta land and water area of primary State concern and statewide significance situated within the boundaries of the Delta, as described in Section 12220 of the Water Code, but is not within either the urban limit line or sphere of influence line of any local government's general plan or studies existing as of January 1, 1992. The Precise boundary lines of the Primary Zone includes the land and water areas as shown on the map titled "Delta Protection Zones" on file with the California State Lands Commission. Where the boundary between the Primary Zone and Secondary Zone is a river, stream, channel, or waterway, the boundary line shall be the middle of that river, stream, channel, or waterway. The Primary Zone consists of approximately 500,000 acres.

The Secondary Zone is all the Delta land and water area within the boundaries of the legal Delta not included within the Primary Zone, subject to the land use authority of local government, and that includes the land and water areas as shown on the map referenced herein. The Secondary Zone consists of approximately 238,000 acres.

[Department of Fish & Game – Central Valley/Bay Delta Branch](#)

The Central Valley Bay-Delta Branch (CVBDB) is mandated to conduct fisheries and wildlife research and analysis of the San Francisco bay and Delta and special water projects of the estuary and its tributaries. These special projects include the channel and aqueduct systems of the Delta, as well as, the natural river systems and extending north and south from the Delta.

The CVBDB's mission is to gather and provide information and recommendations that will permit others (such as other units of the DFG and other agencies such as the federal Environmental Protection Agency (EPA) , the U.S. Fish and Wildlife Service (USFWS), the U.S. Bureau of Reclamation (USBR), the State Water Resources Control Board (SWRCB), and the California Department of Water Resources (DWR) to develop procedures, policies and regulations that will protect the flora and fauna of the bay, Delta and adjoining tributary

environments from harm, and that will enhance the survival of those species that are listed as rare, threatened or endangered.

Many federal and state agencies have established jurisdictions regarding specific water and resource policies and regulations. In support of their jurisdictions, they carry out a variety of research and analyses. In order to promote cost effective, non-overlapping, cooperative research, an Interagency Ecological Program (IEP) has been established by federal Memorandum of Understanding (MOU) between the member agencies. The IEP sets research priorities and funds specific programs in support of agency program mandates. The CVBDB chairs the IEP and receives contract funds from the agencies, apportioned by the IEP. The interagency MOU requires all CVBDB's project data to be stored in a common electronic format and to be available for access by the other IEP agencies and by the public.

The state constitution gives the SWRCB regulatory jurisdiction over California's water resources, including establishment and adjudication of water rights. The SWRCB's Water Right Decision 1485 requires that most of the proposed and ongoing projects affecting the waters and ecosystems of the Sacramento-San Joaquin Delta and Suisun Marsh be reviewed and approved by the SWRCB. The SWRCB requires biological and environmental studies be carried out by DWR and USBR to show possible and ongoing effects of their projects and to provide analysis and plans for mitigating or eliminating any adverse effects upon the ecosystem, including the fisheries. For example Decision 1485 states in part that the permittees (DWR and USBR) "Conduct ongoing and future monitoring surveys as recommended by California Department of Fish and Game and concurred in by the Board concerning food chain relationships and fisheries impacts as they are affected by CVP and SWP operations in the Delta and Suisun Marsh."

[Department of Food & Agriculture](#)

Agriculture is a major industry for the Golden State. With 88,000 farms and ranches, California agriculture is nearly a \$32 billion dollar industry that generates \$100 billion in related economic activity. ([CDFA's Mission](#))

This enormous achievement is possible through a combination of tradition and innovation that has secured California's status as the most productive agricultural state for more than 50 years. Farmers and ranchers blend old-fashioned notions of patience and perseverance with cutting-edge technologies and advanced agricultural practices. The result is a highly adaptable and diverse industry encompassing more than 350 plant and animal commodities.

California's agricultural abundance is a reflection of the people who made the Golden State their home. In the process, they brought their agricultural heritage with them. Early California farmers and ranchers were the Spanish missionaries, followed by Mexicans, Japanese, Chinese and Russians. Today, nearly every nationality is represented in California agriculture.

The California Department of Food and Agriculture strives to support this tradition of innovation and agricultural diversity by working with private industry, academia and public sector agencies. These partnerships allow the department to adapt public policy to a rapidly changing industry – California agriculture.

[Department of Parks & Recreation](#)

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

The department manages more than 270 park units, which contain the finest and most diverse collection of natural, cultural, and recreational resources to be found within California. Its responsibilities include properties in and around the Delta, including the 336-acre Brannan Island State Recreation Area and the Franks Tract State Recreation Area. Among other sites is the Delta Meadows property in Sacramento County. Its purpose is to preserve and protect one of the last remaining areas of the northern Sacramento-San Joaquin River Delta that exhibits remnants of the natural conditions that existed prior to Euro-American settlement. The property's waterways, located on the Pacific flyway and influenced by Pacific Ocean tides through the lower Sacramento River, contain permanent and seasonal water areas, as well as adjacent uplands that support a variety of riparian plant and animal life, including the river otter, the delta smelt and the Sacramento chub. The property contains Native American occupancy sites, as well as remnants of such early farming and ranching activities as slough dredging and levee building.

[Department of Boating and Waterways](#)

The California Department of Boating and Waterways (Cal Boating) was created to help develop convenient public access to the waterways and promote on-the-water safety. Funded by vessel registration fees, boating fuel tax dollars, and boating facility construction loan payments, Cal Boating's programs include:

- officer training, financial aid and equipment grants for the more than 100 local and state agencies that provide boating law enforcement;
- voluntary education for boaters in Kindergarten through college and non-students;
- loans for the construction of marina and grants to build boat launching ramps;
- aquatic pest control in the Sacramento-San Joaquin Delta; coastal beach erosion control;
- vessel sewage pumpout stations grants; and
- helping local agencies pay for abandoned vessel removal.

[Department of Water Resources - Bay-Delta Office](#)

The mission of the Bay-Delta Office (BDO) of the California Department of Water Resources is to plan facilities and implement actions in the Sacramento-San Joaquin Delta to improve water quality, water supply and reliability, and the ecosystem. BDO develops and maintains computer simulation models to analyze the effects of projects and actions proposed or undertaken by the Department or other agencies. At its Web site is posted the [Delta Atlas](#), which contains outdated information and appears as it was last printed.

[Reclamation Board](#)

Staffed by the California Department of Water Resources, this board exercises responsibilities for flood management on the Sacramento and San Joaquin rivers and their tributaries, and participates with the federal government in the planning, design, construction, operation, and

maintenance of federally authorized flood control projects. The board may designate floodways in order to control encroachments and thus preserve the flow regimes of the floodways.

The board subsidizes the maintenance of local reclamation and local flood control district levees in the Sacramento-San Joaquin Delta through the Delta Subvention Program. The board regulates encroachments into the Sacramento and San Joaquin flood control projects.

[State Lands Commission](#)

The members of the State Lands Commission include the Lieutenant Governor, the State Controller and the State Director of Finance. The first two are statewide elected officials, and the last is a cabinet level officer appointed by the Governor.

California became a state on September 9, 1850, and thereby acquired nearly 4 million acres of land underlying the State's navigable and tidal waterways. Known as "Sovereign Lands," these lands included the beds of (1) more than 120 rivers, streams and sloughs; (2) nearly 40 non-tidal navigable lakes, such as Lake Tahoe and Clear Lake; (3) the tidal navigable bays and lagoons; and (4) the tide and submerged lands adjacent to the entire coast and offshore islands of the state from the mean high tide line to three nautical miles offshore. This watery domain, equal in size to Connecticut and Delaware combined, is managed by the California State Lands Commission.

The State holds its sovereign lands in Public Trust. They can only be used for public purposes consistent with provisions of the Public Trust such as fishing, water dependent commerce and navigation, ecological preservation and scientific study. (Public Trust, sovereign ownership and easement, navigation rights and access. California Constitution, Article 10, PRC Section 6301 et seq., case law.)

[California Department of Transportation](#)

Caltrans manages more than 45,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

[California Regional Blueprint Planning Program](#). The program is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is anticipated that the regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth, thereby reducing need for sprawl.

The grants for regional collaborative decision-making will lead to adoption of blueprint plans that will:

1. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and

air quality, (d) increases resource use efficiency, and (e) results in safe and vibrant neighborhoods.

2. Provide consumers more housing and transportation choices.
3. Improve California's economic competitiveness and quality of life.
4. Reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement.
5. Secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.
6. Establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

The regional blueprint efforts will include development of regional performance measures that can measure progress toward the region's own vision for future land use and transportation. Each region will also select several statewide performance measures to measure progress toward statewide transportation system and housing goals.

State Route 12 overlaps with Interstate 80 near Fairfield from near I-80's junction (the Cordelia Junction) with Interstate 680, to just southwest of Fairfield near the Budweiser plant. It has freeway interchanges with U.S. Route 101 in Santa Rosa, California, with I-80/I-680 (West) near Fairfield, California, with I-80 (East) near Fairfield, California, with Interstate 5 outside of Lodi, California, and with California (former US) State Route 99 in Lodi, California. Route 12 is part of the Scenic Highway System, as stated by section 263.3 of the California State Highway Code.

SR 12 is the main east-west corridor for truck movement in the Delta. The entire length of SR 12 is part of the federal Service Transportation Assistance Act (STAA) highway network as identified by Caltrans. Highways that belong to the STAA network can accommodate trucks that are longer than the California legal standard.

SR 12 is also a major Department of Defense (DoD) Truck Route. It is a significant corridor for shipments into and out of Travis Air Force Base (AFB), a vital DoD link to the Pacific. It is used daily for high priority shipments from the Defense Logistics Agency Distribution Center in Tracy, CA to Travis AFB, CA. Antioch Bridge - crosses the San Joaquin River linking Antioch, California with Sacramento County, California. The bridge is signed as part of California State Route 160. Rio Vista Bridge, part of State Route 12 and links with state route 160.

Delta State Route 4 is the nearest east-west corridor in the Delta and is not entirely a STAA highway, which means it cannot accommodate trucks longer than the California legal standard.

Bridges. The Delta has many bridges that cross rivers and sloughs. The SR 12 corridor includes drawbridges over Rio Vista, Mokelumne River, and Potato Slough, all of which open to accommodate water traffic. Both the Mokelumne River Bridge and Rio Vista Bridge cross navigable waters, with the U.S. Coast Guard (USCG) as the controlling jurisdiction. The USCG has authority over construction activities, signals at bridges, and regulations that govern drawbridge operations. This authority is administered by the 11th Coast Guard District Bridge Section.

SR 12 Corridor Draw Bridges:

- Rio Vista 1963 Lift Bridge: (Counterweights) 18' 24 hours/7 days
- Mokelumne River: 1942 Swing Drawbridge (Pivot) 8'
- Potato Slough 1991 Swing Drawbridge (Pivot)

Localized level of service and queuing analyses: The average number bridge openings per day are relatively low: two per day during the winter months and six per day in the summer for the Rio Vista Bridge; three per day during the winter and twelve per day during the summer for the Mokelumne bridge; and the Potato Slough bridge is opened less than 10 times in a given year.

[California Environmental Protection Agency](#)

The California Environmental Protection Agency (Cal/EPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed within the Cal/EPA "umbrella" to create a cabinet level voice for the protection of human health and the environment and to assure the coordinated deployment of State resources. Cal/EPA's mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

The agency includes the Air Resources Board (ARB), State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCBs), and the Integrated Waste Management Board (IWMB), the newly created Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment (OEHHA), and Department of Pesticide Regulation (DPR).

The term "Cal/EPA" is used both to refer to the Office of the Secretary and to the entire agency (the Office of the Secretary and the constituent entities). Office of the Secretary coordinates functions that cut across the various Cal/EPA programs designed to address pollution in specific media, e.g., air, surface water, groundwater, land disposal, and serves as the primary point of accountability for the management of environmental protection programs. The secretary chairs the Environmental Policy Council, which includes the heads of the constituent boards, departments and offices of the Cal/EPA, and the governor's Office of Planning and Research. The Secretary does not direct policies and decisions of the Boards, Departments and Office on a day-to-day basis. As an officer of the Governor's Cabinet with statutory responsibility (Gov. Code sections 12850-12856) to coordinate and supervise the overall performance of the Agency, the Secretary provides the vision and leadership that focuses the efforts of the Boards, Departments and Office of Cal/EPA on the goals of the Administration.

The specific functions to be performed within the Office of the Secretary of Cal/EPA include budget review, review of personnel management, enforcement coordination, information management coordination, strategic planning and pollution prevention.

[Department of Health Services \(DHS\)](#)

The California Department of Health Services (DHS) finds and prevents pollution of public water supplies and promotes other environmental health issues.

All suppliers of domestic water to the public are subject to regulations adopted by the U.S. Environmental Protection Agency (EPA) under the Safe Drinking Water Act (42 U.S.C. 300f et seq.) as well as by DHS under the California Safe Drinking Water Act (Sections 116270 - 116751, Health and Safety Code [HSC]).

Pursuant to HSC Section 116555(a)(1), public drinking water systems are required to comply with secondary drinking water standards [as defined in HSC Section 116275(d)]. The existing secondary drinking water standards regulations lack clarity and a specific procedure for determining secondary maximum contaminant level (MCL) compliance. Therefore, DHS proposes to amend existing Section 64449, Chapter 15, and adopt two new Sections (64449.2 and 64449.4) into the same chapter to update and clarify the Secondary Drinking Water Standards regulations. The proposed amendments to Section 64449 Secondary Maximum Contaminant Levels and Compliance involve a reorganization of the existing requirements, the elimination of the corrosivity standard, and a clarification of the secondary MCL compliance determination procedure. The proposed Section 64449.2 Waivers for Secondary MCL Compliance clarifies and incorporates application requirements for secondary MCL waivers from the existing Section 64449. Proposed Section 64449.4 Use of Sources that Exceed a Secondary MCL and Do Not Have a Waiver includes proposed requirements for the short-term use of a source that exceeds a secondary MCL. There are no comparable federal regulations for secondary MCLs.

The net effects of the proposed regulations for public drinking water systems are as follows:

- Greater clarity and less ambiguity in the secondary drinking water MCL and monitoring requirements;
- Community water system requirements related to corrosivity would be addressed only in the Lead and Copper regulations, Chapter 17.5;
- Community water systems would determine secondary MCL compliance on the basis of an average of four consecutive quarterly samples for those constituents with fixed consumer acceptance levels;
- Community water systems would have the option via a waiver process to use sequestering for iron and/or manganese treatment to improve the aesthetics of the water if a source has violated the iron and/or manganese MCLs; and
- Community water systems would have specific procedures and criteria for the use of sources exceeding a secondary MCL.

In accordance with federal regulations, California requires public water systems to sample their sources and have the samples analyzed for inorganic and organic substances in order to determine compliance with drinking water standards, including maximum contaminant levels (MCLs). Primary MCLs are based on health protection, technical feasibility, and costs. The water supplier must notify the Department and the public when a primary MCL has been violated and take appropriate action.

[Department of Housing and Community Development](#)

The Department of Housing and Community Development (HCD) develops regional housing need determinations that are mandated to be used in updating housing elements; reviews local housing elements; and provides housing element technical assistance, including conducting regional workshops and preparing written resource materials for the development and implementation of local elements. HCD coordinates with other state agencies that have responsibilities related to local government land use planning, e.g., Office of Planning and Research general plan, Local Agency Formation Commission, and environmental justice guidelines; Caltrans housing and transportation funding and planning.

HCD develops and implements statewide housing policies including the Statewide Housing Plan and the federally required State Consolidated Plan and annual performance reports that are

required to obtain federal formula block grants. HCD is involved in outreach efforts to educate policy makers, government officials, and the public about the state's critical housing and community development needs.

Local Assistance and Research. HCD provides assistance in developing and implementing local housing and land use programs; provides research and advice on funding sources and development approaches, and planning, zoning, and other regulatory options; and prepares mandated reports and technical assistance papers.

HCD collects and reviews mandated reports from approximately 400 redevelopment agencies (RDAs) on their use of low and moderate income housing funds and publishes a report to the legislature on compliance with statutory requirements. Department provides technical assistance to RDAs on meeting statutory requirements and annually conduct compliance audits and issue reports on several agencies.

Statutory Mandates:

1. Article 10.6 of the Government Code: State Housing Element Law. Requires the department to prepare regional housing need allocations for Council of Governments (COG) and to review local housing elements and make written findings regarding their compliance with state law. HCD must review draft housing elements within 60 days and adopted housing elements within 90 days.
2. Health and Safety Code Section 50459: Requires HCD to prepare an annual report to the Legislature on the status of housing elements and the extent to which they comply with Article 10.6 of the Government Code.
3. Health and Safety Code Section 33080.6: Requires HCD to prepare and publish an annual report to the Legislature on the housing activities of redevelopment agencies.
4. Section 105, Cranston-Gonzales National Affordable Housing Act (24CFR91): Requires HCD to prepare for the federal Housing and Urban Development Department (HUD) a Consolidated Plan (a five-year planning report), an Annual Update report (that serves as the application to HUD for funds), an Annual Performance Report, and every five years, a report on Impediments to Fair Housing.
5. Health and Safety Code Section 50451: Requires HCD to prepare and publish the biannual Statewide Housing Plan, the State's comprehensive housing policy document.
6. Health and Safety Code Section 50456: Requires HCD to collect, publish, and make available to the public information about federal, state, and local laws regarding housing and community development. HCD publishes technical assistance papers and materials and responds to over 500 written and phone requests for assistance per month. HCD has also established a Housing Resource Center, which includes a library with an extensive collection of housing and community development resources, books, and publications.
7. Health and Safety Code Section 50457: Requires HCD to develop specifications for the structure, functions, and organization of a housing and community development information system for the state. The system must include statistical, demographic and community development data which will be of assistance to local public entities in the planning and implementation of housing and community development programs. Activities include the Affordable Housing and Community and Economic Development Financial

Clearinghouse computerized database of over 200 federal, state, and private funding resources.

8. Health and Safety Code Section 34328.1: Requires HCD to collect information from local housing authorities describing their activities in the areas of financial assistance, household served, housing development programs, and management services.
9. Health and Safety Code Section 50093: Requires HCD to annually prepare and publish income limits for very-low, lower, median and moderate-income households for each county.
10. Health and Safety Code Sections 50052.5 and 50053: Requires HCD to adopt, and revise as needed, regulations to implement the provisions of the code that define affordable housing costs and affordable rents.
11. Health and Safety Code Sections 50101 and 50199.21: Requires HCD to annually update the definition of rural areas by January 1.
12. Government Code Section 65400: Requires HCD to consult with the Director of the Governor's Office of Planning and Research regarding requests for extensions of time for preparing local general plans.
13. Public Resources Code Section 21000 et. seq.: Section 15205 and Appendix B of the CEQA guidelines designates HCD as the state review agency pursuant to CEQA with authority over housing, congestion in urban areas, building displacement and environmental effects with special impact in low-income neighborhoods, and regional comprehensive planning.
14. Government Code Section 65852.2: Requires HCD to collect copies of second unit ordinances adopted by local governments. Local governments are required to submit copies of ordinance to HCD within 60 days.
15. Health and Safety Code Section 50850, et. Seq.: Serve as a central clearinghouse of information on subsidized housing eligible to convert to non-low income uses and prepare specified written information.
16. Section 6038, Article 2, Chapter 6, Division 1, of Title 25 of the California Code of Regulations: Allows any displaced person or interested organization to petition HCD to review the relocation plan required to be submitted to the displacing agency. HCD is required to review the plan in accordance with the time constraints and procedures established in Article 5.
17. Government Code Section 65584.3: Requires the Department to annually report to the Legislature on the implementation of Chapter 1139, Statutes of 1992 relating to the City of Industry.

[Department of Pesticide Regulation](#)

Food and Agricultural Code, Divisions 6, 7, and 13

[Department of Toxic Substance Control](#)

Regulations Title 22 (Social Security), Division 4.5.

[State Water Resources Control Board](#)

The State Water Resources Control Board (the State Water Board) was created by the Legislature in 1967. The mission of the Water Board is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The Regional Water Quality Control Board was established by the legislature to protect the quality of surface and ground water within the region for beneficial uses. (See **Regional Water Quality Control Board** under Regional heading above.) The joint authority of water allocation and water quality protection enables the Water Board to provide comprehensive protection for California's waters.

The Water Board consists of five full-time salaried Members, each filling a different specialty position. Each board member is appointed to a four-year term by the Governor and confirmed by the Senate.

The State Board administers water rights, water pollution control, and water quality functions for the state as part of the California Environmental Protection Agency. It provides policy guidance and budgetary authority to the Regional Water Quality Control Boards, which conduct planning, permitting, and enforcement activities. The State Board shares authority for implementation of the federal Clean Water Act and the state Porter-Cologne Act with the Regional Boards.

[The Resources Agency](#)

The mission of the California Resources Agency is to restore, protect and manage the state's natural, historical, and cultural resources for current and future generations using creative approaches and solutions based on science, collaboration, and respect for all the communities and interests involved.

[California Bay-Delta Authority](#)

The CALFED Bay- a consortium of federal and State agencies working to restore ecological health and improve water management for beneficial uses of the San Francisco Bay/Sacramento–San Joaquin River Delta estuary. The CALFED effort is a collaboration between these agencies and Bay-Delta “stakeholders”—urban and agricultural water users, fishing interests, environmental organizations, businesses, and others—who contribute to CALFED design, problem solving, and decision making.

[Department of Conservation](#)

The Department of Conservation's (DOC) mission is to protect Californians and their environment by:

- Protecting lives and property from earthquakes and landslides.
- Ensuring safe mining, and oil and gas drilling.
- Conserving California's farmland.
- Saving energy and resources through recycling.

Strategic goals

- I. Protect the natural environment and public health and safety by enforcing responsible mining, timber, petroleum, and geothermal activities.

- II. Mitigate the impacts of earthquake and other geologic hazards by collecting, processing, analyzing and disseminating critical hazard information in a timely manner.
- III. Increase beverage container recycling and ensure the long-term availability of agricultural land and minerals.
- IV. Deliver the highest quality service to the citizens of California through the expertise and work of Department employees.

Each Department of Conservation division and office contributes to the DOC Strategic Plan, the roadmap that guides our actions today and our plans for the future:

[California Geological Survey](#)

[Division of Land Resource Protection - Home Resource Protection](#)

[Division of Oil, Gas, & Geothermal Resources](#)

[Division of Recycling](#)

[Office of Mine Reclamation](#)

[Energy Development and Conservation Commission](#)

The **California Energy Commission** is the state's primary energy policy and planning agency. Created by the Legislature in 1974 and located in Sacramento, the Commission has five major responsibilities:

- Forecasting future energy needs and keeping historical energy data
- Licensing thermal power plants 50 megawatts or larger
- Promoting energy efficiency through appliance and building standards
- Developing energy technologies and supporting renewable energy
- Planning for and directing state response to energy emergency

With the signing of the Electric Industry Deregulation Law in 1998 ([Assembly Bill 1890](#)), the Commission's role includes overseeing funding programs that support public interest energy research; advance energy science and technology through research, development and demonstration; and provide market support to existing, new and emerging renewable technologies.

With energy challenges facing the state, the Commission and its dedicated staff of state employees stand ready to turn challenges into opportunities and help Californians continue to have energy choices that are affordable, reliable, diverse, safe and environmentally acceptable.

[California Department of Forestry and Fire Protection](#)

The mission of the California Department of Forestry and Fire Protection (CDF) emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CDF Resource Management Program. CDF oversees enforcement of California's forest practice regulations which guide timber harvesting on private lands. Department foresters review an average 500 to 1,400 Timber Harvesting Plans (THPs) and conduct over 6,500 site inspections each year. THPs are submitted by private landowners and logging companies who want to harvest their trees. The reviews and inspections ensure protection of watershed and wildlife, as well as renewal of timber resources. Department foresters and fire personnel work closely to encourage and implement

fuels management projects to reduce the threat of uncontrolled wildfires. Vegetation management projects such as "controlled burns" take teamwork between foresters, firefighters, landowners, and the local communities. CDF Foresters promote conservation and the importance of our trees and forests to Californians of all ages.

Because of the Department's size and major incident management experience, it is often asked to assist or take the lead in disasters, including the Northern and Central California floods of 1997, 1998, and 2006; the 1991 Cantara train derailment and toxic spill; 1994 Northridge earthquake; 1989 Loma Prieta earthquake; the 1991 Tunnel Fire in the Oakland/Berkeley Hills; and the 2003 Southern California Fire Siege.

[The California Coastal Conservancy](#)

The California Coastal Conservancy, established in 1976, is a state agency that uses entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore. We work in partnership with local governments, other public agencies, nonprofit organizations, and private landowners.

To date, the Conservancy has undertaken more than 1,000 [projects](#) along the 1,100 mile California coastline and around San Francisco Bay. These projects often accomplish more than one Conservancy goal. Through such projects, the Conservancy:

- Protects and improves coastal wetlands, streams, and watersheds.
- Helps people get to coast and bay shores by building trails and stairways and by acquiring land and easements. The Conservancy also assists in the creation of low-cost accommodations along the coast, including campgrounds and hostels.
- Works with local communities to revitalize urban waterfronts.
- Helps to solve complex land-use problems.
- Purchases and holds environmentally valuable coastal and bay lands.
- Protects agricultural lands and supports coastal agriculture.
- Accepts donations and dedications of land and easements for public access, wildlife habitat, agriculture, and open space.

The Conservancy has been funded primarily by state general obligation bonds approved by California voters. The Legislature created the Coastal Conservancy as a unique entity with flexible powers to serve as an intermediary among government, citizens, and the private sector in recognition that creative approaches would be needed to preserve California's coast and San Francisco Bay lands for future generations. The Coastal Conservancy's non-regulatory, problem-solving approach complements the work of the [California Coastal Commission](#), a distinct agency that regulates land use along the coast and issues development permits. The Coastal Conservancy also coordinates its work with the [San Francisco Bay Conservation and Development Commission](#), an agency created to protect and enhance San Francisco Bay and encourage the responsible use of its resources.

[Governors Office of Historic Preservation](#)

California is characterized by a rich historical past and a bright, promising future. The State's historical resources represent the contributions and collective human experiences of a diversified population spanning 10,000-12,000 years of occupancy in California. This heritage is embodied in the cultural and historical landscapes of California as evidenced by the archaeological remains,

historic buildings, traditional customs, tangible artifacts, historical documents, and public records extant in California. All these evidences of the past contribute to the sum total of California's history. Such historical resources provide continuity with our past and enhance our quality of life.

The Mission of the Office of Historic Preservation and the State Historical Resources Commission, in partnership with the people of California and governmental agencies, is to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations.

The Office of Historic Preservation's responsibilities include:

- Identifying, evaluating, and registering historic properties;
- Ensuring compliance with federal and state regulatory obligations;
- Cooperating with traditional preservation partners while building new alliances with other community organizations and public agencies;
- Encouraging the adoption of economic incentives programs designed to benefit property owners;
- Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California.

[Governor's Office of Planning and Research](#)

The Governor's Office of Planning and Research (OPR) plays a critical role in the Schwarzenegger Administration, providing legislative and policy research support for the Governor's office. OPR also assists the Governor and the Administration in land-use planning and manages the Office of the Small Business Advocate. OPR encompasses four main units:

- The State Clearinghouse
- The Legislative Unit
- The Policy and Research Unit
- The Office of Small Business Advocate

Federal

Department of Agriculture

Natural Resource and Conservation Service (formerly Soil Conservation Service) provides guidance in the conservation and sustainable use of nonfederal lands through Resource Conservation Districts. Includes soil, water and other resource inventories, and development of appropriate Best Management Practices to protect the quality and/or the quantity of soil, water, air vegetation and wildlife resources. Administers the Water Bank Program to preserve, restore and improve habitat in migratory waterfowl nesting and breeding areas. Implements Farm Bills including programs to retire farm lands that have identified soil and water problems.

United States Forest Service. About 50% of water supply in California originates in watersheds within National Forests. By law, National Forest resources are managed for many uses including water supply and watershed protection, timber, range, fishery and wildlife habitat, and recreation. Management is guided by Standards and Guidelines Forest Land and Resource Management Plans; also guided by Clean Water Act, Clean Air Act, and ESA.

Department of Commerce

National Oceanic and Atmospheric Administration is the federal government's primary source of data and information on problems of the ocean and the atmosphere. NOAA provides information on resources of river estuaries; performing assessments, research and synthesis/prediction; monitoring ambient levels of pollutants in the sediment and water column; and researching the effects of pollution on estuary habitats, organisms. It administers the Coastal Zone Management Act and subsequent management programs to address land use activities which result in nonpoint pollution of coastal waters, and which anticipate sea level rise. It has federal ESA responsibility for anadromous fish. Its programs must be consistent with Clean Water Act Section 404; it administers the National Estuarine Research Reserve System (NERRS).

National Marine Fisheries Service manages U.S. fisheries under the authority of the Magnuson Fishery Conservation and Management Act (1956), the Fish and Wildlife Coordination Act, enforces fisheries and protected species laws.

Pacific Fishery Management Council makes recommendations for regulation to the Secretary of Commerce; does not supersede the authority of the California Department of Fish and Game in California waters.

Pacific Marine Fisheries Commission is an interstate body created in 1947 by interstate compact between California, Oregon, and Washington to promote better utilization of fisheries and to develop a joint program of protection and prevention of physical waste of fisheries (state jurisdiction only).

Department of Defense

U.S. Army Corps of Engineers issues permits for work in the Delta-Suisun. Its mission is to develop, control, maintain, and conserve the nation's waterways and wetlands. USACE is the principal federal agency involved in the regulation of wetlands with EPA oversight. It carries on extensive Civil Works including the planning, design, construction and operation of flood control and navigation projects, levee systems and shoreline erosion control works. (Rivers and Harbor Act of 1899, Section 10 deals with navigation; Under Section 404 of the Clean Water Act of 1974.) The USACE regulates the placement of fill in all waters and wetlands of the United States.

Department of Energy

Federal Energy Regulatory Commission (FERC). FERC is the licensing entity for hydroelectric projects on inland waterways, and its jurisdiction over such projects has been held by the courts to be preemptive of state jurisdiction for many purposes. FERC operates under authority of the Federal Power Act, amended by the Electric Consumers Protection Act of 1986. When FERC reviews competing interests, the environmental, recreation, fish and wildlife, and other nondevelopmental values are to be considered equally with power and other developmental values. FERC considers recommendations of federal and state natural resource agencies.

Department of Health and Human Services

Food and Drug Administration (FDA). FDA sets and enforces allowable levels of toxics in food, controls fish catches transported between states and monitors catches in federal waters.

Department of the Interior

Bureau of Reclamation. The bureau constructs and maintains federal water development and reclamation projects including the Central Valley Project (CVP). It manages the Central Valley Project Improvement Act and is a signatory to the Coordinated Operating Agreement between the Central Valley Project and the State Water Project for meeting water quality standards and export decisions. Funds and participates in the Interagency Ecological Study Program.

