

AGENDA

Legislative Committee

The next meeting of the Legislative Committee will be as follows.

Date: Thursday, April 2, 2015 - **6:45 p.m. to 7:45 p.m.**
Place: San Mateo County Transit District Office¹
1250 San Carlos Avenue
4th Floor "Dining Room"
San Carlos, California

PLEASE CALL Jean Higaki (599-1462) IF YOU ARE UNABLE TO ATTEND.

1	Public comment on related items not on the agenda.	Presentations are limited to 3 Minutes	
2	Approval of Minutes from March 12, 2015.	Action (Gordon)	Pages 1-3
3	Discussion of April 7, 2015 "Lobby Day Logistics" with C/CAG Staff and Shaw/Yoder/Antwih	Information (Shaw/Yoder/Antwih)	Handouts
4	Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).	Action (Gordon) (Shaw/Yoder/Antwih)	Pages 4-7
5	Adjournment	Action (Gordon)	

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

¹From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue.

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**MEETING MINUTES
March 12, 2015**

At 5:35 P.M. Chair Gordon called the Legislative Committee meeting to order in the 2nd Floor Auditorium at the San Mateo Transit District Office.

Committee Members Attending:

Art Kiesel (City of Foster City)
Deborah Gordon (Town of Woodside)
Mary Ann Nihart (City of Pacifica)
Karen Ervin (City of Pacifica)
Richard Garbarino (City of South San Francisco)

Guests or Staff Attending:

Andrew Antwih - Shaw/ Yoder/ Antwih Inc.
Sandy Wong, Jean Higaki, Matt Fabry, Wally Abrazaldo, Ellen Barton - C/CAG Staff
Jim Bigelow - C/CAG CMEQ Member

1. Public comment on related items not on the agenda.

None

2. Approval of Minutes from February 12, 2015.

Member Garbarino moved and Member Kiesel seconded approval of the February 12, 2015 minutes. Motion passed unanimously.

3. Update from Advocation & Shaw/ Yoder/ Antwih (SYA).

C/CAG staff Jean Higaki, introduced the “Lobby Day” topics for discussion. We will visit with all San Mateo delegates as well as two transportation committee chairs (Frazier and Beall). We also try to meet with the Secretary of Transportation or his staff.

Deborah suggested that the topics should be limited to no more than 3 or 4 topics. Mary Ann suggested focusing on the transportation funding shortfall for local streets and roads, highway, and infrastructure maintenance. Deborah suggested that we may need to move items around based on who we will be meeting with. Deborah also wanted to give a little introduction of who C/CAG is and how we work together. Example would be to speak about the US 101 issues with Assembly Member Mullin, as he has a spot bill about this corridor.

Andrew Antwih, from SYA proceeded to provide a legislative update.

Speaker Toni Atkins has draft language to look at finding revenues for state highway deferred maintenance. There are no details yet but hopefully this action will start a conversation and generate other ideas regarding transportation revenue. Road user charge pilot programs are being proposed as well as a vehicle fee to capture revenues from electric vehicles that are currently not generating gas tax revenues.

The Board of Equalization (BOE) is adjusting the rate of the state excise tax to equal what the gas tax revenue would have generated. Because fuel prices are low the adjustment is going to result in about a billion dollars in lost revenue. This probably motivated the discussion at the legislature regarding revenue for transportation.

Senator Beall (SB 321) seeks to address annual fluctuation of the gas tax by instructing BOE to adjust the excise tax using a 3-year average to stabilize the revenue stream.

The Administration has introduced a proposal, as part of the budget, that introduces an authorization process to implement “managed lanes” and conversions of HOV lanes to HOT lanes. This is a continuation of a bill from last year. Other introduced bills might also address this, including Senator Beall’s (SB 194), that proposes a simpler process in applying for managed lanes.

Sandy Wong suggested that the topic of local control regarding the bills above might be a topic of discussion with our legislative delegates. There might be an opportunity to modify a 2011 Rich Gordon bill that might grant C/CAG toll authority.

