

AGENDA

Legislative Committee

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

Date: Thursday, February 8, 2018 - 5:30 p.m. to 6:30 p.m.
 Place: San Mateo County Transit District Office¹
 1250 San Carlos Avenue
2nd Floor Auditorium
 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 July 13, 2017.	Action (Gordon)	Pages 1-5
3	Update from Shaw/Yoder/Antwih	Information (Shaw/Yoder/Antwih)	
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)	Page 6- 11
5	Scheduling of 2018 “Lobby Day” and discussion of “Lobby Day” topics	Action (Gordon)	Page 12- 16
6	Review and approval of the 2018 C/CAG Legislative Committee calendar	Action (Gordon)	Page 17- 18
7	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
July 13, 2017**

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.

Attendance sheet is attached.

Guests or Staff Attending:

Matt Robinson - Shaw/ Yoder/ Antwih Inc. (Call in)
Sandy Wong, Jean Higaki, Matt Fabry - C/CAG Staff

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

None

2. Approval of Minutes from June 8, 2017.

Member Aguirre moved and Member Vaterlaus seconded approval of the June 8, 2017 minutes. Motion passed 6-0. Member Carlton abstained.

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

Matt Robinson, from Shaw/ Yoder/ Antwih, called in and provided an update from Sacramento. C/CAG staff provided a copy of the July 13, 2017 draft SB 595 (Beall) RM 3 expenditure plan to the committee members. Sandy, Seamus Murphy (SMCTA), and our MTC commissioners (Warren Slocum and Alicia Aguirre) worked with San Mateo delegates to move the expenditure plan in the County's favor by about \$80 million.

It is expected that the RM 3 bill will be further modified until the last minute of this year's session. Member Aguirre stressed the importance of making known the needs for specific projects in the County and expressed appreciation to our delegates who worked very hard to address San Mateo County project needs in the RM 3 expenditure plan.

Member Gordon asked if there was a possibility of the expenditure plan being further modified against San Mateo County's favor. Matt said that this possibility was low given the strong delegation in Sacramento.

In 2015, SB 705 (Hill) authorized San Mateo County to put a new sales tax before the voters not to exceed one-half of a percent for transportation purposes above the existing two percent cap for local sales tax measures. AB 1613 (Mullin) allows the San Mateo County Transit District to do the same thing. However, only one agency may put the tax on the ballot.

Member Moise Derwin asked if the “transportation purposes” in the bill included bicycle/ pedestrian facilities. Matt replied that the definition would include any transportation purpose developed and approved in an expenditure plan.

Member Aguirre brought up the importance of properly framing the need for all of the tax proposals. The message has to be clear that RM 3 is for project connected to the toll bridges, SB1 is to maintain existing facilities, and AB 1613 is for new projects.

SB 797 (Hill) – Caltrain Funding. This bill would authorize the Peninsula Corridor Joint Powers Board (Caltrain), by a resolution approved by two-thirds of the board and with the approval of other local agencies, to levy a tax at a rate not to exceed 0.125% in the Counties of San Francisco, San Mateo, and Santa Clara if a ballot measure is passed by two-thirds of the voters regionally. The tax revenues would be used by the board for operating and capital purposes of the Caltrain rail service.

SB 797 is spearheaded by the Silicon Valley Leadership Group. There is no recommendation on this bill at this time as many details still need to be worked out by the three counties and Caltrain. Staff wanted the committee to be aware that this bill is active.

Member Gordon asked for a comparison of the proposed transportation funding bills to see where they might compete or overlap.

Remaining updates - Staff is working on trying to shape the SB 1 program guidelines to put San Mateo County in a better position for the SB1 competitive funds. The Cap and Trade 2030 extension bill is moving through committees but is a controversial bill. It is scheduled to go to the floor on Monday July 17. The SB 231 (Hertzberg) stormwater bill is being opposed by realtor groups.

Member Vaterlaus asked why the realtor groups are opposing SB 231. Matt said it was not clear but SB 231 makes it easier to put fees on properties which may negatively affect the ability to sell houses.

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 1613 (Mullin) – SamTrans Sales Tax Authority – Existing law authorizes the San Mateo County Transit District to adopt a sales tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes imposed in the county may not exceed 2%. This bill would authorize the board to exceed that 2% limit to impose a sales tax of no more than 0.5% for transportation purposes, if approved by the board before January 1, 2021

Because this bill has already passed the committees, this support letter would be addressed to Jerry Brown in support of signing this bill.

Member Aguirre moved and Member Masur seconded recommending that the C/CAG Board send a letter of support in concept for AB 1613 (Mullin). Motion passed unanimously.

5. Adjournment

The meeting adjourned at approximately 6:05 P.M.

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

**MEETING NOTES
December 14, 2017**

Attendance sheet is attached.

Guests or Staff Attending:

Matt Robinson - Shaw/ Yoder/ Antwih Inc. (Call in)
Sandy Wong, Jean Higaki, Matt Fabry - C/CAG Staff

A formal meeting was not held due to lack of a quorum.

Matt Robinson, C/CAG's legislative advocate provided an update regarding program guideline developments with the SB 1 transportation program and the status of SB 1 repeal efforts.

No comments or suggestions were made to the 2018 Legislative Policies . It was proposed to forward the policies to the Board directly for approval without a recommendation from the legislative committee.

Legislative Committee 2017 Attendance Record

Agency	Name	Jan 12	Feb 9	March 9	April 13	May 11	June 8	July 13	August	Sept 14	Oct	Nov	Dec 8
Menlo Park	Catherine Carlton	x	x	x	x	x		x					
Millbrae	Gina Papan	x	x	x	x	x							x
Portola Valley	Maryann Moise Derwin (C/CAG Vice Chair)	x	x	x	x		x	x					x
Redwood City	Alicia Aguirre (C/CAG Chair)		x	x	x	x	x	x					x
San Bruno	Irene O'Connell (Leg Vice Chair)	x	x	x	x	x	x			canceled			
Sounth San Francisco	Richard Garbarino		x		x	x							
Woodside	Deborah Gordon (Leg Chair)	x	x	x				x					
Foster City	Catherine Mahanpour	N/A	N/A	x	x	x		x					
Redwood City	Shelly Masur	N/A	N/A	N/A	N/A	N/A		x					
Pacifica	Sue Vaterlaus	N/A	N/A	N/A	N/A	N/A	x	x					x

no meeting
 no quorum

C/CAG AGENDA REPORT

Date: February 8, 2018

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 response to questions, contact Jean Higaki at 650-599-1462)

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

N/A

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. February 2018 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: January 29, 2018
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 – February 2018

Legislative Update

Happy New Year! The Legislature reconvened the 2017-2018 Legislative Session on January 3. The 2017-2018 Legislative Session will end August 31, 2018. Legislators have until February 16 to introduce new bills for consideration in 2018 – we will review those bills for their impact on C/CAG.

Governor’s Proposed 2018-19 Budget

Governor Brown released on January 10 his proposed State Budget for 2018-19. With regard to transportation funding, the Budget mainly highlights the work of the various state agencies in the latter half of 2017 to implement SB 1 (Beall and Frazier), the Road Repair and Accountability Act of 2017, and provides a look ahead to 2018, including some high-level funding estimates for the various programs.

As noted by CalSTA Secretary Brian Kelly, the 2018-19 Governor’s Budget represent the first full year of new revenues expected to flow from SB 1. According to the [Governor’s Budget Summary](#), over the next decade the \$55 billion transportation package is expected to provide \$15 billion for state highway repairs and maintenance, \$4 billion in state bridge repairs, \$3.3 billion for state trade corridors, and \$2.5 billion for the state’s most congested commute corridors. Local roads will receive more than \$15 billion in new funding for maintenance and repairs and \$2 billion in matching funds for local partnership projects. Transit and intercity rail will receive \$7.6 billion in additional funding, and local governments will have access to \$1 billion for active transportation projects.

Please see the table on the next page, from the Budget, for a complete breakdown of anticipated 2017-18 and 2018-19 appropriations for the various transportation programs funded with state revenues, including an estimate of anticipated revenues from SB 1.

Road Maintenance and Accountability Act Funding

(Dollars in Millions)

Program		2017-18 Appropriation	2018-19 Appropriation
Local Allocations	Local Streets and Roads	\$451	\$1,193
	Transit and Intercity Rail Capital Program	\$330	\$330
	State Transit Assistance	\$280	\$355
	Local Partnership Program	\$200	\$200
	Active Transportation Program	\$100	\$100
	Commuter Rail and Intercity Rail	\$25	\$36
	Local Planning Grants	\$25	\$25
	Total:	\$1,411	\$2,239
State Allocations	SHOPP/Maintenance	\$451	\$1,210
	Bridges and Culverts	\$400	\$400
	Commuter Corridors	\$250	\$250
	Trade Corridor Enhancement	\$153	\$306
	Department of Parks and Recreation*	\$53	\$79
	Air Resources Board Clean Freight	\$50	\$0
	Freeway Service Patrol	\$25	\$25
	Department of Food and Agriculture*	\$17	\$26
	Transportation-related CSU and UC Research	\$7	\$7
	Transportation Workforce Development Board	\$5	\$5
	Total:	\$1,411	\$2,308
Administration	Department of Motor Vehicles	\$4	\$8
	Total:	\$4	\$8
Revenue	Transportation Improvement Fee	\$737	\$1,510
	Gasoline Excise Tax	\$1,250	\$1,852
	Diesel Excise Tax	\$405	\$672
	Diesel Sales Tax	\$200	\$286
	General Fund Loan Repayment	\$235	\$235
	Total:	\$2,827	\$4,555

*Revenue derived from fuel purchased for off-road vehicles.

STIP

DOF estimates the swap-based excise tax rate to be set at 15.7 cents in 2018-19, generating approximately \$506 million in the coming fiscal year for STIP projects, an increase of \$243 million over the current year.

Streets and Roads

The Budget provides \$1.2 billion in new revenues from SB 1 to cities and counties to continue addressing the backlog of local road repairs, and will provide a similar amount for the state highway system. Of the 15.7 cents noted above, approximately \$506 million will go to cities and counties (an increase of \$243 million over the current year).

Transit

The Budget provides an additional \$355 million from SB 1 for the State Transit Assistance Program for local transit operations, bringing the 2018-19 total to \$855 million. Additionally, the Governor's Budget anticipates \$36 million for intercity and commuter rail.

Goods Movement

The Budget provides \$306 million from SB 1 sources to fund new projects to meet the state's current and future freight needs.

Cap and Trade

On January 26, Governor Brown issued an executive order to boost the supply of zero-emission vehicles and charging & refueling stations in California. The Governor also detailed his plan for investing \$1.25 billion in cap-and-trade auction proceeds to reduce carbon pollution and improve public health and the environment. The details of the Cap and Trade plan can be found in the table below:

2018-19 Cap and Trade Expenditure Plan
(Dollars in Millions)

Investment Category	Department	Program	Amount
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$250
		Technical Assistance to Community Groups	\$5
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$175
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$160
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$100
	Energy Commission	Low Carbon Fuel Production	\$25
Climate Smart Agriculture	Air Resources Board	Agricultural Diesel Engine Replacement & Upgrades	\$102
	Energy Commission	Energy Efficiency	\$34
	Department of Food and Agriculture	Healthy Soils	\$5
	Energy Commission	Renewable Energy	\$4
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$160
	CalOES	Local Fire Response	\$25
Short-Lived Climate Pollutants	Department of Food and Agriculture	Methane Reduction	\$99
	CalRecycle	Waste Diversion	\$20
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$25
	IBank	California Integrated Climate Investment Program	\$20
	California Conservation Corps	Energy Corps	\$6
Climate and Clean Energy Research	Strategic Growth Council	California Climate Change Technology and Solutions Initiative	\$35
Total			\$1,250

SB 1 Repeal

As we have reported in the past, a meaningful threat to the SB 1 revenues has arisen, with the filing of a new referendum initiative on September 14. The initiative would require statewide voter approval of any increase or extension of gasoline or diesel fuel taxes after January 1, 2017. The initiative is now being led by John Cox, a wealthy Republican businessman and candidate for Governor. The initiative is also supported by several of California's Congressional Republicans. To qualify the initiative for the ballot, the proponents will need to gather approximately 587,000 signatures, by mid-April.

On November 20, California's Attorney General released the title and summary for the repeal initiative. The title and summary retains the language of the title and summary drafted for the repeal initiative led by Assembly Member Travis Allen (R-Huntington Beach), and adds verbiage specifying that the initiative "Requires Any Measure to Enact Certain Vehicle Fuel Taxes and Vehicle Fees Be Submitted to and Approved by the Electorate." Proponents of the initiative have begun signature gathering efforts, which are supported by two committees; the committees have collectively raised \$900,000, including \$250,000 from John Cox, \$100,000 from House Majority Leader Kevin McCarthy (R-Bakersfield), \$50,000 from other Republican members of Congress, and \$100,000 from the Western Growers. The funding has paid for a public awareness campaign on television, radio and print intended to persuade voters to sign petitions. These developments signal that the campaign to repeal SB 1 is now underway. Proponents believe they have already collected more than 300,000 valid signatures pending verification by the Secretary of State.

Recently, supporters of SB 1 formed a ballot committee – the Coalition to Protect Local Transportation Improvements – to oppose the repeal effort and promote the benefits of SB 1 throughout California. The Committee is led by the California Alliance for Jobs, the California State Association of Counties, the League of California Cities, and the California Transit Association, as well as several other transportation, labor, business, and local government agencies, formally known as the Fix Our Roads Coalition. The Committee will also support passage of ACA 5 (Frazier), the constitutional amendment passed by the legislature to protect new SB 1 revenues; the measure will be before the voters this June. In his State of the State Address, Governor Brown committed his full support to defending SB 1 and opposing any potential repeal.

SB 1 Programs Underway

For the past several months, numerous state agencies, including CalSTA, Caltrans, and the CTC, have been working vigorously to develop guidelines and issue the call for projects for several programs funded by SB 1 (Beall and Frazier).

Following is the most up-to-date information on the status of each program:

Solutions for Congested Corridors Program – Draft guidelines for the Program were approved by the CTC on October 18 and were finalized by the Commission on December 6. Project applications will be due by February 16, 2018. The first Program cycle will stretch across four years and the CTC will award \$1 billion in projects.

State-Local Partnership Program – Applications for the Formula Program share were due on December 15. Applications for the Competitive Program are due on January 30, 2018.

Transit and Intercity Rail Capital Program – Final guidelines were released for this competitive statewide Program on October 13 and the Call for Projects was announced. Project applications were due to Caltrans by January 12, 2018. This Program cycle will stretch across five years and CalSTA is poised to award approximately \$2.4 billion in projects.

State Transit Assistance State of Good Repair – Final guidelines were released on December 17 and project lists are due to Caltrans by January 31.

State Rail Assistance Program – Guidelines for this Program, which will assist the Capitol Corridor, were released on October 13. Allocation requests were due to CalSTA by December 15.

Bills of Interest

SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes (Two-Year Bill)

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. ***The C/CAG Board SUPPORTS this bill.***

SB 827 (Wiener) – Planning and Zoning Near Transit

The Planning and Zoning Law requires, when a housing development is proposed within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus to produce low income housing. This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project within a half-mile of a major transit stop or a quarter-mile of a high-quality transit corridor. The bill would exempt a project from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations.

AB 1405 (Mullin) – Digital Billboards

This bill would authorize a comprehensive development lease agreement between the Department of Transportation (Caltrans) and the private sector for a new digital sign network to provide real-time information for enhanced statewide emergency and traveler communications and provide revenues to the State Highway Account by allowing paid advertisements to appear on the digital signs.

AB 1759 (McCarty) – Road Maintenance and Rehabilitation Account Funding

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes a housing element and report on the progress of the established goals. This bill would require HCD to review the reports annually and beginning in the 2022–23 fiscal year and require cities and counties to be certified in the prior fiscal year by HCD to remain eligible for an apportionment of SB 1 RMRA funds.

ACA 5 (Frazier and Newman) – Protecting Transportation Revenues, Revising Appropriations Limit

This measure would add to the list of transportation-related revenues protected from legislative diversion by Article XIX those taxes and fees raised in SB 1 (Beall & Frazier). The measure also protects certain transit funds that were increased in the Gas Tax Swap of 2010-11. Article XIII B of the California Constitution prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of the government for the prior year, as adjusted; this measure would also exclude appropriations of certain revenues associated with the Road Repair and Accountability Act of 2017 from the appropriations subject to constitutional limitation. ***This constitutional amendment was passed by the Legislature on April 6 and will be on the statewide ballot in June 2018 as Proposition 69. We recommend the C/CAG Board SUPPORT Proposition 69.***

C/CAG AGENDA REPORT

Date: February 8, 2018
To: C/CAG Legislative Committee
From: Sandy Wong, Executive Director
Subject: Scheduling of 2018 “Lobby Day” and discussion of “Lobby Day” topics
(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Legislative Committee schedule 2018 “Lobby Day” and discuss “Lobby Day” topics

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND

The Legislative Committee would like to plan a Lobby Day to meet delegates in Sacramento and voice concerns regarding issues of importance to C/CAG.

The 2018 Legislative Policies were forwarded to the Board directly without a recommendation from the Legislative Committee due to lack of a quorum. The C/CAG Board adopted the attached 2018 legislative policies on December 14, 2017.

ATTACHMENTS

1. C/CAG Board adopted legislative policies for 2018

C/CAG LEGISLATIVE POLICIES FOR 2018

Policy #1 -

Protect against the diversion of local revenues and promote equitable distribution of state/regional resources and revenues.

- 1.1 Support League, CSAC, and other initiatives to protect local revenues.
- 1.2 Provide incentives and tools to local government to promote economic vitality and to alleviate blighted conditions.
- 1.3 Support the reinstatement of state funding for economic development and affordable housing.
- 1.4 Pursue and support efforts that direct state and regional funds equitably to ensure a return to source.

Policy #2 -

Protect against increased local costs resulting from State action without 100% State reimbursement for the resulting costs.

- 2.1 Support State actions that take into consideration the fiscal impact to local jurisdictions, by ensuring that adequate funding is made available by the State, for delegated re-alignment responsibilities and by ensuring that all State mandates are 100% reimbursed.
- 2.2 Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.

Policy #3 -

Support actions that help to meet municipal stormwater permit requirements and secure stable funding to pay for current and future regulatory mandates.

- 3.1 Primary focus on securing additional revenue sources for both C/CAG and its member agencies for funding state- and federally mandated stormwater compliance efforts.
 - a. Advocate for funding for implementing the San Mateo County Stormwater Resource Plan and local Green Infrastructure Plans to support long-term reductions in trash, mercury, and PCBs discharging to the Bay and Ocean and to reduce flooding, recharge groundwater, and enhance communities.
 - b. Advocate for inclusion of water quality and stormwater management as a priority for funding in new sources of revenues (e.g. water bonds) and protect against a geographically unbalanced North-South allocation of resources.
 - c. Track and advocate for resources for stormwater management in State and Federal grant and loan programs.

- d. Support efforts to identify regulatory requirements that are unfunded state mandates and ensure provision of state funding for such requirements.
 - e. Pursue and support efforts that address stormwater issues at statewide or regional levels and thereby reduce the cost share for C/CAG and its member agencies and limit the need to implement such efforts locally.
- 3.2 Support efforts to secure statewide legislation mandating abatement of polychlorinated biphenyls (PCBs) in building materials prior to demolition of relevant structures, in accordance with requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit.
 - 3.3 Pursue and support efforts that control pollutants at the source and extend producer responsibility, especially in regard to trash and litter control.
 - 3.4 Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county, such as properties that are known pollutant hot spots and third party utility purveyors.
 - 3.5 Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
 - 3.6 Pursue and support pesticide regulations that protect water quality and reduce pesticide toxicity.

***Policy #4 -
Advocate and support an integrated approach to funding.***

- 4.1 Advocate for an integrated approach to both funding and project types for statewide and regional infrastructure efforts including stormwater management, transportation, and affordable housing.
- 4.2 Advocate for efforts that breakdown funding silos and provide flexibility in funding sources to enable a holistic approach to fund programs and projects.

***Policy #5 -
Support lowering the 2/3rd super majority vote for local special purpose taxes and fees.***

- 5.1 Support constitutional amendments that reduce the vote requirements for special taxes and fees.
- 5.2 Oppose bills that impose restrictions on the expenditures, thereby reducing flexibility, for special tax category.
- 5.3 Support modification or elimination of the Proposition 26 two-thirds requirements.

***Policy #6-
Protect and support transportation funding.***

- 6.1 Support ACA 5 and other efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- 6.2 Oppose the repeal of SB 1 (The Road Repair and Accountability Act of 2017) and support the implementation of SB 1 programs.
- 6.3 Monitor and engage in the implementation of the SB 1077 “Road User Charge.”
- 6.4 Support revisions in the Peninsula Joint Powers Agreement that provide equitable funding among the Caltrain partners.
- 6.5 Support a dedicated funding source for the operation of Caltrain and monitor the implementation of High Speed Rail.
- 6.6 Support efforts to secure the appropriation and allocation of “cap and trade” revenues to support San Mateo County needs.
- 6.7 Support or sponsor efforts that finance and/ or facilitate operational improvements on the US 101 corridor.
- 6.8 Support the development of an expenditure plan for a potential countywide sales tax measure to fund transportation in San Mateo County.
- 6.9 Support the development of a new bridge toll program (Regional Measure 3) and ensure an appropriate share of new revenues is available for projects in San Mateo County.

***Policy #7 -
Advocate for revenue solutions to address State budget issues that are also beneficial to Cities/
Counties***

- 7.1 Support measures to ensure that local governments receive appropriate revenues to service local communities.
- 7.2 Support measures and policies that encourage and facilitate public private partnerships.

***Policy #8 -
Support reasonable climate protection action, Greenhouse Gas reduction, and energy conservation
legislation***

- 8.1 Support incentive approaches toward implementing AB32, SB 32 and AB 398.
- 8.2 Oppose climate legislation that would conflict with or override projects approved by the voters.
- 8.3 Support funding for both transportation and housing investments, which support the implementation of SB 375, so that housing funds are not competing with transportation funds.

- 8.4 Monitor the regulatory process for implementing SB 743 and impacts the new regulations may have on congestion management plans.
- 8.5 Alert the Board on legislation that would require recording of vehicle miles of travel (VMT) as part of vehicle registration.
- 8.6 Support local government partnerships to foster energy conservation, as well as the generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- 8.7 Support efforts to improve the disadvantage community screening tools used by the state on the allocation of “cap and trade” and other state funding programs to ensure that San Mateo county needs are reflected.

***Policy #9 -
Protection of water user rights***

- 9.1 Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.

***Policy #10 –
Other***

- 10.1 Support/sponsor legislation that identifies revenue to fund airport/land use compatibility plans.
- 10.2 Support efforts that will engage the business community in mitigating industry impacts associated with stormwater, transportation congestion, affordable housing, greenhouse gas emissions, and energy consumption.

C/CAG AGENDA REPORT

Date: December 14, 2017
To: C/CAG Legislative Committee
From: Sandy Wong, Executive Director
Subject: Review and approval of the 2018 C/CAG Legislative Committee calendar.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Legislative Committee review and approve the 2018 C/CAG Legislative Committee calendar.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee generally meets just before the C/CAG Board meeting. The C/CAG Board does will meet in August therefore no meeting is planned for August. The Legislative session generally is scheduled to start in January, after New Year's, and close at the end of August. It is proposed to hold no Legislative Committee meetings in October and November.

ATTACHMENTS

1. Proposed 2018 Legislative meeting calendar

**C/CAG Legislative Committee
2018 Calendar**

**City / County Association of Governments
of San Mateo County (C/CAG)**

Time: 5:30 p. m. to 6:30 p.m.

Location: 2nd Floor Auditorium
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos

January 11- No meeting is scheduled

February 8

March 8

April 12

May 10

June 14

July 12

August - No meeting is scheduled

September 13

October - No meeting is scheduled

November - No meeting is scheduled

December 13

NOTE: This schedule is subject to change should significant issues arise or develop over the course of the year.