



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Matt Loesch

SUBJECT: See Below

DATE: May 19, 2025

Approved

Date:

5/28/25

COUNCIL DISTRICT: Citywide

SUBJECT: Actions Related to the Rule 20A and Rule 20B (In-Lieu Fee)
Underground Utility Program

RECOMMENDATION

Approve the proposed Fiscal Year 2024-2025 - 2029-2030 Work Plan for the Rule 20A and Rule 20B (In-Lieu Fee) Underground Utility Program.

SUMMARY AND OUTCOME

The enclosed annual report summarizes activities related to the City's utility undergrounding program and associated projects. Approval of the proposed Fiscal Year (FY) 2024-2025 – 2029-2030 Work Plan for the Rule 20A and Rule 20B (In-Lieu Fee) Underground Utility Program will guide the Public Works Department staff and utility companies to program funds, assign project priorities, and establish, design, and construct the proposed overhead-to-underground utility conversion projects.

BACKGROUND

The Rule 20A and Rule 20B Utility Underground Programs are regulatory initiatives, enacted by the California Public Utilities Commission (CPUC), that focus on the conversion of overhead utility lines to underground facilities. Both Rule 20A and Rule 20B involve extensive collaboration between utility companies, stakeholders, and local jurisdictions to develop composite plans for utility conversion projects. Staff coordinates with all major utility companies on a quarterly basis to monitor schedules and address issues and concerns as they arise. These programs and criteria for evaluating undergrounding utility projects are described in further detail in Attachment A – Program Background and Evaluation Criteria.

The purpose of this report is to provide an annual report and a five-year work plan of the Rule 20A and Rule 20B underground utility programs that the City manages concurrently with utility companies. The work plan reflects the City Council's policy regarding undergrounding as set forth in the City's General Plan "Envision San José 2040." It also focuses on the timely delivery of Rule 20A and Rule 20B projects, primarily dependent upon the motivation and action of Pacific Gas and Electric Company (PG&E), and draw-down of the City's current Rule 20A work credit allocation balance of \$38 million.

There are approximately 1,500 miles of existing overhead utilities in San José, and it would cost approximately \$8.4 billion to convert all of them to underground. Since 1968, the City has legislated 155 Underground Utility Districts (UUD), of which, 136 UUDs have been completed and 19 UUDs are currently in planning, design, or construction.

The Rule 20A and Rule 20B Underground Utility Programs are currently administered in accordance with the FY 2023-2024 – 2028-2029 Work Plan approved by City Council on September 10, 2024. The status of the Rule 20A and Rule 20B programs and the implementation of the work plan are presented in Attachment B - Status of the 2023-2024 - 2028-2029 Rule 20A & 20B (In-Lieu Fee) Work Plan.

As of May 24, 2024, 14 new UUDs were legislated and established, as directed by the City Council in response to the CPUC's decision to sunset the Rule 20A program by December 2033, due to Investor-Owned Utilities, such as PG&E, consistently delivering Rule 20A projects years late and significantly over budget. This action enabled the City to maximize use of its existing \$38 million in allocated work credits. Additionally, establishing these new UUDs positioned the City to be eligible for potential reallocation of work credits from other jurisdictions for unclaimed funding.

Additional attachments to this memorandum related to the Rule 20A and 20B Programs include:

- Attachment C - 2024-2025 - 2029-2030 Work Plan. This attachment reflects the anticipated scheduling of Rule 20A and Rule 20B projects;
- Attachment D - 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan; and,
- Attachment E - Summary of Changes Since Last Report

ANALYSIS

Rule 20A Program Workplan (PG&E Managed Projects)

Rule 20A projects are managed by PG&E with City's supporting services in accordance with the agreed general conditions. this gives the City the ability to influence the specific

projects that are built with this funding through holding of a public hearing and creating an underground district.

The beginning balance of accumulated Rule 20A work credit allocations for the City is nearly \$38 million as shown in Attachment C. No additional work credits will be allocated as part of the CPUC Phase 1 Decision for the Order Instituting Rulemaking.

The White Road project was the last completed Rule 20A project in January 2021, costing PG&E \$2,950,000 to complete. Currently, there are 18 legislated Rule 20A projects, listed in alphabetical order: Almaden Road/Almaden Expressway, Blossom Hill Road, Branham Lane, Coleman Avenue, Coyote Road, Empire and Hensley Streets, First Street and North Taylor Street, Kirk Park, Lincoln Avenue, Monterey Road, San Felipe Road, San Salvador Street, Saratoga Avenue, Story Road, Umbarger Road, White Road, White Road (Mount Pleasant High School), and Willow Street.

PG&E has recently indicated communities with multiple Rule 20A projects in the queue are typically spaced three to five years apart, depending on the size and complexity of the project. This ensures construction concludes on the first project before starting on the next project to enable accurate accounting of the work credit ledger balance and deductions at the close of each project.

Three of the 20A projects are listed on the work plan (Attachment C) with the following projected construction start dates: Monterey Road in June 2026; Lincoln Avenue in June 2028; and Kirk Park tentatively for June 2030. PG&E has indicated the design and estimating process for Monterey Road is complete. After multiple years of coordination with PG&E, City staff had to escalate to PG&E leadership the lack of action to complete projects within a reasonable amount of time. Finally, on April 28, 2025, PG&E provided the Monterey Road easement documents to the City to initiate the easement acquisition process by making first contact with property owners, a critical step in the project life cycle. This item of work is necessary to obtain land rights and allow placement of utility facilities on private property, but was delayed years due to PG&E's lack of focus or meaningful action.

The ending work credit balance after FY 2029-2030 is estimated to be approximately \$17.6 million. The Umbarger Road project, which fronts both San Jose and County of Santa Clara jurisdictions, was removed from the work plan due to the cancellation of the San José Earthquakes Sport Complex project at the County Fairgrounds.

Staff will continue to coordinate with PG&E to allow for the initiation of as many of the remaining projects as possible before December 2033, so that these projects can still be funded and completed even after the sunset date.

PG&E Support and Resource Allocation for Rule 20A Projects

On August 27, 2024, City staff sent a letter to PG&E requesting dedicated support and resource allocation for Rule 20A projects to help ensure their timely completion ahead of the program's sunset timeline. The City also requested assistance in key areas including accountability, technical support, enhanced project coordination, and an updated reimbursement rate for electric panel conversions to reflect current market conditions.

While PG&E has not issued a formal response to the City's letter from over nine months ago, the utility has demonstrated some limited engagement by participating in more frequent coordination meetings. However, despite these efforts, the City does not believe meaningful progress has been made in reaching project milestones—an ongoing pattern that prevents the completion of undergrounding projects that would benefit the community.

In addition to concerns over the slow pace of implementation, escalating project costs further threaten the feasibility of completing multiple undergrounding efforts within the remaining work credit balance. For example, the Monterey Road UUD was estimated to cost approximately \$5.2 million in 2021; by 2025, that estimate has increased to \$10.0 million.

On April 18, 2025, the City met with PG&E to directly address the challenges impacting Rule 20A projects. During this meeting, PG&E expressed a renewed commitment to improving project delivery by increasing coordination efforts, providing additional project management oversight, delivering more frequent schedule updates, and enhancing accountability. PG&E also demonstrated a willingness to engage openly with the City by maintaining transparency and continuing collaborative discussions on project progress. On May 12, 2025, a follow-up meeting between City staff and the PG&E leadership team was held to discuss the schedule, review risks and mitigation measures, and align on coordination efforts.

In recognition of the progress demonstrated in recent years and the need for timely execution, staff has explored additional strategies to expedite Rule 20A project delivery ahead of the program's sunset date. Under the Rule 20A Tariff, as outlined by the CPUC, either PG&E or the City may serve as the lead agency for these projects. Although the utility typically assumes this role, the tariff permits a governmental agency to act as lead if mutually agreed upon.

Given this flexibility, the City has initiated the procurement of a consultant with specialized expertise in underground utility coordination, planning, and design. This added resource will help the City take on the lead agency role, manage the technical and logistical complexities of these projects, accelerate implementation timelines, and maximize the use of its remaining Rule 20A work credits in the years ahead. This consultant solicitation is anticipated to be completed by September 2025.

Rule 20B Program Work Plan (City Managed Projects Through In-Lieu Fees)

Rule 20B projects are funded through the collection of in-lieu developer fees and managed by City staff. However, City staff relies on PG&E and other utilities who lease the PG&E poles for a significant portion of the design and construction phases of the work. Thus, the City does not have complete control over project schedules.

The FY 2024-2025 beginning fund balance for the City's Rule 20B program is approximately \$13.8 million. Over \$0.7 million in revenue was added to the program, including \$0.2 million in interest. Attachment D – 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan, accepted by the City Council on December 17, 2024, as part of the FY 2023-2024 Annual Development In-Lieu Fee Report, provides an in-depth accounting of fees collected by location. Approximately \$1.1 million was estimated to be spent by the end of FY 2024-2025 and an estimated \$0.9 million to be spent in FY 2025-2026. Additionally, City staff estimates approximately \$0.5 million in annual revenue for the next five years from developer contributions. It is anticipated the City will be drawing down approximately \$9.1 million over the next five years from the City's Rule 20B funds to support the work plan.

Two previously legislated Rule 20B UUDs remain on the work plan. The San Fernando 20B project, which is within the Delmas/Park UUD, completed construction in January 2025. The McKee/José Figueres Rule 20B project is currently in design with construction expected to start in July 2026.

The last Rule 20B project shown on the work plan is the Pearl/Hillsdale project, which staff will move forward with the legislation and establishment of an underground district in July 2027, with anticipated construction start in June 2029. This project was prioritized and selected after careful considerations of combined equity scores obtained from the City of San José Equity Atlas, in addition to the project selection criteria set forth in Attachment A. The ending fund balance for Rule 20B program at the end of the FY 2029-2030 work plan is anticipated to be \$8.2 million.

Based on the latest Engineering News Record data, effective January 31, 2025, the Underground Utility Fee was adjusted from \$627 to \$622 per linear foot frontage on each side of the street. The fee is intended to represent one-half of the cost to relocate overhead utilities underground. The total cost to complete undergrounding conversion projects on both sides of the street is approximately \$1,244 per linear foot frontage.

EVALUATION AND FOLLOW-UP

The Office of the City Auditor conducted an audit of the Street and Utility In-Lieu Fees Program in March 2019, to provide recommendations supporting process improvements and efficiencies in the administration of Street and Utility In-Lieu Fees. Regarding the

Rule 20B program, the City Auditor had several recommendations that are relevant to this report.

The audit's recommendations included improved consistency and transparency in fee calculation by creating digital tools and improving tracking; coordination to ensure the utility undergrounding fee a fair estimate of the actual cost to underground; defining expectations of the underground in-lieu fee program to clearly describe the long-term nature of the program; and providing better schedules for construction of projects on the Development In-Lieu Fee Master Plan.

In response to the recommendations, an internal utility undergrounding geographic information system map has been developed and deployed which provides transparency and an accurate resource to coordinate projects and update timeframes for anticipated funding and construction.

Additionally, staff plans to use the actual construction costs for the San Fernando 20B project and the McKee/José Figueres 20B project, which are currently in design and construction phases, to update the Utility Undergrounding In-Lieu Fee. These projects are anticipated to be completed by June 2027. This action will close out an open audit recommendation from the 2019 Street and Utility In-Lieu Fees Report.

PG&E Reallocated Work Credits

On September 19, 2023, the City Council directed staff to establish additional UUD's to allocate the City's existing Rule 20A work credits to active projects. This action was taken in response to the CPUC Phase 2 Decision to discontinue the Rule 20A program and was intended to preserve the City's full work credit balance. In parallel, staff also pursued over \$40 million in unclaimed work credits from other jurisdictions that were not considered active.

Subsequently, on April 9, 2024, the City Council adopted ordinances establishing 14 new UUD's, with a total estimated cost of \$68.1 million. Of these, seven districts, estimated at \$33.1 million, were considered competitive under the criteria set for inclusion in the Rule 20A work credit reallocation plan, having met the minimum requirements to qualify. This strategic action positioned the City as favorably as possible to receive a portion of the reallocated work credits, though it was understood that such an allocation was not guaranteed due to the number of jurisdictions that had yet to deliver nor receive a Rule 20A project.

On March 10, 2025, PG&E filed an advice letter with the CPUC outlining its proposed reallocation of Rule 20A work credits. The proposal recommends a total reallocation of \$44.7 million work credits, which would fully fund eight projects and partially fund 14 others within PG&E's service territory. Due to the total available funding being insufficient to meet the full demand from the numerous agencies competing for a share

of the remaining credits, San José received no additional work credits from this reallocation.

Though there was an option to protest PG&E's findings and decision, staff ultimately chose not to submit a formal protest to PG&E's proposal, recognizing the low likelihood of securing additional work credits. The limited reallocation pool and strong competition from other jurisdictions led PG&E to prioritize more underserved communities. Despite the City's proactive efforts, the overwhelming demand and limited funding made obtaining additional credits difficult.

As part of the City's ongoing effort to secure as many work credits as possible, staff has initiated discussions with the County of Santa Clara regarding a potential transfer of the County's \$14 million in unused Rule 20A work credits. Since the County does not have plans or the means to utilize this balance, staff is exploring the option of reallocating their work credit balance to the City to help support the delivery of additional UUDs already legislated. PG&E has indicated that a formal resolution from the County would likely be required to authorize the transfer of work credits to the City.

COST SUMMARY/IMPLICATIONS

Rule 20A Program

The cost of the overhead-to-underground conversion of PG&E facilities in the public right-of-way within UUDs is funded through the PG&E Rule 20A allocation to the City. It includes up to \$1,500 per service entrance for private service panel conversions. The total cost for conversion work varies project-by-project. Other utility companies underground their facilities at their own cost.

The administrative costs of the Rule 20A program have been funded by in-lieu fees since FY 2003-2004 and staff recommends the continued use of In-Lieu Fee Funds, averaging approximately \$400,000 per year, over the next five years, to support the administration of the Rule 20A program.

Additionally, the City is responsible for the conversion of its facilities within the Rule 20A UUDs, including streetlights, traffic signals, and other City facilities in the public right of way. \$708,000 was budgeted for FY 2024-2025 to accommodate the undergrounding of City streetlights along Umbarger Road, but the funds have not been expended due to the cancellation of the larger undergrounding project. Funding for additional conversions of City facilities is budgeted in the 2026-2030 Traffic Capital Improvement Program at \$100,000 per year, for the next five years, ending with FY 2029-2030. Should staff be successful in accelerating project schedules to accommodate the sunset of the Rule 20A program and gain additional Rule 20A credits from the County, staff will bring budget actions to City Council for consideration.

Under the current CPUC Electric Rule 20 Tariffs, outlined in Attachment A – Section 1.d, the City is responsible for costs related to specific conditions encountered during the design or construction phase of Rule 20A projects. The cost associated with these items is unknown at this time and will not be known until site investigations can be completed by PG&E during the project planning phase. There currently is no funding identified for these costs and there are several unknown factors that make estimating the potential construction and maintenance costs difficult until projects are further along in the design process. While the type of funding source would vary based on the project delivered, potential sources may include the Construction Excise Tax Fund, the General-Purpose Parking Fund, and the General Fund.

Rule 20B (In-Lieu Fee) Program

The cost for the undergrounding of utilities is funded through the In-Lieu Underground Utility Fund. In addition, staff estimates a funding need of approximately \$22,500 for private service conversions for the Delmas/Park UUD project for FY 2025-2026. This accounts for the conversion of 15 private properties at \$1,500 per service entrance from funds typically used for the administration of the Rule 20B Program and reimbursements from PG&E. Property owners will be reimbursed accordingly once their conversion work is completed correctly and they apply for reimbursement.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, the City Manager's Budget Office, the Planning, Building, and Code Enforcement Department.

PUBLIC OUTREACH

This memorandum will be posted on the City's Council Agenda website for the June 10, 2025 City Council meeting.

COMMISSION RECOMMENDATION AND INPUT

No commission recommendation or input is associated with this action.

CEQA

Not a Project, Public Project File No. PP17-009, Staff Reports, Assessments, Annual Reports, and Informational Memos that involve no approvals of any City action.

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PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/

Matt Loesch

Director, Public Works

For questions, please contact Mathew Nguyen, Deputy Director, Public Works, at Mathew.Nguyen@sanjoseca.gov or (408) 535-8384.

ATTACHMENTS

A - Program Background and Evaluation Criteria

B - Status of the FY 2023-2024 - FY2028-2029 Rule 20A and 20B (In-Lieu Fee) Work Plan

C – FY 2024-2025 – FY 2029-2030 Work Plan

D – FY 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan

E - Summary of Changes Since Last Report

1. UNDERGROUND UTILITY PROGRAM BACKGROUND

Three programs, Rule 20A, 20B, and 20C, are used to fulfill the General Plan goal of converting overhead utilities to underground systems. A general description of each program is as follows:

- A. Rule 20A program utilizes work credits allocated by PG&E, to convert overhead utilities to underground. This work is designed and constructed by PG&E utilizing their own funds.
- B. Rule 20B utilizes an in-lieu fee program that allows the City to accumulate funds from developers to be used towards undergrounding large, aggregated projects rather than requiring developers to perform the undergrounding themselves on a project-by-project basis. This work is designed, bid, and managed by City staff.
- C. Rule 20C was established for conversions that do not meet the criteria for Rule 20A or 20B. They are typically less than 600 feet long and are coordinated directly between utility companies and interested parties that want to pursue completing underground conversions themselves.

a) Rule 20A Program

In 1968, the California Public Utilities Commission (CPUC) and utility companies established a program to underground utilities across the State. Under Rule 20A, PG&E allocates work credits on a calendar year basis, to convert existing overhead electrical facilities to underground electrical facilities within the communities it serves. Work credits are allocated based on a CPUC approved calculation that considers the amount of all electric meters, both overhead and underground, in the City in relation to those in PG&E's service territory. Cities and counties use Rule 20A allocations as a tool to evaluate and prioritize undergrounding projects within their respective jurisdictions. These allocations accumulate until there are sufficient credits to complete a project and/or PG&E resources are available for undergrounding projects. PG&E uses its own funds to design and construct Rule 20A projects, and once the projects are completed, the cost is recovered through incremental utility rate increases which are borne by ratepayers.

Other CPUC rules, tariffs and legislation require other utility companies, including AT&T, to convert its facilities like the Rule 20A Program. Comcast also budgets its own funds for the conversion of its facilities within the districts legislated for Rule 20A funding.

b) Rule 20B (In-Lieu Fee) Program

Undergrounding may be accomplished through the City's In-Lieu Fee Program which allows the City to accumulate funds from developers to underground large, aggregated projects rather than requiring developers to perform the undergrounding themselves on a project-by-project basis. This results in efficient use of engineering staff, construction crews, and utility company resources, thus lowering unit costs for design and construction.

Chapter 15.26 of the San José Municipal Code (Undergrounding Utility Fee Ordinance) requires that developers either: 1) pay a fee, per foot of frontage, in-lieu of performing the overhead-to-underground conversions along the street frontage where their development

is occurring; or 2) as a condition of development, underground the overhead utility facilities on the street or streets adjacent to the project. For the latter option, the Undergrounding Utility Fee Ordinance allows the use of previous fee payments collected within the limits of undergrounding to partially offset developer construction costs for completing underground utility projects. Only those projects that develop adjacent to designated streets as defined in the Undergrounding Utility Fee Ordinance (streets identified in the General Plan as a “major collector or arterial” and adjacent to property which is zoned for uses other than residential, agricultural, or open space), are subject to the undergrounding in-lieu fee conditions. Fees are collected from developments on each side of the street regardless of the side which has the actual overhead facility.

In-Lieu fees are programmed to be expended only in project areas identified the In-Lieu Fee Undergrounding Masterplan. As long as these fees are committed to projects in the approved Master Plan, the fees are considered programmed and not subject to refund. The In-Lieu Fee Undergrounding Master Plan is included with the Annual Development In-Lieu Fee Report that the City Council considers annually. The Annual Development In-Lieu Fee Report provides an annual report on in-lieu fee program activity as required by the Mitigation Fee Act. (Government Code Section 66000 et seq.)

In-Lieu Fee (Rule 20B) projects identified on the In-Lieu Fee Undergrounding Master Plan may take several years before they can be constructed. Projects are selected based on the amount of In-Lieu Fees collected for a project area. Since some proposed projects on the In-Lieu Fee Undergrounding Master Plan are small infill projects, these projects may take decades to be constructed through this program. In some cases, these proposed projects may be included within larger Rule 20A projects if they meet Rule 20A criteria. In addition, Rule 20B funds are leveraged against 20A allocations to construct larger projects, combined Rule 20A and Rule 20B project, which provide a greater economy of scale. The aforementioned options allow the flexibility to complete projects in the In-Lieu Fee Undergrounding Masterplan as opportunities arise.

c) Rule 20C Program

In some instances, developers, neighborhood and business associations, or other agencies may pursue completing underground conversions themselves. These conversions do not meet the criteria for Rule 20A or 20B, are typically less than 600 feet long, and are coordinated directly between the utility companies and the interested party.

d) CPUC Approved Tariff Agreements

In August 2018 the CPUC approved the revised “Electric Sample Form 79-1127 Agreement to Perform Tariff Scheduled Related Work, Rule 20A General Conditions,” (Tariff) which is required for PG&E to perform Rule 20A work. The Tariff identifies the work that PG&E will perform, manage, and pay for (using the City’s Rule 20A allocation) in relation to Rule 20A projects. The Tariff also includes terms that set forth what the City is required to pay for (with City funds) and manage in preparation and construction of Rule 20A projects.

Since the CPUC's approval of the 2018 Tariff, the City is now responsible for costs related to remediation of contaminated soil (hazardous material) and discovery of cultural resources if either of these conditions are encountered during the design or construction phases of the project. This poses a financial risk for the City because the costs are unknown. The project could also be halted until remediation is completed or terminated altogether. In order to mitigate these risks, staff will require PG&E to perform thorough site investigations during the project planning phase to ensure that these conditions are avoided. The Tariff provides that Rule 20A funds can be used to perform preliminary investigation work through core samples which, if done, should minimize the possibility of encountering environmental issues during construction.

The City is also responsible for one-time maintenance costs associated with installation of PG&E's subsurface equipment, if the City chooses this option. PG&E has pad-mounted (aboveground) equipment (transformers and switches) design standard options for residential and non-residential applications. If pad-mounted aboveground equipment cannot be installed due to field conditions, the City will not be charged the one-time maintenance fee. However, if the City requests the installation of subsurface equipment in the public right-of-way where pad-mounted equipment is feasible, the Tariff requires the City to pay an "appropriate one-time maintenance charge". The one-time maintenance charge could be up to \$30,000 for each subsurface installation depending on the type of facility.

e) Order Instituting Rulemaking and Revisions to Electric Rule 20

On May 11, 2017, the California Public Utilities Commission (CPUC) commenced Order Instituting Rulemaking 17-05-010 (the "Rulemaking"), a proceeding to reevaluate the Rule 20 program and its objectives. The initial scope of the Rulemaking analyzed many issues of concern for the City including, allocation of Rule 20A work credits, the appropriate uses of Rule 20A work credits, project cost overruns, and program management.

On June 7, 2021, the CPUC issued the Phase 1 Decision 21-06-013, dated June 3, 2021, in the Rulemaking. The Decision 21-06-013 revised the Rule 20A program by the following: (1) discontinuing new work credit allocations for Rule 20A projects, (2) clarified Rule 20A project eligibility criteria and work credit transfer rules, and (3) enhanced program oversight. As a result, the City's Rule 20A allocation was capped at approximately \$38 million.

On June 13, 2023, the CPUC issued the Phase 2 Decision 23-06-008, dated June 8, 2023 (Final Decision) revising the Rule 20 program and closing the Rulemaking. The Final Decision discontinues the Rule 20A program to prevent ratepayers from funding inefficient and inequitable infrastructure investments. The Final Decision orders any Rule 20A work credit that has not been allocated to a community with an active Rule 20A project, which is defined as project with signed resolution or legislation, within two years of the effective date of this decision shall be deemed expired.

14 new underground districts were established by the City to avoid the expiration of existing owed work credits. These new active projects were legislated by City Council

before ahead of the June 2025 deadline to allow for the greatest possibility of spending the entire account of work credits owed to the City before the expiration date.

Per the Final Decision, CPUC also deems any Rule 20A work credit that has not been deducted from a community's work credit balance by December 31, 2033, as expired. PG&E will be responsible for prioritizing the selected projects and scheduling the work which will be subject to their availability of resources. Staff will continue discussions with PG&E to ensure adequate resources are dedicated for Rule 20A program until 2033.

On July 12, 2023, PG&E hosted a Rule 20 Workshop in which PG&E provided information regarding the recent CPUC Final Decision. PG&E noted they might not be able to deliver all active Rule 20A projects by the 2033 due date. As of December 31, 2022, PG&E had 189 projects in their queue; in which, 28 projects are in the closing phase, 7 projects are in the construction phase, and 154 projects are in the planning and engineering phase.

2. SUMMARY OF CRITERIA FOR EVALUATING AND PRIORITIZING UNDERGROUND UTILITY PROJECTS

a) Rule 20A Undergrounding Utility Projects

Criteria approved by CPUC in 1968, and revised in 2002:

The governing body of the City or County in which such electric facility are and will be located has determined, after consultation with the Utility and after holding public hearings on the subject, that such undergrounding is in the public interest for one or more of the following reasons:

1. Such undergrounding will avoid or eliminate an unusually heavy concentration of overhead electrical facilities.
2. The street or road right-of-way is intensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic.
3. The street or road right-of-way adjoins or passes through a civic area or public recreation area or an area of unusual scenic interest to the general public.
4. The street or road or right-of-way is considered an arterial or major collector as defined in the Governor's Office of Planning and Research General Plan Guidelines.

Additional criteria for project prioritization established by the City Council of San Jose:

1. Projects that complement City capital improvement projects (1978).
2. Completion of undergrounding adjacent to undergrounding accomplished by other projects (1978).

3. Projects that front city facilities, such as: parks, libraries, and fire stations (1978).
4. Projects in the Core (Downtown) Area (1978).
5. Projects that minimize costs to single family residences (1978).
6. Projects that are done in conjunction with light rail transit projects (1985).
7. Projects that are on gateway streets to the downtown area (1985).
8. Twenty percent (20%) of Rule 20A funds will be designated for projects adjacent to city parks (1986).
9. Projects in Redevelopment or Neighborhood Business District areas (1987).
10. Prioritize projects using combined equity scores obtained from the City of San José Equity Atlas¹. The Equity Atlas defines a Race score (range from 1 to 5), an Income score (range from 1 to 5), and a Combined Score (range from 2 to 10). The higher the number for the Combined Score reflects a higher concentration of both people of color and low-income households in the selected census tract (revised in accordance with City Council from September 19, 2023).

b) Rule 20B (In-Lieu Fee) Undergrounding Utility Projects

Approved by City Council in June 1989:

The criteria and procedures to create underground utility districts are specified in the San José Municipal Code. Proposed districts must be determined to be in the general public interest for one or more of the following reasons:

1. Such removal and replacement underground will eliminate an unusually heavy concentration of poles and overhead wires within said area;
2. The public streets or rights-of-way within said area are extensively used by the general public and carry a heavy volume of pedestrian or vehicular traffic;
3. The public streets or rights-of-way within said area adjoin or pass through a civic area or public recreation area or an area of unusual scenic interest to the general public.

General Criteria:

The purpose of the General Criteria is to ensure that all projects included in the Workplan provide opportunities for cost effectiveness due to lower unit costs resulting from large aggregated projects, and are in areas where in-lieu fees have been paid. Since 1989 in-lieu fees have been paid for 701 private development projects throughout the City. The

¹ <https://gis.sanjoseca.gov/maps/equityatlas/>

Undergrounding Master Plan, listing 328 proposed project areas that meet the General Criteria, has been developed by staff and was included in the In-Lieu Fee Undergrounding Master plan. The Undergrounding Master Plan is developed through consideration of the following General Criteria:

1. A minimum 600 feet of overhead facilities to be replaced. Projects that meet this criterion are eligible for certain credits from utility companies resulting in a lower cost per foot to complete the project.
2. Percentage of proposed project frontage for which in-lieu fees have been paid. The higher the percentage of frontage length paid to date, the higher the priority.
3. Development frontages where undergrounding in-lieu fees have been paid and held by the City for five or more years. As long as fees are committed to projects in the approved Master Plan, they are considered programmed and not subject to refund.

Specific Criteria - March 1993 Revision:

The purpose of the Specific Criteria is to provide specific guidelines for staff in selecting project areas for the Workplan. The Specific Criteria ensure that actions required of the City by executed agreements are implemented and also provide the flexibility to coordinate with other scheduled projects and programs. The proposed workplan, presented in **Attachment C**, has been developed through an evaluation of the Specific Criteria applicable to the listing of proposed project areas identified in the Undergrounding Master Plan, presented in **Attachment D**.

1. Projects for which agreements with the Utility Companies have been executed or approved for execution.
2. Projects for which Legislation (City Ordinance) establishing an underground utility district have been adopted.
3. Projects proposed in the last approved workplan for which review, field investigation and coordination with the utility company representative have begun.
4. Projects requiring completion by specific dates to avoid return of fees paid per executed agreements (Improvement District Projects).
5. Projects that can be constructed in conjunction with other planned improvements by the City (CIP Projects).
6. Projects that can be implemented in conjunction with private development construction activities.
7. Projects that were proposed in the last approved workplan for which coordination with utility companies has not begun.

8. Prioritize projects using combined equity scores obtained from the City of San José Equity Atlas (revised in accordance with City Council from September 19, 2023).

1. RULE 20A UNDERGROUND UTILITY PROGRAM

The Rule 20A Program is funded by PG&E and focuses on converting overhead utilities to underground within designated Utility Underground Districts (UUDs). The City coordinates planning and implementation with PG&E, though PG&E retains design and construction control.

Delmas/Park Rule 20A/B UUD (In Construction): This project was legislated in February 2008 and is being funded by Rule 20A and Rule 20B (In-Lieu Fee) funds. PG&E is the lead on the Rule 20A portion of the project. PG&E completed the installation of the substructure in December 2014. Pole removal along West San Fernando Street will be completed after the completion of the Rule 20B portion of the work.

The City is the lead on the Rule 20B portion of the project. Due to right-of-way issues, proposed widening of Park Ave, congested right of way with existing utilities and resource issues with PG&E, the Rule 20B portion of the project has been delayed. The Delmas portion of work between Santa Clara Street and San Fernando Street was deleted from the project due to right of way issues. Overhead utilities along Delmas Avenue were undergrounded as part of a new development.

Monterey Road Rule 20A UUD (In Design): This project was legislated in May 1989 and is located on Monterey Road between Willow Road and Curtner Avenue.

The project has remained in the design phase since 2019, with progress delayed largely due to the allocation of resources necessary to support its timely advancement.

Construction has experienced repeated delays with minimal progress over the years. At this time, construction is anticipated to begin in June 2026, contingent upon PG&E's commitment to providing the required resources.

Lincoln Avenue Rule 20A UUD (Planning): This project was legislated in July 2010. This project was required to submit a General Conditions Agreement (Tariff) which was executed in November 2019. This project will underground Lincoln Avenue from West San Carlos Street to approximately 160 northwest of Coe Avenue, Auzerai Avenue approximately 190 feet west of Lincoln Avenue to approximately 280 feet west of Northrup Street, and Paula Street approximately 210 feet west of Lincoln Avenue.

Construction is now anticipated to begin in June 2028, contingent upon PG&E's commitment of necessary resources to execute the Monterey Road project.

Kirk Park Rule 20A UUD (Planning): This project was legislated in January 2011. This project will underground Foxworthy Avenue from Yucca Avenue to Briarwood Avenue.

Construction is now anticipated to begin in June 2030, contingent upon PG&E's commitment of necessary resources to execute the Lincoln Avenue project.

Umbarger Road Rule 20A UUD (On-hold): This project was removed from the work plan due to the stoppage of the San Jose Earthquakes Sport Complex project at the County Fairgrounds.

2. RULE 20B (IN-LIEU FEE) UNDERGROUND UTILITY PROGRAM

Rule 20B projects are funded through developer-paid In-Lieu Fees and are typically City-led. They address undergrounding in areas not qualifying for Rule 20A.

Delmas/Park Rule 20A/B UUD – For additional information, see above for “Delmas/Park Rule 20A/B UUD (In Construction)” and below “Delmas/West San Fernando Rule 20B (In Post-Construction).”

The Delmas/Park Rule 20B project was awarded on June 23, 2020 and construction began on October 30, 2020. Construction was accepted and completed on June 28, 2023. The substructures, main trench lines, along with all service trenches to the private properties were installed along Park Avenue.

Significant delays were encountered due to several property owners choosing to install upgraded electric panels rather than converting their existing panels to accommodate the new underground service feed. This decision conflicted with the original project scope and caused confusion among PG&E and City Staff during the transition from the overhead to the underground system.

Upgraded panels require a revised electrical system design by PG&E and necessitate property owners to submit new applications and pay additional fees. Seven properties along Park Avenue did not submit the required applications, further contributing to delays.

In March 2025, City Staff provided affected property owners with guidance on next steps and has been actively coordinating with PG&E and contractors to resolve the outstanding work. Final utility pole removals are anticipated to be completed by Spring 2026, pending full resolution and cooperation from all parties.

Delmas/West San Fernando Rule 20B (In Post-Construction): This project was created to complete the remaining portion of undergrounding work not completed in the Delmas/Park 20B portion of the project due to field constraints and unforeseen conditions encountered during construction. The Delmas/Park Underground Utility District was adopted on January 15, 2008 which established the underground district along West San Fernando Street from Delmas Avenue to Route 87 among other segments. Construction of remaining substructure for AT&T and Comcast facilities were completed January 2025.

AT&T and Comcast will be able to underground their overhead lines along San Fernando Street from Barack Obama Boulevard to Delmas Avenue. Staff anticipates pole removals to be completed by Winter 2025.

McKee/Jose Figueres UUD (In Design) – The McKee Road undergrounding project was legislated in January 2018 and aims to underground the segment of McKee Road between Jose Figueres Avenue and North Jackson Avenue. Once completed, this project will finalize the undergrounding of McKee Road, extending from Checkers Avenue on the west to Capitol Avenue on the east. The construction of this project has been delayed primarily due to ongoing right-of-way issues that have impacted the ability to proceed as originally planned. The project is now tentatively scheduled to begin construction in July 2026, contingent upon the resolution of the right-of-way concerns.

Pearl/Hillsdale UUD (In Planning) – This undergrounding project is expected to be legislated in July 2027 and will focus on the undergrounding of Pearl Avenue from Capitol Expressway to Hillsdale Avenue, as well as Hillsdale Avenue from Pearl Avenue to Summer Creek Drive. The project is scheduled to begin construction in June 2029, following the legislative approval process and necessary preparations.

PROPOSED PROJECT	TYPE OF PROJECT	COUNCIL DISTRICT	ADOPTED OR PROPOSED LEGISLATION DATE	PROPOSED CONST-RUCTION START	IN-LIEU FEE PROGRAM EXPENDITURES (Estimated)	RULE 20A PROGRAM EXPENDITURES (Estimated)
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FY 2024-2025

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 13,823,189.00	\$ 37,891,719.00
REVENUE (ACTUAL) / RULE 20A ALLOCATION					\$ 767,186.59	\$ -
ACTUAL REVENUE - INTEREST INCOME					\$ 245,553.73	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ -	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ -	
PROJECTS:						
DELMAS/PARK - San Fernando Street	20B	3	2/29/2008	Sep-24	\$ (300,000.00)	
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (250,000.00)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ (115,000.00)	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (355,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (73,000.00)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (9,000.00)	
SUBTOTAL (EXPENDITURES)					\$ (1,102,000.00)	\$ -
ENDING FUND BALANCE					\$ 13,733,929.32	\$ 37,891,719.00

FY 2025-2026

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 13,733,929.32	\$ 37,891,719.00
REVENUE (ANTICIPATED) / RULE 20A ALLOCATION					\$ 500,000.00	\$ -
ANTICIPATED REVENUE - INTEREST INCOME					\$ 178,541.08	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ 22,500.00	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ (22,500.00)	
PROJECTS:						
MONTEREY ROAD - Willow Street to Curtner Avenue	20A	3,7	6/27/1989	Jun-26		\$ (10,007,878.00)
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (275,000.00)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ (120,000.00)	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (370,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (80,300.00)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (9,900.00)	
SUBTOTAL (EXPENDITURES)					\$ (877,700.00)	\$ (10,007,878.00)
ENDING FUND BALANCE					\$ 13,557,270.40	\$ 27,883,841.00

FY 2026-2027

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 13,557,270.40	\$ 27,883,841.00
REVENUE (ANTICIPATED) / RULE 20A ALLOCATION					\$ 515,000.00	\$ -
ANTICIPATED REVENUE - INTEREST INCOME					\$ 176,244.52	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ 87,000.00	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ (87,000.00)	
PROJECTS:						
McKEE ROAD - Jose Figueres Avenue to Jackson Avenue	20B	5	1/23/2018	Jul-26	\$ (1,650,000.00)	
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (302,500.00)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ (125,000.00)	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (385,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (88,330.00)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (10,890.00)	
SUBTOTAL (EXPENDITURES)					\$ (2,648,720.00)	\$ -
ENDING FUND BALANCE					\$ 11,686,794.92	\$ 27,883,841.00

PROPOSED PROJECT	TYPE OF PROJECT	COUNCIL DISTRICT	ADOPTED OR PROPOSED LEGISLATION DATE	PROPOSED CONST-RUCTION START	IN-LIEU FEE PROGRAM EXPENDITURES (Estimated)	RULE 20A PROGRAM EXPENDITURES (Estimated)
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FY 2027-2028

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 11,686,794.92	\$ 27,883,841.00
REVENUE (ANTICIPATED) / RULE 20A ALLOCATION					\$ 530,450.00	\$ -
ANTICIPATED REVENUE - INTEREST INCOME					\$ 151,928.33	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ -	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ -	
PROJECTS:						
LINCOLN AVENUE - W. San Carlos Street to Coe Avenue	20A	6	7/23/2010	Jun-28		\$ (6,365,716.00)
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (332,750.00)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ (130,000.00)	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (400,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (97,163.00)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (11,979.00)	
SUBTOTAL (EXPENDITURES)					\$ (971,892.00)	\$ (6,365,716.00)
ENDING FUND BALANCE					\$ 11,397,281.25	\$ 21,518,125.00

FY 2028-2029

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 11,397,281.25	\$ 21,518,125.00
REVENUE (ANTICIPATED) / RULE 20A ALLOCATION					\$ 546,363.50	\$ -
ANTICIPATED REVENUE - INTEREST INCOME					\$ 148,164.66	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ 72,000.00	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ (72,000.00)	
PROJECTS:						
PEARL/HILLSDALE - Capitol to Hillsdale to Summer Creek	20B	6	Jul-27	Jun-29	\$ (2,687,000.00)	
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (366,025.00)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ 135,000.00	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (415,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (106,879.30)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (13,176.90)	
SUBTOTAL (EXPENDITURES)					\$ (3,525,081.20)	\$ -
ENDING FUND BALANCE					\$ 8,638,728.21	\$ 21,518,125.00

PROPOSED PROJECT	TYPE OF PROJECT	COUNCIL DISTRICT	ADOPTED OR PROPOSED LEGISLATION DATE	PROPOSED CONST-RUCTION START	IN-LIEU FEE PROGRAM EXPENDITURES (Estimated)	RULE 20A PROGRAM EXPENDITURES (Estimated)
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FY 2029-2030

BEGINNING FUND BALANCE / RULE 20A ALLOCATION					\$ 8,638,728.21	\$ 21,518,125.00
REVENUE (ANTICIPATED) / RULE 20A ALLOCATION					\$ 562,754.41	\$ -
ANTICIPATED REVENUE - INTEREST INCOME					\$ 112,303.47	
ANTICIPATED REVENUE-PG&E / PRIVATE SERVICE CONVERSION					\$ 0.00	
ANTICIPATED EXPENDITURE-PG&E / PRIVATE SERVICE CONVERSION					\$ -	
PROJECTS:						
KIRK PARK, Foxworthy - Yucca Avenue to Briarwood Drive	20A	9	1/25/2011	Jun-30		\$ (3,892,302.00)
Anticipated In-Lieu Fee Undergrounding Utility Reimbursement & Design	20B	CW			\$ (402,627.50)	
PROGRAM ADMINISTRATION (In-Lieu Fee-Rule 20B)					\$ (140,000.00)	
PROGRAM ADMINISTRATION (Rule 20A)					\$ (430,000.00)	
PUBLIC WORKS CAPITAL MANAGEMENT COSTS					\$ (117,567.23)	
TRANSFER TO CITY HALL DEBT SERVICE FUND					\$ (14,494.59)	
SUBTOTAL (EXPENDITURES)					\$ (1,104,689.32)	\$ (3,892,302.00)
ENDING FUND BALANCE					\$ 8,209,096.76	\$ 17,625,823.00

Notes / Key Dates:

1. Construction of Rule 20A Undergrounding projects are funded by utility companies.
2. Rule 20A Program administration cost is borne by the City.
3. Rule 20A work credit allocation ended December 31, 2022.
4. The Rule 20A Program will sunset by December 2033.

FY 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan

Proposed Project Areas that meet General Criteria

PROJECT LOCATION	COUNCIL DISTRICT	LENGTH OF PROJECT (FT)	IN-LIEU FEES PAID TO DATE			PROJECT COST	ANTICIPATED FULL FUNDING COLLECTION	
			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)			% PROJECT COST
PROJECTS COMPLETED TO DATE								
Saratoga Av - Blackford Av to I-280; Moorpark Av - Saratoga Av to 200' e/o (Completed 2003)	1	1300	2		\$65,371	4%	\$1,550,000 (act.)	2040
Saratoga Av - I-280 to 180' n/o Kiely Bl; Kiely Bl - Saratoga Av to 400' w/o (Completed 2006)	1	1760	3		\$42,399	3%	\$1,500,000 (act.)	2040
Stevens Creek Bl - Casa View to Albany	1	600	1		\$1,150	0.2%	(\$726,000)	2040
*Stevens Creek - Stern Av to Calvert Dr (Completed 2012)	1	800	1		\$55,347	6%	(\$968,000)	2040
Winchester Bl - Riddle Rd to Neal Av	1	1300	4		\$172,619	11%	(\$1,573,000)	2040
Chynoweth Av - Poston Dr to Lean Av (Completed 1995)	2	1600	3		\$87,694	8%	\$165,000 (act.)	2040
Monterey HWY - Blossom Hill Rd to Ford Rd (Completed 2000)	2	2400	2	\$102,721	\$237,111	35%	\$670,000 (act.)	2040
*Auzerais Av - Josefa St to Illinois Av (Completed 2016)	3	400	1		\$4,480	1%	(\$484,000)	2040
Balbach St - S Almaden to S Market St (Completed 2013)	3	900	2		\$253,725	23%	(\$1,089,000)	2040
*Fourth St (S) - E Santa Clara St to E San Fernando St (Completed 2006)	3	700	2		\$12,364	96%	\$12,900 (act.)	2020
Hedding and Coleman (SW/c) (Completed)	3	800	1		\$59,425	6%	(\$968,000)	2040
Julian St (W) - Guadalupe River to Hwy 87	3	700	1		\$8,663	1%	(\$847,000)	2040
Julian St (W) - N Market St to N 1st St (Completed 1999)	3	650	2		\$117,349	56%	\$210,110 (act.)	2040
Julian St (W) - Pleasant St to Autumn St	3	1100	2		\$69,812	5%	(\$1,331,000)	2040
Junction Av - Brokaw Rd to Rogers Av	3	3200	1	\$48,703	\$48,703	1%	(\$3,872,000)	2040
Market St (S) - Balbach St (Completed 2011)	3	600	1		\$156,969	22%	(\$726,000)	2040
*Pierce Av - S Market St to Almaden Av	3	2000	2		\$46,906	2%	\$1,890,000 (act.)	2040
*Reed St (W) - S Market St to Almaden Av (Completed 2011)								
Reed St (E) - S. First street to 132.7' (Completed)	3	133	1		\$62,238	39%	(\$160,930)	2030
San Carlos St (E) - N Market St to 200' e/o S 3rd St (Completed)	3	1000	2		\$57,730	4.8%	(\$1,210,000)	2040
N San Pedro St - Julian St to W St James St	3	700	1		\$63,352	7%	(\$847,000)	2040
W St James St - N San Pedro St to Terraine St								
Second St (S) - E Reed St to E San Salvador St	3	1500	4		\$193,216	11%	(\$1,815,000)	2040
San Salvador St (E) - S 2nd St to 100' east (Completed)								
Second St (S) - E San Carlos St to E San Salvador St	3	1000	3		\$240,285	20%	(\$1,210,000)	2040
Third St (S) - E San Carlos St to E San Salvador St (Completed)								
*Sixth St (S) - S Santa Clara St to E San Fernando St (Completed 2006)	3	700	1		\$1,186	0.4%	\$315,000 (act.)	2040
Taylor St (E) - N 4th St to 150' e/o N 9th St (Completed 2012)	3	2100	5		\$311,278	20%	\$1,550,000 (act.)	2040
Jackson Ave - 7th St to 9th St								
*Williams and 3rd (NE/c) - 200' on 3rd	3	500	1		\$63,961	11%	(\$605,000)	2040
Woz Way - Almaden Blvd. To Market St. (Completed 2013)	3	1100	1		\$26,432	2%	(\$1,331,000)	2040
Junction - Brokaw to Rogers	4	3100	1		\$33,120	1%	(\$3,751,000)	2040
*Capitol Ave - Battaglia Circle to Battaglia Circle (300' North)								
*Capitol Av (N) - Moorbrook Dr to McKee Rd (Completed 2001)	4	300	1		\$135,922	37%	(\$363,000)	2030
*Capitol Av - Northwood to Autumnvale Dr (Completed 2002)	4	7400	1		\$57,877	3%	\$1,700,000	2040
*Capitol Av - Sierra Rd to Bataglia Cir (Completed 2002)	4	1200	1		\$17,024	1%	(\$1,452,000)	2040
Fox Av - Old Oakland to Fox Dr (Completed)	4	800	1		\$39,634	4%	(\$968,000)	2040
*Capitol Av - Trimble to Northwood (Completed 2002)	4	1400	1		\$39,043	2%	(\$1,694,000)	2040
*Capitol Av and Hostetter Rd (Completed 2002)	4	600	2		\$27,992	4%	(\$726,000)	2040
*Capitol Av (N) - Trade Zone Blvd to I-680 ramp (Completed as part of Capitol Av light rail project 2002)	4	1200	2		\$63,783	4%	(\$1,452,000)	2040
Capitol Av (N) and Berryessa Rd (Completed 1992)	4	1600	5		\$191,990	24%	\$800,000	2040
Capitol Av (N) and Berryessa Rd (Completed 1992)	4	800	8	\$93,960	\$301,069	69%	\$436,000 (act.)	2030
Junction - Charcot to Brokaw	4	1800	1		\$44,871	2%	(\$2,178,000)	2040
Lundy - Berryessa to 600' North (Completed)	4	600	1		\$20,194	3%	(\$726,000)	2040
Lundy - Murphy to Old Hostetter	4	800	2		\$67,021	7%	(\$968,000)	2040
Murphy Av - 220' w/o Oyama Dr to 540' w/o Oyama Dr	4	320	1		\$39,300	10%	(\$387,200)	2040
Murphy Av - Ringwood Av to Lundy Av (Completed 1993)	4	700	2		\$90,132	51%	\$178,000 (act.)	2030
N 1st St - Brokaw to Karina Ct (Completed)	4	1000	1		\$22,600	2%	(\$1,210,000)	2040
Old Oakland Rd - Clle Artis to 600' South	4	600	1		\$6,944	1%	(\$726,000)	2040
Old Oakland Rd - Wayne to Mackay	4	800	2		\$22,280	2%	(\$968,000)	2040
River Oaks Parkway - First St to 600 feet Westerly (Completed)	4	600	1		\$48,434	7%	(\$726,000)	2040
Rogers Av - E Brokaw Rd to 600' South	4	600	1		\$3,681	1%	(\$726,000)	2040
Ringwood - Mckay to 400' South	4	600	1		\$59,229	8%	(\$726,000)	2040
Trimble Rd - First to Orchard Parkway (Completed)	4	1200	2		\$101,906	7%	(\$1,452,000)	2040

FY 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan

Proposed Project Areas that meet General Criteria

PROJECT LOCATION	COUNCIL DISTRICT	LENGTH OF PROJECT (FT)	IN-LIEU FEES PAID TO DATE			PROJECT COST	ANTICIPATED FULL FUNDING COLLECTION
			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)	% PROJECT COST	
*Capitol Ave. - Capitol Exp. to Wilbur (Completed 2002)	5	800	2		\$40,153	4%	2040
*Capitol Ave - McKee Road (Completed as part of Capitol Av light rail project 2002)	5	N/A	1		\$35,020	N/A	2040
*Capitol Ave. - Rose to Florence (Completed 2002)	5	600	1		\$16,100	2%	2040
McKee Rd - Kirk Av to 900' East; Town Av - McKee Rd to Cortese Cr (Completed 2004)	5	1400	2		\$92,509	10%	2040
*Story Rd - Capitol Exwy to McGinness Av (Completed 2003)	5	1000	2		\$43,918	7%	2040
*Story Rd - Capitol Exwy to Galahad Av (Completed 2003)	5	700	2		\$29,137	6%	2040
*Story Rd - McCreery (Completed 1997)	5	N/A	1		\$92,825	N/A	2040
*Story Rd - S King Rd to Galahad Av; King Rd (S) - Story Rd to Marsh St (Completed 1997)	5 & 7	6300	8		\$342,765	23%	2040
Auzerais Ave - Delmas Ave to Bird Ave	6	1000	1		\$93,100	8%	2040
Delmas Ave - Auzerais Ave to Santa Clara St	6	2600	1		\$40,900	1%	2040
Harmon Court - Meridian to end of street	6	400	1		\$40,471	8%	2040
*Naglee - Park to Dana (Completed 2017)	6	1000	3		\$69,817	6%	2040
*Park Ave. - Naglee to Calaveras (Completed 2017)	6	1700	2		\$58,360	3%	2040
Payne Av - Winchester Blvd to Castlemont Av (Completed 1994)	6	1050	4		\$53,109	23%	2040
W. San Carlos St - Royal Av to Railroad Tracks	6	270	1		\$28,434	9%	2040
*San Fernando St (W) - White St to Wilson Av	6	600	2		\$98,887	14%	2040
Almaden Rd - W Alma Av to Sears Rd (priv rd) (Completed 2003)	7	1300	2		\$228,231	39%	2040
Curtner Ave. - Monterey Highway to 500 ft. West of Little Orchard (Completed)	7	2500	3		\$59,808	2%	2040
King Rd. - Tully Rd. to Burdette Dr. (Completed)	7	600	1		\$9,837	1%	2040
McLaughlin Av - Story Rd to Panoche Av (Completed 2004)	7	1500	5		\$80,446	9%	2040
*Senter Rd - Balfour Dr to Southside Dr (Completed 2003)	7	2800	8		\$155,228	13%	2040
Senter Rd - Burke to Needles (Completed)	7	2200	3		\$58,952	2%	2040
Senter Rd - Needles Dr to Phelan Av (Completed)	7	1000	1		\$6,720	1%	2040
*Senter Rd - Parrot to Tully (Completed 2017)	7	600	1		\$38,725	5%	2040
Tenth St - Burke St to Parrott St; Burke St; Senter Rd - Wool Creek Dr to Quinn Av (Completed 1998)	7	2650	5		\$288,074	36%	2040
*Aborn Rd - Pumpherson Wy to White Rd	8	2800	5		\$171,680	5%	2040
White Rd - 200' n/o Aborn Rd (Completed 2018)	8	1600	2		\$141,904	30%	2040
Quimby Rd and White Rd (Completed 1999)	8	320	1		\$9,000	19%	2040
Quimby Rd - Burdick Wy to Akino Ct (Completed 1996)	8	800	1		\$6,900	1%	2040
San Felipe Rd - Keaton Loop to Keaton Loop (Completed)	8	2050	2		\$52,968	2%	2040
*San Felipe Rd - Park Estates to Autumn Estates (Completed)	8	1200	3		\$155,536	71%	2035
San Felipe Rd - Silver Estates south to Thompson Creek (Completed 1998)	9	1400	2		\$55,490	3%	2040
*Camden Ave. - Bercaw Ln to Leigh Av	10	1800	4		\$250,611	90%	2020
*Bercaw Ln - 100' s/o Camden Av (Completed 2017)	10	600	4		\$54,585	8%	2040
Almaden Rd - Grimsley Ln to Viewpoint Ln (Completed 1997)	10	1400	1		\$65,907	4%	2040
Blossom Hill - Hillview to Santa Teresa (Completed)	6,1	1400	1		\$15,150	1%	2040
Winfield - Thornwood to Blossom Hill (Completed)	6,1	2100	1		\$15,120	1%	2040
Winchester - Payne to David Ave (Completed)							
Winchester - Tisch to Stevens Creek (Completed)							

* Completed as part of a 20A Project.

PROJECT CANDIDATES

Blackford Av - Hibiscus Ln to Boynton Av	1	1900	1	\$338,800	\$338,800	15%	(\$2,299,000)	2040
Bollinger Rd - S De Anza Bl to Arlington Ln	1	1600	2		\$44,912	2%	(\$1,936,000)	2040
Bollinger Rd - Miller Av to Hyde Av	1	800	1		\$35,160	4%	(\$968,000)	2040
Boynton Av - Stevens Creek Bl to Kiely Bl	1	1100	2		\$48,067	4%	(\$1,331,000)	2040
Campbell Av (W) - Anthony Dr to Kim Louise Dr	1	500	1		\$25,764	4%	(\$605,000)	2040

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Proposed Project Areas that meet General Criteria

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			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)			% PROJECT COST
Campbell Av (W) - Saratoga Av to Hamilton Av	1	500	2		\$74,203	12%	(\$605,000)	2040
Cypress Av (S) - Stevens Creek Bl to Judro Wy	1	1100	1		\$17,940	1%	(\$1,331,000)	2040
De Anza Bl - Coronado Dr to Wild Flower Wy	1	1400	3		\$126,956	7%	(\$1,694,000)	2040
Fruitdale Av - Bascom Av to Princess Anne Dr	1	1200	1		\$2,024	0.1%	(\$1,452,000)	2040
Kiely Bl - Saratoga Av to Stevens Creek Bl	1	1700	3		\$33,708	2%	(\$2,057,000)	2040
Moorpark Av - I-280 to Winchester Boulevard	1	2800	1		\$53,350	2%	(\$3,388,000)	2040
Moorpark Av - Boynton Av to Shadow Glen	1	4400	3		\$189,730	4%	(\$5,324,000)	2040
Moorpark Av - Williams Rd to Lawrence Ex	1	900	2		\$11,772	1%	(\$1,089,000)	2040
Payne Av - San Tomas Ex to Klamath Dr	1	2200	3		\$45,128	2%	(\$2,662,000)	2040
Payne Av - Essex Wy to Winchester Bl	1	1700	5		\$54,819	3%	(\$2,057,000)	2040
Prospect Rd - Lawrence Ex to Saratoga Av	1	1600	5		\$96,484	5%	(\$1,936,000)	2040
Prospect Rd - Miller Av to Provincetown Dr	1	1200	1		\$21,280	1%	(\$1,452,000)	2040
Quito Rd - Elmwood Dr to Northlawn Dr	1	600	2		\$156,469	22%	(\$726,000)	2040
Rainbow Dr - Arlington Ln to Blaney Av	1	1000	1		\$12,963	1%	(\$1,210,000)	2040
Richfield Dr - Stevens Creek Bl to Albany Dr	1	600	1		\$58,800	8%	(\$726,000)	2040
Reed St (E) - New St & S 1st St	1	126	1		\$72,324	47%	(\$152,460)	2040
Rosewood Av - Stevens Creek Bl to 600' south	1	600	1		\$7,840	1%	(\$726,000)	2040
San Tomas Aquino Rd - Bucknall Rd to Rincon Av	1	600	1		\$63,504	9%	(\$726,000)	2040
Saratoga Av - Blackford Av to Belvedere Dr	1	800	3		\$222,096	23%	(\$968,000)	2040
Saratoga Av - Venice Wy to Manzanita Dr	1	2400	7		\$147,980	5%	(\$2,904,000)	2040
Saratoga Av - Graves Av to Prospect Rd	1	1200	1		\$47,488	3%	(\$1,452,000)	2040
Saratoga Av - Latimer Av to Los Felice Dr	1	800	2		\$48,243	5%	(\$968,000)	2040
Saratoga Av - Kiely Bl to Stevens Creek Bl	1	1200	3		\$42,399	3%	(\$1,452,000)	2040
Saratoga Av - Quito Rd to Campbell Av	1	1000	2		\$128,277	11%	(\$1,210,000)	2040
Sharon Dr - S De Anza Blvd to end	1	1300	3		\$177,129	11%	(\$1,573,000)	2040
Taylor St - Stockton Av to Coleman Av	1	800	1		\$7,891	1%	(\$968,000)	2040
Williams Rd - Saratoga Rd to 200' e/of Oakmont Pl	1	2300	5		\$160,005	6%	(\$2,783,000)	2040
Winchester Bl - E. Hamilton Av to Colonial Wy	1	700	1		\$22,000	3%	(\$847,000)	2040
Winchester Bl - Williams Rd to Fruitdale Av	1	400	1		\$42,576	9%	(\$484,000)	2040
Bailey Av - Santa Teresa Bl to IBM Driveway	2	4100	1		\$29,013	1%	(\$4,961,000)	2040
Blossom Hill Rd - Judith St to Snell Av	2	1600	3		\$181,538	9%	(\$1,936,000)	2040
Edenvale Av - Saddlebrook Dr to Red River Wy	2	1400	1		\$275,994	16%	(\$1,694,000)	2040
Monterey Rd - Las Colinas Ln to Bernal Wy	2	2800	3		\$122,738	4%	(\$3,388,000)	2040
Monterey Rd - Bernal Wy to Forsum Rd	2	3800	1		\$44,620	1%	(\$4,598,000)	2040
Senter Rd - Monterey Hwy to Seven Trees Bl	2	800	2		\$121,098	13%	(\$968,000)	2040
Senter Rd - Coyote Road to Nokomis Drive/El Cajon	2	1000	1		\$89,203	7%	(\$1,210,000)	2040
Snell Av - Avenida del Roble to Avenida Arboles	2	830	1		\$46,638	5%	(\$1,004,300)	2040
Snell Av - Blossom Hill to Avenida Del Roble	2	1200	1		\$71,306	5%	(\$1,452,000)	2040
Alma Av (W) - S 1st St to Almaden Av	3	1800	4		\$156,599	7%	(\$2,178,000)	2040
Almaden Av to 200' n/o W Alma Av	3	1600	6		\$45,439	2%	(\$1,936,000)	2040
Almaden Av - Grant St to Sutter St	3	1050	1		\$23,450	2%	(\$1,270,500)	2040
Almaden Av - Sutter to Willow	3	900	2		\$62,334	6%	(\$1,089,000)	2040
Almaden Av & Willow St (NW/c) - Willow St to Goodyear Av	3	1850	3		\$397,934	18%	(\$2,238,500)	2040
Charles St - Thirteenth - Old Oakland	3	400	1		\$11,329	2%	(\$484,000)	2040
Clinton Pl - westerly terminus to Stockton Av	3	600	2		\$73,526	10%	(\$726,000)	2040
Coleman Av - W. Taylor St to Seymour St.	3	1700	2		\$69,009	3%	(\$2,057,000)	2040
Commercial St - N 7th St to N 10th St	3	1000	2		\$156,693	13%	(\$1,210,000)	2040
Seventh St (N)- N 5th St to Commercial St	3	600	1		\$147,364	20%	(\$726,000)	2040
Delmas Av - W Santa Clara St to W San Fernando St	3	600	1		\$6,720	1%	(\$726,000)	2040
San Fernando St (W) - Delmas Av to Rte 87								
Eighth St (N) - Santa Clara St to St John St								
Eleventh St (S) - E San Carlos St to E San Antonio St								

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Fifth St (N) - Jackson St to E Taylor St	3	800	1		\$12,650	1%	(\$968,000)	2040
Fifth St (N) - 600' S/o Jackson St	3	600	1		\$12,649	2%	(\$726,000)	2040
Fourth St (N) - E Empire St to Washington St	3	850	2		\$12,992	1%	(\$1,028,500)	2040
Fourth St (N) - E Gish Rd to Rte 880	3	1100	5		\$86,477	6%	(\$1,331,000)	2040
Fourth St (N) - Rte 880 to Younger Ave	3	1700	3		\$263,285	13%	(\$2,057,000)	2040
Fourth St (N) - Archer St to 101 (S) on-ramp	3	1000	4		\$137,155	11%	(\$1,210,000)	2040
Fourth St (N) - Jackson St to E Empire St	3	800	1		\$8,249	1%	(\$968,000)	2040
Fourth St (N) - E Taylor St to 600' S/o Jackson St	3	1100	2		\$13,395	1%	(\$1,331,000)	2040
Gish Rd (E) - I-880 to Vander Wy	3	1600	1		\$28,780	1%	(\$1,936,000)	2040
Gish Rd (E) - Old Bayshore to Hwy 101	3	1000	1	\$113,740	\$113,740	9%	(\$1,210,000)	2040
Hedding St (E) - N 8th St to N 10th St	3	800	2		\$158,848	16%	(\$968,000)	2040
Hedding St (E) - N 12th St to N 16th St	3	1200	2		\$38,424	3%	(\$1,452,000)	2040
Horning St - N 10th St to Oakland Rd	3	1300	1		\$178,485	11%	(\$1,573,000)	2040
Industrial Ave - (E) Gish Rd to terminus	3	1300	1		\$61,831	4%	(\$1,573,000)	2040
Julian St (E) - East Ct to N 24th St	3	1800	1		\$7,728	0%	(\$2,178,000)	2040
Julian St (E) - Peruka Pl to Coyote River	3	600	1		\$14,357	2%	(\$726,000)	2040
Julian St (E) - N 11th St to N 14th St	3	900	1		\$17,371	2%	(\$1,089,000)	2040
Julian St (E) - N 1st St to N 5th St to N 8th St to N 9th St	3	2800	6		\$93,607	3%	(\$3,388,000)	2040
Kerley Dr - Archer St to E Gish Rd	3	1400	2		\$415,961	25%	(\$1,694,000)	2040
Keyes St - S 5th St to S 6th St to S 7th St	3	2000	3		\$218,614	9%	(\$2,420,000)	2040
Keyes St - S 3rd to S 2nd	3	350	1		\$62,143	15%	(\$423,500)	2040
King Road (N) - Las Plumas Ave to Dobbin Drive	3	2548	2		\$496,811	16%	(\$3,083,080)	2040
Las Plumas Ave - N King to Lenfest Rd	3	1492	2		\$514,420	28%	(\$1,805,320)	2040
Lenfest Rd - Mabury Rd to Nicora Av	3	1200	2		\$37,053	3%	(\$1,452,000)	2040
Nicora Av - Alley	3	235	1		\$18,483	7%	(\$284,350)	2040
Lick Ave - W Alma Ave to Willow St	3	1846	1		\$814,412	36%	(\$2,233,660)	2040
Matrix Blvd - N 1st to N 4th	3	2000	3		\$165,543	7%	(\$2,420,000)	2040
McKee Rd - N King Rd to US 101	3	700	1		\$4,103	0%	(\$847,000)	2040
Miller St - W Taylor St to W Mission St	3	600	1		\$4,480	1%	(\$726,000)	2040
Monterey Rd - Willow St to Goodyear St	3	600	1		\$9,508	1%	(\$726,000)	2040
Nineteenth St (N) - E St James St to E Julian St	3	600	1		\$202,160	28%	(\$726,000)	2040
Ninth St (N) - Santa Clara St to St John St	3	800	1		\$61,869	6%	(\$968,000)	2040
Ninth St (N) - Jackson St to E Empire St	3	300	1		\$130,867	36%	(\$363,000)	2040
Norte Dame Ave. - St. John St to Carlisle St	3	1000	2	\$612,865	\$791,617	65%	(\$1,210,000)	2040
Old Oakland Rd - Hwy 101 to E Hedding St	3	3100	1		\$287,243	8%	(\$3,751,000)	2040
Old Oakland Rd - Hwy 101 to E Gish Rd	3	600	1		\$43,955	6%	(\$726,000)	2040
Park Av - Gifford Av to Josefa St	3	1700	1	\$88,330	\$88,330	4%	(\$2,057,000)	2040
Rogers Av - 600' S/O Brokaw Rd to Junction Av	3	1800	4		\$38,339	2%	(\$2,178,000)	2040
San Antonio St (E) - N 24th St to HWY 101	3	800	1		\$13,800	1%	(\$968,000)	2040
San Jose Av - Almaden Exwy to Little Orchard St	3	600	1		\$39,536	5%	(\$726,000)	2040
San Salvador St (E) - S 8th St to S 10th St	3	669	2		\$30,876	4%	(\$809,490)	2040
Second St (S) - Martha St to E Virginia St	3	1200	1		\$17,588	1%	(\$1,452,000)	2040
Second St (S) - Martha ST to Keyes St	3	800	2		\$46,194	5%	(\$968,000)	2040
Second St (N) - Hensley St to Bassett St	3	700	2		\$18,717	2%	(\$847,000)	2040
Seventh St (N) - E Hedding St to E Younger Av	3	400	1		\$176,130	36%	(\$484,000)	2040
Seventh St (S) - I-280 to S/O Virginia	3	370	1		\$74,951	17%	(\$447,700)	2040
St John St (W) - Almaden Av to N San Pedro St	3	2980	1		\$77,628	2%	(\$3,605,800)	2040
San Pedro St (N) - W St John St to 53' south	3	1000	1		\$26,708	2%	(\$1,210,000)	2040
St John St (E) - S 13th St to S 17th St and S 13th St, S 14th St, and S 17th St from E St John St to E Santa Clara St	3	1100	1		\$62,161	5%	(\$1,331,000)	2040
Stockton Av - Harding Av to W Taylor St	3							
Taylor St (E) - N 10th St to N 13th St	3							

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Taylor St (E) - N 21st St to N 23rd St	3	600	2		\$117,213	16%	2040
Tenth St (N) - HWY 101 to Horning St	3	1300	1		\$8,165	1%	2040
Tenth St (N) - Horning St to E Hedding St	3	800	1		\$293,855	30%	2040
Tenth St (S) - E William St to 600' North	3	600	2		\$99,672	14%	2040
Third St (N) & Fifth St (N) south of Jackson	3	600	2		\$20,898	3%	2040
Third St (N) - E Julian St to Railroad tracks	3	600	1		\$34,124	5%	2040
Third St (N) - 600' S/o Jackson St	3	600	2		\$11,945	2%	2040
Third Street (S) - Martha St to Keyes St	3	100	1		\$44,140	36%	2040
Third St (S) - Keyes St to E Humboldt St	3	450	1		\$27,060	5%	2040
Thirteenth St - Hedding to Mission	3	800	2		\$91,391	9%	2040
Thirteenth St - Jackson to Empire	3	800	1		\$4,227	0%	2040
Thirteenth St - Julian to St James	3	600	1		\$12,579	2%	2040
Thirteenth St - Mission to Taylor	3	800	2		\$80,815	8%	2040
Twelfth - Santa Clara to San Fernando	3	700	1		\$3,215	0%	2040
Twelfth St. (N) - Madera Ave to Horning St.	3	600	1		\$20,295	3%	2040
Twenty-fourth St - San Fernando to Santa Clara	3	700	1		\$8,852	1%	2040
Twenty-seventh St - Santa Clara St to St James St	3	1800	1		\$8,586	0%	2040
Vine St. - Floyd St to Alma Ave	3	550	1		\$39,500		2040
Vine St. - Grant to Virginia	3	1000	1		\$4,172	0%	2040
Virginia St. - Bird Ave to Delmas Ave	3	1400	1		\$23,038	1%	2040
Virginia St. - Almaden Ave. to Locust St.	3	700	1		\$7,952	1%	2040
Virginia St - State St to S 6th St	3	2200	4		\$180,516	7%	2040
William St - 7th to 8th, & 8th - William to Reed	3	800	1		\$2,458	0.3%	2040
William St. - McLaughlin to 19th	3	1600	5		\$204,543	11%	2040
Williams St - Brookwood to 19th	3	600	1		\$15,452	2%	2040
Willow St - Lick to Locust	3	600	1		\$3,036	0%	2040
Berryessa Rd - Pembroke to Flickinger	4	1300	3		\$581,608	37%	2030
Berryessa Rd - US 101 to RR crossing	4	4000	3		\$154,724	3%	2040
Commercial St - Oakland Rd to Commercial Ct	4	2300	4		\$184,506	7%	2040
Commercial St - Berryessa to Commercial Ct	4	1300	2		\$84,942	5%	2040
Fifteenth St - Commercial to Charles	4	600	1		\$21,168	3%	2040
First St - Nortech to Michigan	4	3000	5		\$762,391	21%	2040
Flickinger - Nunez to Doxey	4	800	1		\$152,219	16%	2040
Gish Rd - Keoncrest to Kerly	4	800	2		\$53,760	6%	2040
E Gish Rd - 880 (N) offramp to 200' e/o Vander Wy	4	1500	4		\$184,419	10%	2040
Grand Blvd. - First St to Wilson Way	4	1100	4		\$79,960	6%	2040
Hostetter - Rue Avati to Flickinger	4	900	1		\$1,612	0%	2040
King Rd - 300' n/o Mabury Rd to Dobbin Dr	4	1500	3		\$141,253	8%	2040
Mabury Rd - King Rd to 200' east	4	1500	2		\$136,341	8%	2040
King Rd (Lundy) - Berryessa to Penitencia Creek to 400' south	4	1500	2		\$136,341	8%	2040
Mabury Rd - Coyote Creek to Lenfest	4	1000	1		\$49,840	4%	2040
McKee - Challenger to Capitol Ave.	4	2000	4		\$57,368	2%	2040
Morrill - Copley to Tobin	4	1300	2		\$80,473	5%	2040
Old Bayshore Rd - Terminal Ave to Zanker Rd	4	1200	1		\$21,504	1%	2040
Old Oakland Rd - Gish Rd. to Berger Dr.	4	700	1		\$45,029	5%	2040
Old Oakland Rd. -Commercial to Service	4	2064	3		\$69,534	3%	2040
O'toole Ave - I-880 to Rincon Dr	4	1400	1		\$51,484	3%	2040
Piedmont - Maxey to Fleur de Lis	4	500	1		\$36,867	6%	2040
Piedmont Rd - Sierra Rd to Berryessa/Suncrest	4	1200	5		\$235,065	16%	2040
Queens - Bayshore to Rogers	4	2300	2		\$48,798	2%	2040
Rogers - Queens to Junction	4	2300	2		\$48,798	2%	2040

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Sierra - Piedmont to Sabal	4	1800	5		\$205,981	9%	2040
Third St -Martha to Keyes	4	1200	1		\$36,400	3%	2040
Trade Zone - Ringwood to Lundy	4	1400	2		\$147,760	9%	2040
Cinnabar St - Autumn to 500' east of Stockton Av	5	1600	2		\$89,053	5%	2040
Clayton Rd - Hickerson to Story Rd.	5	1000	3		\$151,467	13%	2040
Fleming Av - Neves Way to Whipple Ct	5	900	1		\$22,592	2%	2040
Fleming Av - Palomino to Rosemar	5	1100	2		\$32,802	2%	2040
Foss Ave - Terminus	5	1000	1		\$88,297	7%	2040
Jackson - Alexian Rd to McKee Rd	5	2000	2		\$86,240	4%	2040
Jackson - Alexian Rd to Alum Rock	5	1000	1		\$17,878	1%	2040
King Rd - E San Antonio St to E San Fernando St	5	615	1		\$91,195	12%	2040
King Rd - Las Plumas to Railroad	5	1400	2		\$40,934	2%	2040
Las Plumas - King Rd to 800' east	5	1000	5		\$50,023	4%	2040
King Rd - Margaret to Lavonne	5	3200	7		\$130,128	3%	2040
McKee Rd - Capitol Av to Eastside Dr	5	3000	2		\$68,460	2%	2040
McKee Rd - Jackson to Jose Figueres to Madden	5	2700	3		\$456,723	14%	2040
Mt. Pleasant Rd - Mt Pleasant Ct to Marten Ave	5	500	2		\$70,456	12%	2040
Mt Vista Dr - White Rd (S) to Mt Herman Dr	5	300	1		\$93,785	26%	2040
Story Rd - Clayton to 1000' East	5	1000	1		\$22,064	2%	2040
Story Rd. - S Jackson Ave to Galahad Ave	5	149	1		\$90,054	50%	2040
Sunset (N) - Alum Rock to terminus	5	600	1	\$50,820	\$50,820	7%	2040
Sunset - Alum Rock to Kammerer	5	900	1		\$11,684	1%	2040
White Rd. - Easthills to S/s Story	5	2900	4		\$203,401	6%	2040
White Rd. - Hobart to Easthills	5	600	1		\$16,483	2%	2040
White Rd. (S) Markingdon Ave to Park Ln	5	178	1		\$92,835	43%	2040
White Rd. - McKee to Eastside	5	900	4		\$106,840	10%	2040
White Rd. - Mt. Vista to Park Ln.	5	2400	5		\$166,240	6%	2040
White Rd. - Rocky Mountain to Sylvan Dr.	5	1800	2		\$44,800	2%	2040
Alma - Locust to Lick	6	600	1		\$12,185	2%	2040
Alma Ave. - Christina to Capruso	6	1650	2		\$65,828	3%	2040
Almaden Rd - Canoas Garden to Curtner Av	6	1600	2		\$34,048	2%	2040
Almaden Rd. - Willow Glen Wy to Malone Rd to Canoas Garden Av	6	2500	5		\$351,718	12%	2040
Auzerais Av - Race to Sunol	6	1500	1		\$102,995	6%	2040
Bascom - Belair to University	6	900	1		\$10,276	1%	2040
Bascom - Heatherdale to Cherrystone	6	700	1		\$15,525	2%	2040
Bascom Ave. - San Carlos to Naglee	6	1800	6		\$128,218	6%	2040
Baywood - Stevens Creek to Hemlock	6	700	1		\$12,714	2%	2040
Belmont Way - W Alma to Belmont Ave	6	400	1		\$52,708	11%	2040
Canoas Garden - Almaden Expwy to Masonic Dr	6	1700	5		\$113,106	5%	2040
Canoas Garden - Curtner to south terminus	6	1400	1		\$19,248	1%	2040
Chestnut - Emory to Asbury	6	600	1		\$8,960	1%	2040
Ciro Av - Forest to Bailey	6	800	2		\$85,120	9%	2040
Clinton Place - Clinton Place to Stockton Av (REFUND)	6	200	1		\$0	0%	2040
Curtner Ave. - Booksin to Cherry	6	2000	1		\$5,409	0.2%	2040
Curtner Ave. - Lincoln to 800' E/of	6	800	1		\$14,784	2%	2040
Curtner Ave. - Westgate to Cherry	6	1000	1		\$8,306	1%	2040
Del Mar Ave - Leon Dr. to Lynhaven Dr	6	800	1		\$6,661	1%	2040
Elm St. - Newhall to Hamline	6	400	1		\$1,597	0.3%	2040
Forest - Ciro Ave to 110' w/o Bellrose	6	325	2		\$18,646	5%	2040

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			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)	% PROJECT COST	
Fruitdale - Menker to Southwest Exp.	6	1000	1		\$8,159	1%	(\$1,210,000)
Fruitdale - Southwest Exp to Meridian	6	1000	2		\$187,356	15%	(\$1,210,000)
Fruitdale - Meridian Av to Cherry Av	6	850	1		\$54,688	5%	(\$1,028,500)
Grand Ave - Park Ave to San Carlos	6	374	1		\$214,676	47%	(\$452,540)
Hamilton Av - Meridian to Hamilton Wy	6	1000	3		\$76,947	6%	(\$1,210,000)
Hamilton Av - Meridian to Hurst Ave.	6	1300	5		\$110,085	7%	(\$1,573,000)
Hedding - Chapman to Park	6	600	1		\$20,240	3%	(\$726,000)
Hedding (W) - UPRR tracks to The Alameda	6	2000	1	\$86,969	\$86,969	4%	(\$2,420,000)
Hillsdale - Pearl Ave. to Summer Creek Drive	6	1200	3		\$192,127	13%	(\$1,452,000)
Julian St. - The Alameda to Morrison Av	6	1000	3	\$216,967	\$496,885	41%	(\$1,210,000)
Julian St. - Morrison Av to Stockton av	6	600	1		\$66,360	9%	(\$726,000)
Lenzen Av - The Alameda to 600' to Stockton	6	600	1		\$6,384	1%	(\$726,000)
Lincoln (at Auzerais) - 290 Feet	6	290	1		\$210,382	60%	(\$350,900)
Lincoln - Lonus to Coe	6	1000	3		\$31,976	3%	(\$1,210,000)
Lincoln - Savaker St. to I280	6	600	1		\$25,312	3%	(\$726,000)
Little Orchard - Alma to San Jose	6	1800	1		\$7,360	0.3%	(\$2,178,000)
MacArthur - Stevens Creek to Scott St.	6	1300	1		\$9,381	1%	(\$1,573,000)
McLaughlin Ave - Peach Ct to Sunny Ct	6	1000	1		\$100,615	8%	(\$1,210,000)
Meridian - Alta Glen to Hamilton	6	850	2		\$20,810	2%	(\$1,028,500)
Meridian Av - Curci Dr to Westwood Dr	6	1900	5		\$92,387	4%	(\$2,299,000)
Meridian Av - Curci Dr to Fruitdale Av	6	1070	3	\$194,979	\$292,838	23%	(\$1,294,700)
Meridian - Willowbrae to 200' s/o Hamilton	6	1400	4		\$49,574	3%	(\$1,694,000)
Meridian Ave. - Parkmoor to Auzerais	6	1400	5		\$199,862	12%	(\$1,694,000)
Meridian Ave. -Park to Auzerais	6	1700	4		\$124,825	6%	(\$2,057,000)
Minnesota - W Alma to Belmont Ave	6	500	1		\$94,440	16%	(\$605,000)
Minnesota - Cherry to Iris Ct	6	2200	5		\$86,642	3%	(\$2,662,000)
Minnesota - Cherry to Weaver	6	2100	2		\$9,660	0%	(\$2,541,000)
Minnesota - Bird to Lincoln	6	2050	1		\$69,179	3%	(\$2,480,500)
Monroe (S) - Stevens Creek to Scott St	6	1250	1		\$34,398	2%	(\$1,512,500)
Moorpark Av - Winchester to Clover	6	1500	4		\$38,714	2%	(\$1,815,000)
Morrison Av - The Alameda to W Julian St	6	600	1		\$33,600	5%	(\$726,000)
Old W. Taylor - The Alameda to Myrtle	6	500	1		\$18,676	3%	(\$605,000)
Park Ave. - Hedding to Naglee	6	1600	3		\$110,913	6%	(\$1,936,000)
Park Av - Meridian Av to Race St	6	650	1		\$9,633	1%	(\$786,500)
Pearl - Capitol Expwy to Hillsdale	6	2300	2		\$162,502	6%	(\$2,783,000)
Hillsdale - Pearl to Summer Creek Dr	6	600	1		\$11,788	2%	(\$726,000)
Pine - Cherry to Lupton	6	3300	6		\$200,182	5%	(\$3,993,000)
Race St - San Carlos to Parkmoor	6	1100	1		\$4,267	0.3%	(\$1,331,000)
Auzerais - Race to Lincoln	6	1100	3		\$41,415	3%	(\$1,331,000)
Race St. - Fruitdale to Pedro	6	600	1		\$0	0%	(\$726,000)
Royal - San Carlos to Auzerais	6	600	1		\$2,645	0%	(\$726,000)
Auzerais - Bird to RxR Tracks	6	1700	1		\$44,541	2%	(\$2,057,000)
Stockton Av - Clinton Place to The Alameda (REFUND)	6	142	1		\$85,910	50%	(\$171,820)
Stone Ave. - Curtner to Perrymont	6	500	1		\$61,957	10%	(\$605,000)
Sunol Street - San Carlos to Savaker	6	600	1		\$82,908	11%	(\$726,000)
Sunol Street - W San Carlos St and Park Ave	6	1000	1		\$134,195	11%	(\$1,210,000)
Taylor - Elm St to Laurel St	6	1400	1		\$16,061	1%	(\$1,694,000)
Thorton Wy - Maywood Av to Enborg Ln	6	700	1		\$13,306	2%	(\$847,000)
William Street (E) - S 22nd St to 400' e/o McLaughlin Ave	6	1300	1		\$9,200	1%	(\$1,573,000)
Willow - Delmas Av to Minnesota Av	6						
Willow - Lick to HWY 87	6						
Willow - Lincoln to Curtiss	6						

FY 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan

Proposed Project Areas that meet General Criteria

PROJECT LOCATION	COUNCIL DISTRICT	LENGTH OF PROJECT (FT)	IN-LIEU FEES PAID TO DATE			PROJECT COST	ANTICIPATED FULL FUNDING COLLECTION
			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)	% PROJECT COST	
Winchester Blvd - Boxwood Dr to Tulip Rd	6	600	3		\$67,752	9%	2040
Winchester Blvd - Fruitdale to Williams	6	600	1		\$33,165	5%	2040
Aborn Rd. - Silver Creek Rd to Towers Ln	7	800	1		\$71,680	7%	2040
Alma Ave. - Pamono Av to Monterey rd/ S. 1st St	7	1050	1		\$111,622	9%	2040
Alma Street (E) - S10th St to Senter Rd	7	519	1		\$267,053	43%	2040
Curtner Ave. - Stone Ave to Little Orchard	7	800	2		\$36,512	4%	2040
Daylight Way - Monterey to Pullman	7	1100	2		\$88,048	7%	2040
Hillcap - Hillsdale to Granite Rock	7	1900	3		\$34,136	1%	2040
Hillsdale Av - Mountain Spring Dr to 600' E/of Vistapk./CommHill Bl	7	2500	5		\$249,780	8%	2040
Lewis - Monterey to Garden	7	1900	5		\$96,969	4%	2040
Lucretia - Story Rd to Walnut Woods Dr	7	1500	6		\$156,776	9%	2040
McLaughlin - Bendmill to Loupe	7	1100	1		\$7,084	1%	2040
McLaughlin - Tully to Candia to Quamme Dr	7	2500	2		\$70,526	2%	2040
McLaughlin - Turtle Rock to Fair	7	2000	3		\$69,068	3%	2040
McLaughlin- Panoche to Algiers	7	1500	3		\$163,073	9%	2040
Monterey Rd. - Phelan to UPRR track s/o Costa Ave	7	2300	6		\$181,911	7%	2040
Monterey Rd. - Phelan to Alma	7	900	3		\$657,755	60%	2030
Monterey Rd - Tully Rd to UPRR tracks s/o Costa Av	7	1300	1		\$34,944	2%	2040
Old Tully Rd - entire length Monterey to Tully	7	1400	2		\$30,508	2%	2040
Phelan Ave. - Senter Rd. to east terminus	7	900	1		\$41,584	4%	2040
Pomona - Barnard Av to San Jose Av	7	600	1		\$11,648	2%	2040
San Jose Ave - Little Orch St to Almaden Rd	7	57	1		\$32,431	47%	2040
Senter Rd - Singleton to Capitol Expwy.	7	1000	2		\$47,405	3.9%	2040
Senter Rd - Feldspar to Umbarger	7	700	2		\$65,393	8%	2040
Senter Rd - Forestbrook to Coyote	7	1600	3		\$69,899	4%	2040
Senter Rd - Southside to Capitol Expwy.	7	700	1		\$62,374	7%	2040
Seventh - Leo to 700' South	7	700	1		\$8,956	1%	2040
Seventh St. - Alma to Phelan	7	1950	4		\$105,640	4%	2040
Smith Ave. - Phelan to 500 feet southerly	7	500	1		\$13,440	2%	2040
Snell-Capitol Expwy. to Hillsdale	7	2200	1		\$35,432	1%	2040
Story Rd - McLaughlin to Olinder Ct.	7	800	1		\$22,400	2%	2040
Tully Rd - Monterey Rd to 7th St	7	1600	3		\$206,275	11%	2040
Tully Rd - Kenoga Dr to McLaughlin Av	7	1800	1		\$150,744	7%	2040
Umbarger - Monterey Hwy to Cramer Circle	7	3000	3		\$232,906	6%	2040
King Rd - Flanigan Dr to Barberry Ln	8	2700	2		\$36,783	1%	2040
Quimby Rd - White Rd to Burdick	8	1200	2		\$105,308	7%	2040
Ruby Av - Holderman Dr to Tully Rd	8	2000	3		\$86,716	4%	2040
San Felipe Rd - 700' north of Yerba Buena to Delta Rd	8	2300	5		\$218,111	8%	2040
San Felipe Rd - Delta to Fowler	8	2000	2		\$131,591	5%	2040
San Felipe Rd - Fowler to Riedel	8	1800	2		\$227,572	10%	2040
San Felipe Rd - Meadowlands Ln to Silver Creek Rd	8	2500	1		\$54,440	2%	2040
Silver Creek - Daniel Maloney to Ravens Pl.	8	1700	1		\$21,477	1%	2040
White Rd. - Quimby to Sturla	8	700	1		\$18,138	2%	2040
Almaden-Los Gatos - Selinda to Harwood	9	1600	1		\$1,840	0.1%	2040
Blossom Hill - Harlow Way to Harwood Rd	9	800	1		\$15,682	2%	2040
Blossom Hill - Croydon Av to Seifert Av	9	500	1		\$32,654	5%	2040
Branham - Cherry to Bald Eagle Wy	9	800	2		\$65,627	7%	2040
Branham - Jarvis to Meridian	9	2700	2		\$37,097	1%	2040
Branham Ln. - Almaden Expwy to Cherry Ave	9	161	1		\$46,207	24%	2040

FY 2023-2024 Rule 20B (In-Lieu Fee) Undergrounding Master Plan

Proposed Project Areas that meet General Criteria

PROJECT LOCATION	COUNCIL DISTRICT	LENGTH OF PROJECT (FT)	IN-LIEU FEES PAID TO DATE			PROJECT COST	ANTICIPATED FULL FUNDING COLLECTION	
			#	COLLECTED THIS FY 2023-2024 (\$)	Total (\$)			% PROJECT COST
Branham Ln. - 85 Offramp to Tupolo Dr.	9	1000	1		\$41,388	3%	(\$1,210,000)	2040
Branham Ln. - Tupolo Dr. to Meridian	9	2400	1		\$68,985	2%	(\$2,904,000)	2040
Branham Ln. - Glenmont Dr. to Pearl Av	9	1200	1		\$60,349	4%	(\$1,452,000)	2040
Camden Ave. - Bascom Ave to White Oaks Rd	9	2000	1		\$71,056	3%	(\$2,420,000)	2040
Camden Ave. - Vista Loop to Coleman Ave	9	600	1		\$19,900	3%	(\$726,000)	2040
Curtner - Coit to Leigh	9	900	1		\$21,773	2%	(\$1,089,000)	2040
Leigh - Curtner to Cody	9	1500	4		\$132,592	7%	(\$1,815,000)	2040
Curtner Ave - Bascom to 1500' W/o Joseph	9	1600	2		\$43,009	2%	(\$1,936,000)	2040
Foxworthy Av - Yucca Av to Arroba Wy	9	600	1		\$12,880	2%	(\$726,000)	2040
Harwood - Branham to Albert	9	2400	3		\$124,681	4%	(\$2,904,000)	2040
Kooser - Gatewood to Camden	9	1400	1		\$13,064	1%	(\$1,694,000)	2040
Kooser - Gatewood to Meridian	9	1600	2		\$55,770	3%	(\$1,936,000)	2040
Los Gatos-Almaden - Escobar (L.G.) to Rosswood	9	1400	3		\$88,395	5%	(\$1,694,000)	2040
Los Gatos-Almaden Rd. - Union to Warwick	9	1000	1		\$2,235	0.2%	(\$1,210,000)	2040
Union - L. G.-Almaden Rd. to 300' s/o L.G. Almaden(SJ border)	9	700	1		\$44,638	5.3%	(\$847,000)	2040
Old Almaden Rd. - Foxworthy to Capitol Exp.	9	1000	1		\$18,036	1%	(\$1,210,000)	2040
Kell - Old Almaden Rd. to Almaden Exp.	9	177	1		\$7,968	4%	(\$214,170)	2040
Pearl Ave. - Kozera Dr. to Adamo Dr.	9	500	2		\$52,325	9%	(\$605,000)	2040
Ross - Hillsdale to Brighton	9	1000	3		\$291,239	24%	(\$1,210,000)	2040
Sataroga Av - Gas Station	9	1950	2		\$268,679	11%	(\$2,359,500)	2040
Union - Bascom to Curtner	9	2400	5		\$268,905	9%	(\$2,904,000)	2040
Union - Ronda to Rosswood	10	140	1		\$59,820	35%	(\$169,400)	2030
Almaden Road - corner of Almaden Expwy	10	280	1		\$51,313	15%	(\$338,800)	2040
Almaden Road - Viewpoint Ln to Almaden Expwy	10	150	1		\$63,268	35%	(\$181,500)	2040
Almaden Road - Big Sur Dr to McKean Rd	10	650	1		\$32,543	4%	(\$786,500)	2040
Baroni Ave - Snell Ave to cul-de-sac	10	900	1		\$26,204	2%	(\$1,089,000)	2040
Blossom Hill - Hoffman Ct to Croydon Av	10	1100	5		\$219,533	16%	(\$1,331,000)	2040
McAbee Rd. - Juli Lynn to Peralta	10	1000	3		\$41,629	3%	(\$1,210,000)	2040
McKean Rd & Almaden Rd. to Cahen Dr.	10	1500	4		\$314,619	17%	(\$1,815,000)	2040
Pearl Av - Capitol Expwy to Edenbury Dr	10	1000	3		\$31,360	3%	(\$1,210,000)	2040
Redmond - Almaden Expy. to the Golf Creek	10	2000	1		\$124,222	5%	(\$2,420,000)	2040
El Paseo Dr. - Redmond to 800' s/o Redmond	2,10	1500	1		\$19,320	1%	(\$1,815,000)	2040
Snell - Chynoweth to Tradewinds	2,10	700	2		\$18,859	2%	(\$847,000)	2040
Snell - Giuffrida to Blossom Hill	4,5	3200	3		\$34,849	1%	(\$3,872,000)	2040
Blossom Hill - Snell to 100' east	4,5	1400	3		\$70,345	4%	(\$1,694,000)	2040
Mabury Rd. - Berryessa to Mabury O.C.	5, 8	1200	2		\$46,200	3%	(\$1,452,000)	2040
McKee - Capitol Ave. to Sorge Park Pl.	5, 7	1000	4		\$100,843	8%	(\$1,210,000)	2040
White Rd. - Cunningham Ave. to Ocala	6, 10	1600	1		\$3,312	0.2%	(\$1,936,000)	2040
Story Rd. - Knox Av to S King Rd	6, 3	2400	5		\$113,846	4%	(\$2,904,000)	2040
King Rd. - Story Rd to 100' north	9, 10	3400	11		\$112,399	3%	(\$4,114,000)	2040
Hillsdale Ave. - Pearl to Gaudalupe River	9, 10	1300	2		\$32,285	2%	(\$1,573,000)	2040
Willow St. - Curtiss to Delmas to Minnesota	9, 10	1600	1		\$8,845	0%	(\$1,936,000)	2040
Blossom Hill Rd. - Blossom River to Russo								
Branham - Almaden Expressway to Silvera								
Pearl - Branham to Kozera Dr.								
TOTAL IN-LIEU FEES COLLECTED THIS FY 2023-2024				\$1,948,854				

LEGEND:**BOLD TEXT** REPRESENTS PROJECTS COMPLETED DURING FISCAL YEAR 2022-2023**BOLD ITALIC** TEXT REPRESENT FEES COLLECTED DURING FISCAL YEAR 2022-2023**BOLD ITALIC (REFUND)** TEXT REPRESENT REFUND ISSUED DURING FISCAL YEAR 2022-2023

FEES PAID REPRESENT A BASE FEE OF \$92 (BEFORE 7/1/96), \$112 (BETWEEN 7/1/96 AND 9/8/2002), \$224 (BETWEEN 9/9/2002 AND 8/14/2009), \$395 (BETWEEN 8/14/09 AND 12/31/09), \$393 (BETWEEN 1/1/10 AND 12/31/10), \$409 (BETWEEN 1/1/11 AND 1/30/2012), \$412 (BETWEEN 1/31/2012 AND 1/30/2013), \$418 (BETWEEN 1/31/13 AND 1/30/14), \$441 (BETWEEN 1/31/14 AND 1/30/15), \$441 (1/31/15 AND 1/30/16) \$451 (BETWEEN 1/31/16 AND 1/30/17), \$469 (BETWEEN 1/31/17 AND 1/30/18), \$489 (BETWEEN 1/31/18 AND 1/30/19), \$515 (BETWEEN 1/31/20 AND 1/30/21), \$532 (BETWEEN 1/31/21 AND 1/30/22), \$574 (BETWEEN 1/31/22 AND 1/30/23), AND \$605 (BETWEEN 1/31/23 AND 1/30/24) PER LINEAR FOOT OF FRONTAGE FEES ARE COLLECTED ON BOTH

			FY 2023-2024 - FY 2028-2029 WORK PLAN (Approved by Council in 2024)		FY 2024-2025 - FY 2029-2030 WORK PLAN (Proposed)		
PROJECT	TYPE OF PROJECT	COUNCIL DISTRICT	LEGISLATION ADOPTION DATE	CONSTRUCTION	LEGISLATION ADOPTION DATE	CONSTRUCTION	NOTE
ALMADEN ROAD - Almaden Rd. - Mesa to Vista Montana, Coleman Rd. -Almaden Expwy to Alamitos Creek	20A	9	Legislated	TBD	Legislated	TBD	O
BLOSSOM HILL, SNELL AVE - Judith to Snell, Giuffrida to Cheyenne	20A	2	Legislated	TBD	Legislated	TBD	O
BRANHAM LANE - Camden Avenue to Tupolo Drive	20A	9	Legislated	TBD	Legislated	TBD	O
COLEMAN AVENUE - Phase II, Hedding St to Autumn St	20A	3	Legislated	TBD	Legislated	TBD	B
COYOTE ROAD - Crosslees Drive to Silver Creek Valley Road	20A	2	Legislated	TBD	Legislated	TBD	O
DELMAS/PARK 20A: Delmas, San Fernando, Cahill, Auzerais & Park Ave	20A	3	Legislated	In Construction	Legislated	In Construction	H
E. SAN SALVADOR STREET - S. 4th Street to S. 11th Street	20A	3	Legislated	TBD	Legislated	TBD	O
EMPIRE STREET / HENSLEY STREET - N. 2nd St to N. 4th St / N. 2nd St to N. 4th St	20A	3	Legislated	TBD	Legislated	TBD	O
KIRK PARK, Foxworthy - Yucca to Briarwood	20A	9	Legislated	2028	Legislated	2030	L
LINCOLN AVENUE - San Carlos to Coe	20A	6	Legislated	2027	Legislated	2028	L
MONTEREY RD. - Willow to Curtner, inc. Cadwaller Plaza	20A	3, 7	Legislated	2025	Legislated	2026	A, L
N. 1ST STREET / N. TAYLOR STREET - Nortech Pkwy to Liberty St to El Dorado St	20A	4	Legislated	TBD	Legislated	TBD	O
SAN FELIPE ROAD - Silver Creek Road to the Villages Parkway	20A	8	Legislated	TBD	Legislated	TBD	O
SARATOGA AVENUE - San Tomas Aquino Road to Payne Avenue	20A	1	Legislated	TBD	Legislated	TBD	O
STORY ROAD / FELIPE AVENUE - King Rd to McLaughlin Ave / Story Rd to Olinder Ct	20A	7	Legislated	TBD	Legislated	TBD	O
UMBARGER ROAD - Monterey Road to Pacer Lane	20A	7	Legislated	TBD	Legislated	TBD	O, C, J
WHITE ROAD - McKee Road to Eastside Drive	20A	5	Legislated	TBD	Legislated	TBD	O
WHITE ROAD (Mount Pleasant High School) - Park Ln to Coldwater Dr	20A	5	Legislated	TBD	Legislated	TBD	O
WILLOW STREET - S. Almaden Avenue to Highway 87	20A	3	Legislated	TBD	Legislated	TBD	O
CANOS GARDEN, Almaden to Masonic	20B	6	TBD	TBD	TBD	TBD	G
DELMAS/PARK 20B: Delmas / Park	20B	3	Legislated	Completed	Legislated	Completed	H
DELMAS/SAN FERNANDO 20B: Delmas / W. San Fernando	20B	3	Legislated	2024	Legislated	Completed	N, H
LOS GATOS/ALMADEN ROAD - Union to Warwick	20B	9	TBD	TBD	TBD	TBD	G
McKEE ROAD - Jackson to Jose Figueres	20B	5	Legislated	2026	Legislated	2026	A, D
MERIDIAN AVENUE - Park to Auzerais	20B	6	TBD	TBD	TBD	TBD	P
PEARL/HILLSDALE - Capitol to Hillsdale to Summer Creek	20B	6	2027	2029	2027	2029	M
VASONA LRT: FRUITDALE AVENUE - Southwest to Meridian	20B	6	Legislated	TBD	Legislated	TBD	E, G

BOLD PRINT indicates changes since last report.

NOTE: REASON FOR CHANGES

- A. Project in design
- B. Project in coordination with proposed Coleman Avenue widening project. The UG project will proceed once the ultimate right-of-way is established.
- C. Project placed on hold until further notice.
- D. Work plan reflects rescheduled estimated target dates which are subject to approval of PG&E's Agreement to Related Work, Rule 20A General Conditions.
- E. Within the limits of the project, a section of overhead utility lines has been undergrounded. Project will be reprioritized once remaining fees have been collected.
- F. Project complements DOT projects.
- G. Reprioritized because of lower revenue predictions and equity considerations. Projects will be evaluated on a annual basis and will be reprioritized accordingly.
- H. Project was legislated as combination Rule20A and 20B project. Design and construction responsibilities are being split between PG&E and City. PG&E has completed the Rule 20A portion of the project. The City completed the Rule 20B portion of the project. PG&E, AT&T, & Comcast can complete undergrounding facilities when private property owners correctly complete their panel conversions. Panel conversions for private properties has caused major delays in finishing the undergrounding of overhead facilities along Park Avenue.
- I. Prospect Road is within two jurisdictions. City of Saratoga is currently not interested in proceeding with this project.
- J. Project is in coordination with County of Santa Clara
- K. Complement City Facility (Park, Library, Community Center)
- L. No progress by PG&E.
- M. Project in planning
- N. Project added due to unforeseen field constraints encountered during the construction of the Delmas/Park 20B project
- O. Legislated on May 24, 2024 as part of the CPUC Phase 2 Decision to sunset the Rule 20A program.