U.S. Fish and Wildlife Service. USFWS is the principal agency through which the federal government carries out its responsibilities to conserve, protect, and enhance the nation's fish and wildlife and their habitats. Major responsibilities are for migratory birds, candidate species, endangered species, certain marine mammals, and freshwater and anadromous fishes. The service issues biological opinions on operation as part of ESA authority, on operation of the State and federal water projects, including those facilities in the Delta-Suisun. *Estuarine Areas Act* (PL 90-454); *Fish and Wildlife Coordination Act* (1958) (Section 10 and Section 404); *Endangered Species Act* (1973); *Migratory Bird Conservation Act of 1929* (16U.S.C. 715); *Emergency Wetland Resources Act of 1986*; *North American Wetland Conservation Act of 1989*; *North American Waterfowl Management Plan* (1986); *Refuge Revenue Sharing Act* (Public Law 95-469).

National Park Service (NPS). The Rivers, Trails and Conservation Assistance (RTCA) program of the NPS cooperates with and assists states, local governments and citizen groups to protect and restore river corridors, to establish trail systems and to conserve open space. The goal of this outreach service is to share the expertise and experience of the NPS with groups working to protect their river and trail resources. RTCA works through the invitation of a local or state group.

U.S. Geologic Survey. USGS provides geologic, topographic, and hydrologic information that contributes to the management of resources. USGS collects data on a routine basis to determine quantity, quality and use of surface and groundwater; conducts water resources appraisals describing the consequences of alternative plans for developing land and water resources; researches hydraulics and hydrology,; and coordinates all federal water data acquisition.

Environmental Protection Agency (EPA). Established to protect, maintain, restore and enhance environmental quality and human health through the regulation of activities that have potentially harmful effects on air, water and land resources. EPA exercises authority through the National Pollution Discharge Elimination System (NPDES), National Pretreatment Program, Ocean Dumping/Dredging and Fills and delegates to states authority to certify that permitted actions are consistent with the state's water quality objectives under the *Clean Water Act (CWA)*. The CWA's objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. See Title III and code section 1311 for water quality authority. Allocation of water is left expressly to the states. *Federal Water Pollution Control Act Amendments of 1972*. As amended in 1977, this law became commonly known as the Clean Water Act.

Department of Transportation

Federal Highway Administration. The Federal Highway Administration (FHWA) is a division of the United States Department of Transportation that specializes in highway transportation. The agency's major activities are grouped into two "programs," The Federal-aid Highway Program and the Federal Lands Highway Program.

FHWA's role in the Federal-aid Highway Program is to oversee federal funds used for constructing and maintaining the National Highway System (primarily Interstate Highways, U.S. Routes and most State Routes). This funding mostly comes from the federal gasoline tax and mostly goes to State departments of transportation. FHWA oversees projects using these funds to ensure that federal requirements for project eligibility, contract administration and construction standards are adhered to.

Under the Federal Lands Highway Program (sometimes called "direct fed"), FHWA provides highway design and construction services for various federal land-management agencies, such as the Forest Service and the National Park Service.

Homeland Security Administration. U.S. Coast Guard - enforces federal fisheries laws; promotes navigation and boating safety; aids vessels in distress; and protects ports, waterways and shoreside facilities. Guard is the primary enforcement agency for ocean disposal activities. Involved in spills of pollutants and requires and enforces contingency cleanup plans for accidental spills.

Maritime Administration (Suisun Bay Reserve Fleet). Federal Emergency Management Agency (FEMA) - FEMA provides flood insurance to jurisdictions that meet the criteria for participation in its program. Encourages better floodplain management and reduce damages in flood-prone areas. Requires delineation of a 100-year flood plain. Also identifies "floodway" that is subject to extreme limitations on development, generally prohibiting structural development.

Utilities

[Pacific Gas & Electric/Sacramento Municipal Utility District](#)

Pacific Gas and Electric Company, incorporated in California in 1905, is one of the largest combination natural gas and electric utilities in the United States. Based in San Francisco, the company is a subsidiary of PG&E Corporation. The company provides natural gas and electric service to approximately 15 million people throughout a 70,000-square-mile service area in northern and central California.

Pacific Gas and Electric Company and other utilities in the state are regulated by the California Public Utilities Commission (CPUC). The CPUC was created by the state Legislature in 1911. Its service area stretches from Eureka in the north to Bakersfield in the south.

As of December 1992, PG&E operated 173 electric generating units and 85 generating stations, 18,450 miles of transmission lines and 101,400 miles of distribution system. In the later 1990s, under electricity market deregulation this utility sold off most of its natural gas power plants.

As part of a settlement with Mirant for alleged market manipulations during the 2001 California Energy Crisis, PG&E has taken ownership of a partially-constructed natural gas unit in [Antioch, California](#). The unit, known as Contra Costa 8, will be completed by PG&E placed into operation sometime in 2008. It will produce approximately 530 MW.

[The Sacramento Municipal Utility District \(SMUD\)](#)

Created by a vote of Sacramento County residents in 1923, the Sacramento Municipal Utility District (SMUD) provides electricity to Sacramento County and a small portion of Placer County.

It is one of the 10 largest publicly owned utilities in the United States and has a worldwide reputation for innovative programs and services, especially in regard to renewable energy generation, such as wind and solar

SMUD's electricity generation capacity consists in part of hydroelectric plants on the American River. The plants are run during hours of peak demand, though retaining sufficient flood control capacity dictates water releases to some extent. SMUD also owns the first of potentially two natural gas power plants (the Cosumnes Power Plant, brought online in 2006 on property adjacent to the decommissioned Rancho Seco nuclear facility) as well as wind-powered and solar-powered electric generation facilities. In addition, the utility owns some small gas-fired peaker plants for meeting the highest energy demands, typically on Sacramento's notably blistering summer days.

Water Districts and Agencies

Tracy Fish Facility Improvement Plan (USBR, DWR)

Integrated Regional Water Management Plan Processes

- Contra Costa County
- Sacramento County
- San Joaquin County
- Solano County
- Yolo County

Railroads and Rail Service

[The Capitol Corridor Service](#)

The *Capitol Corridor* is a 172-mile (275 km) intercity passenger train route operated by Amtrak in California since 1991. Because it is fully supported by the state, the *Capitol Corridor* operates under the brand *Amtrak California*. It runs daily from the San Francisco Bay Area to Sacramento, roughly parallel to Interstate 80 to 16 stations in 8 Northern California counties: Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara. One daily scheduled train continues through the eastern Sacramento suburbs to Auburn, in the foothills of the Sierra Nevada.

As an Amtrak California route, *Capitol Corridor* is fully funded by the state through Caltrans Division of Rail, but in 1998 the administration of the route was transferred to *Capitol Corridor Joint Powers Authority (CCJPA)*, formed by transit agencies of which the *Capitol Corridor* serves in order to have more local control. CCJPA in term contracted BART for day-to-day management and staff support; also, CCJPA makes decisions on the service level of *Capitol Corridor*, capital improvements along the route, and passenger amenities aboard the trains.

The *Capitol Corridor Joint Powers Authority* is governed by a Board of Directors which is consists of 16 representatives from its member agencies:

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

[San Joaquins Service](#)

The *San Joaquins* are passenger trains operated by Amtrak California in California's Central Valley. Their two routes run 318 miles (512 km) from Jack London Square in Oakland and 280 miles (451 km) from I Street Station in Sacramento to Truxtun Avenue Station in Bakersfield. From Bakersfield, Thruway Motorcoach bus service continues to Los Angeles; trains cannot continue the rest of the way because the only line between Bakersfield and Los Angeles is the world's busiest single-track main line through Tehachapi Loop.

The *San Joaquins* have existed since 1974. Their service has increased from one round trip per day to four round trips to Oakland, plus two round trips to Sacramento. The two routes meet at the BNSF Railway's junction with the Union Pacific Railroad in Stockton.

The *San Joaquins* operate up the Central Valley over the BNSF Railway Bakersfield Subdivision from Bakersfield to Calwa, four miles south of Fresno. From Calwa the BNSF Stockton Subdivision continues to Port Chicago, west of Antioch. At Port Chicago, the *San Joaquins* switch to the Union Pacific Railroad Martinez Subdivision through Martinez, Richmond and Emeryville to Oakland. Trains to Sacramento run over the UP Fresno Subdivision.

[Union Pacific Railroad](#)

The Union Pacific Railroad (UP) is the largest railroad network in the United States. UP's route map covers most of the central and western United States west of Chicago and New Orleans. Primarily concentrated west of the Mississippi River, UP directly owns and operates track in 23 U.S. states. UP has also been able to reach agreements with competing railroads, mostly BNSF, that allow the railroad to operate its own trains with its own crews on hundreds of miles of competing railroads' main tracks.

[BNSF Railway](#)

The BNSF Railway headquartered in Fort Worth, Texas, is one of the four remaining transcontinental railroads and one of the largest railroad networks in North America (Union Pacific Railroad is largest). The BNSF Railway is a wholly owned subsidiary of the Burlington Northern Santa Fe Corporation, the holding company The BNSF Railway is among the top transporters of intermodal traffic in North America, and moves more grain than any other American railroad. It also hauls enough coal to generate roughly 10% of the electricity produced in the United States.

Airports Certified for Carrier Operations

Travis AFB (about 28 miles; Fairfield, CA; SUU)

Other public-use airports

- Franklin Field (Franklin, CA; ID: Q53)
- Borges – Clarksburg (Clarksburg, CA; ID: C14) Borges-Clark in Yolo County is designated a "General Aviation"
- Sacramento International (Sacramento, CA; ID: SMF)
- Stockton Metropolitan (Stockton, CA; ID: SCK)
- Tracy Airport

- Rio Vista Muni (Rio Vista, CA; ID: O88) located in the Secondary Zone northeast of Highway 12
- Contra Costa Byron Airport" in the Secondary Zone, west of the Clifton Court Forebay

Colleges/Universities with More Than 2,000 Students

- Cosumnes River College (Sacramento, CA; Full-time enrollment: 7,980)
- Sacramento City College (Sacramento, CA; FT enrollment: 10,762)
- Charles A Jones Skills and Business Ed Center (Sacramento, CA; FT enrollment: 2,704)
- San Joaquin Delta College (Stockton, CA; FT enrollment: 9,739)
- California State University-Sacramento (Sacramento, CA; FT enrollment: 20,830)
- University of the Pacific (Stockton, CA; FT enrollment: 5,242)
- University of California-Davis (Davis , CA; FT enrollment: 24,405)

Oil/gas Pipeline and drilling