The Governor made another transportation proposal as part of the budget process that makes the process easier to relinquish state owned facilities to local jurisdictions. Governor also cited transportation funding in his state of the state address which adds to awareness of the transportation funding issues.

Final applications for the Cap and Trade Affordable Housing Sustainable Communities (AHSC) program are due April 15 for. Mary Ann requested a funding breakdown of the Cap and Trade allocations. (sent on March 16, 2015)

4. Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

AB 227 from Luis Alejo was discussed. AB 227 requires repayment of outstanding transportation loans by December 31, 2018 and prevents future borrowing of weight fee revenues from the State Highway Account. This bill would also extend a project sponsor’s ability to utilize public-private partnerships as a procurement method, which currently ends on or after January 1, 2017. It was asked if there was any downside in supporting the extension of public private partnership extension or requesting the repayment of transportation loans. From the C/CAG perspective there appeared not to be downside in supporting this bill.

Member Garbarino moved and Ervin seconded recommended support for AB 227. Motion passed unanimously.

5. Adjournment

The meeting adjourned at approximately 6:25 P.M.

C/CAG AGENDA REPORT

Date: April 2, 2015

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Legislative Committee recommend the C/CAG Board to take a position on any legislation or direct staff to monitor any legislation for future positions to be taken.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

ATTACHMENTS

1. March 26, 2015 State Legislative Update from Shaw/ Yoder/ Antwih Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



SHAW/YODER/ANTWIH, *inc.*
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

DATE: March 26, 2015
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
RE: STATE LEGISLATIVE UPDATE – April 2015

C/CAG Lobby Day

On April 7, members of the C/CAG Legislative Committee will travel to Sacramento to meet with members of the San Mateo County delegation, Transportation Committee Chairs, and members of the Brown Administration. This visit will provide C/CAG with an opportunity to discuss important issues with the delegation, including transportation needs in the County, important projects underway, and C/CAG’s legislative priorities for the year.

San Mateo County Projects Competing for Cap and Trade Funding

Concept proposals for the Affordable Housing and Sustainable Communities (AHSC) Program were due February 19. The Strategic Growth Council reviewed the proposals and selected both projects submitted by local agencies within San Mateo County – the City of South San Francisco and Caltrain. South San Francisco is requesting \$7.7 million for its project which focuses on compete streets improvements to better link the surrounding community to transit. Caltrain is requesting \$4.7 million for improvements to the South San Francisco Caltrain Station that consist of new and enhanced station platforms, track and signal improvements, a new pedestrian and bicycle underpass, a new shuttle drop-off location and a new station plaza. Full applications are due to the Strategic Growth Council by April 15. **We encourage members of the Board to submit letters of support to the Council in support of these projects.**

Bills of Interest

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes.

AB 4 (Linder) Vehicle Weight Fees

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

AB 194 (Frazier) Managed Lanes

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. C/CAG) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority’s jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane.

AB 227 (Alejo) Vehicle Weight-Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. This bill would also extend the authorization of public-private partnerships. **The Board is in SUPPORT of this bill.**

AB 378 (Mullin) US 101 Congestion Relief

This bill is a placeholder for legislation that will eventually target congestion relief on US 101. The author began meeting with stakeholder groups, including C/CAG, to discuss solutions to the US 101. This will be an ongoing effort and the bill may not move until next year.

AB 464 (Mullin) Local Sales Tax Limit Increase

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent.

AB 1362 (Gordon) Constitutional Stormwater Definition

The Constitution requires a majority vote of impacted property owners vote or a two-thirds vote of all voters living within a designated area in order to impose a property-related fee. Exempt from these provisions are fees for sewer, water, and refuse collection services. Fees for these services follow a protest procedure wherein if a majority of property owners write in protest of the new fee, it shall not be imposed. To interpret the Constitution, statute defines certain terms. This bill would add a definition of “stormwater” in anticipation of a Constitutional Amendment to add it to the fees subject to protest process as opposed to seeking voter approval.

SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g. Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the BOE to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting

the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax.