

AGENDA

Legislative Committee

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

Date: Thursday, March 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 February 8, 2018.	Action (Gordon)	Pages 1-4
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). <ul style="list-style-type: none"> • Support Proposition 69 and opposition of the SB 1 repeal. • Support Proposition 68 	Action (Gordon)	Page 6-16
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
February 8, 2018**

At 5:32 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, Matt Fabry - C/CAG Staff
Seth Miller –League of California Cities

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

Seth Miller from the League of California Cities spoke on propositions that the League is supporting and opposing. The League is supporting the California Clean Water and Parks Act (SB5) bond measure Prop 68. The League is also in support of ACA 5 ballot measure Prop 69 which would prohibit the Legislature from diverting new transportation funds for purposes other than transportation. The League is opposing the 2018 ballot measure to repeal the new transportation bill SB 1 and is encouraging cities to sign onto the Coalition to Protect Local Transportation Improvements.

There were questions about other propositions that are expected this year. Seth said that more propositions were in development but the League has taken a position on the two propositions mentioned above. A new proposition that would require 2/3 vote for all tax/ fee increases is being watched with concern.

2. Approval of Minutes from July 13, 2017.

Member Aguirre moved and Member O’Connell seconded approval of the July 13, 2017 minutes. Motion passed unanimously.

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

Matt Robinson, from Shaw/ Yoder/ Antwih, provided an update from Sacramento. Session was reconvened in January and bills are being introduced. The deadline to introduce bills for consideration is February 16. Bills for C/CAG consideration should start to take shape around March.

It is certain that there will be a fair amount of housing bills to emerge this year. Senator Wiener’s SB 827 Bill was introduced but has some sensitive issues regarding local control for

developments around transit stations. No position is recommended yet as the Bill may evolve. Transportation is quiet this year. There is an effort to not raise any potential opposition issues around SB 1. Some concerns about Transportation Network Company (TNC) licensing statewide in lieu of local licenses was passed last year and is being contested now. There are preliminary bills associated with the fires in the north bay.

C/CAG is in support of ACA 5 to protect transportation funds from being diverted for other purposes. ACA 5 resulted in the Proposition 69 ballot measure. Efforts to support Proposition 69 are combined with an opposition of the repeal of SB 1. C/CAG can support this effort by joining the Coalition to Protect Local Transportation improvements via a resolution, signing a letter, or filling out a form online. Matt was asked which method was most effective and it appears that all methods would have the same results. Matt R. and C/CAG staff will bring a resolution back for Legislative Committee recommendation and Board approval in March.

The coalition in opposing SB 1 has collected 400,000 signatures to date but needs 587,000 to qualify by May. They have accumulated approximately a million in donations but have spent much of that funding. Voter opinion is evenly split on the view of repealing SB 1 however there is a large faction that is undecided.

The Governor released his budget on January 10th which focused on SB 1 programs. Caltrain and SamTrans submitted applications for the SB 1 transit programs for electrification and an express bus service. C/CAG will also be applying to the solutions to congested corridors for the US Managed Lane Project.

More information was requested for California Clean Water and Parks Act Proposition 68 regarding the information on proposed expenditures and plus/ minus of supporting the proposition. Matt Robinson and Matt Fabry will develop something to bring to the committee and Board in March.

Member Papan asked about the background on the AB1405 (Mullin) digital billboard bill. Bill proponents want more comprehensive agreement instead of one off agreements for each installation. There are concerns about attaching revenues to the specific highways related to billboard locations and loss of local revenues.

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).

There are no recommendations for the Board at this meeting however a resolution supporting Proposition 69 and opposing the repeal of SB 1 will be considered at the next legislative committee meeting. More information regarding AB 1405 will be discussed and a resolution for Proposition 68 regarding the Clean Water and Safe Parks act may be presented.

5. Scheduling of 2018 “Lobby Day” and discussion of “Lobby Day” topics.

May 2, 2018 was the date that polled with the most members available for Lobby Day. The

target timeframe for Lobby Day is 10:00am to 3:00pm.

Topics for Lobby Day were discussed. Chair Gordon requested material to highlight activities and accomplishments made by San Mateo County and county businesses in the area of climate change in light of the Governor's Global Climate Action Summit.

Kim Springer was asked to draft a letter to city managers and elected officials to solicit input from cities about their climate action efforts and successes, and any notable green tech or sustainable companies in their cities. The feedback will be used to help make a case for C/CAG and San Mateo County to be highlighted in some way at the Governor's Global Climate Action Summit 2018 in San Francisco, September 12-14, 2018. Kim was asked to work with C/CAG's lobbyist once the solicited input is aggregated.

Matt Robinson suggested discussing the competitive grants that have been submitted for SB 1. Member Aguirre stressed that conditions may change based on the status of the SB 1 repeal efforts and/ or Regional Measure 3 efforts. Staff will bring materials to the group as it is developed.

6. Review and Approval as of the 2018 C/CAG Legislative Committee calendar

The Legislative Calendar was developed to match the C/CAG Board calendar and presented for approval. Member Mazur noted that the September meeting conflicts with the League of Cities annual conference. This conflict was noted as it also affects the C/CAG Board meeting.

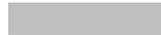
Member Gina moved and Member O'Connell seconded approval of the Legislative. Motion passed unanimously.

7. Adjournment

The meeting adjourned at approximately 6:20 P.M.

Legislative Committee 2018 Attendance Record

Agency	Name	Jan	Feb 8	March 8	April 12	May 10	June 14	July 12	August	Sept 13	Oct	Nov	Dec 13
Foster City	Catherine Mahanpour												
Menlo Park	Catherine Carlton												
Millbrae	Gina Papan		x										
Pacifica	Sue Vaterlaus		x										
Portola Valley	Maryann Moise Derwin (C/CAG Vice Chair)		x										
Redwood City	Alicia Aguirre (C/CAG Chair)		x										
Redwood City	Shelly Masur		x										
San Bruno	Irene O'Connell (Leg Vice Chair)		x										
Sounth San Francisco	Richard Garbarino												
Woodside	Deborah Gordon (Leg Chair)		x										

 no meeting

C/CAG AGENDA REPORT

Date: March 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. That the C/CAG Legislative Committee further recommend the Board to approve of Resolution 18-12 in support of Proposition 69 and opposing the repeal of SB 1 and to approve of Resolution 18-14 in support of Proposition 68.

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. The State Legislature reconvened in January.

Proposition 69 and opposition of SB 1 repeal - C/CAG supported the SB 1 transportation funding bill and ACA 5 that protects transportation funds from being diverted for other purposes. ACA 5 resulted in the Proposition 69 ballot measure. Efforts to support Proposition 69 are combined with a position to oppose the repeal of SB 1. C/CAG can support this effort by joining the Coalition to Protect Local Transportation improvements by submitting a resolution.

California Clean Water and Parks Act (SB5) bond measure Proposition 68 – This proposition would address toxic pollutants in water supplies and invest in neighborhood parks in underserved areas.

ATTACHMENTS

1. March 2018 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Resolution 18-12 supporting Proposition 69 and opposing the repeal of SB 1
3. League of Cities Template Resolution supporting Proposition 69 and opposing the repeal of SB 1
4. Resolution 18-14 supporting Proposition 68
5. Factsheet on SB 5/ Proposition 68
6. Factsheet on AB 1405 (Mullin) – Digital billboards
7. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: February 26, 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 – March 2018

Legislative Update

The final year of the 2017-2018 Legislative Session is underway with Committee hearings ramping up in mid-March. Legislators had until Friday, February 16 to introduce new bills for consideration in 2018. Approximately 2300 bills were introduced in the second half of the current session. The Legislature is scheduled to go on Spring Recess on March 22. In this report we highlight the most relevant bills this year affecting C/CAG; those are discussed under ***Bills of Interest***, below.

SB 1 Repeal

As we continue to report, a referendum initiative was filed on September 14 that would require statewide voter approval of any increase or extension of gasoline or diesel fuel taxes after January 1, 2017. The initiative effort 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 585,000 signatures. Proponents have raised close to \$900,000 and claim they have collected more than 400,000 valid signatures, pending verification by the Secretary of State. The campaign has until about mid-April to collect the required number of valid signatures.

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 Proposition 69 – put on the ballot by 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.

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. ***Please see attached fact sheet.***

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.

AB 1905 (Grayson) – CEQA Judicial Review for Transportation Projects

The California Environmental Quality Act (CEQA) requires a lead agency to prepare and certify an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of an agency's decision. This bill would prohibit a court from stalling a transportation project under judicial review pursuant to CEQA if the project is included in a sustainable communities strategy and for which an environmental impact report has been certified.

AB 3059 (Bloom) Congestion Pricing

This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define "congestion pricing" to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction.

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.***

RESOLUTION 18-12

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY OPPOSING THE PROPOSED NOVEMBER BALLOT PROPOSITION (ATTORNEY GENERAL #17-0033) AND SUPPORTING PROPOSITION 69

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) for San Mateo County responsible the programming, oversight, and delivery for most federal, state and local transportation funding programs within the county, and

WHEREAS, C/CAG works with its member agencies to develop policies and implement programs that serve the interest of our member cities regarding transportation policies and resulting in actions that includes implementing a vehicle license fee program, participation in the development of the Regional Transportation Plan, development and implementation of transportation demand management programs, and development of the Countywide Transportation Plan, and

WHEREAS, C/CAG works closely with its member cities and the county whom have primary responsibility for maintaining the network of local streets and roads; and that the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate, and

WHEREAS, until the Legislature acted last year, cities and counties were facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system; and the State Highway System was facing a similar \$57 billion of deferred maintenance, and

WHEREAS, the State of California enacted Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB 1) that went into effect on November 1, 2017, which enacted vehicle fees and a gas tax to provide the first significant, stable increase in state transportation funding in more than two decades, and

WHEREAS, SB 1 will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects, and

WHEREAS, SB 1 will provide an average of \$36 million annually to this county for local streets for road maintenance, public transit, and local priority transportation projects. In general, local governments will see their budget for filling potholes and fixing local streets nearly double, and

WHEREAS, SB 1 also provides critical opportunities for C/CAG and it's partnering agencies to

compete for additional funds to address highway congestion, build infrastructure to support trade and commerce, and expand rail and bus transit, and

WHEREAS, SB1 has restored funding to the State Transportation Improvement Program (STIP) and \$2.2 billion is now available for new road, bridge and transit projects over the next four years, and

WHEREAS, SB 1 provides critically-needed STIP funding in San Mateo County that will be used for: the US 101 Managed Lane Project, Expanded Express Bus service, Caltrain Electrification, the SR 92/ US 101 Interchange Improvements, Produce Interchange Improvements, Woodside Interchange Improvements, Bike and Pedestrian enhancements, Local Streets and Roads rehabilitation projects, and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects, and

WHEREAS, these transportation revenues should be constitutionally protected to ensure funds are used only for transportation purposes, and

WHEREAS, Proposition 69 on the June 2018 ballot, if approved, will prevent the State Legislature from diverting any new transportation revenues for non-transportation improvement purposes, thereby providing greater certainty and accountability for these revenues, and

WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future, and

WHEREAS, this proposed November proposition would divert transportation funding annually dedicated to San Mateo County jurisdictions, and halt critical investments in future transportation improvement projects in our community, and

NOW THEREFORE BE IT RESOLVED, that the C/CAG hereby opposes the proposed November ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future and further resolve, that the C/CAG supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and in opposition to the repeal of SB 1

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MARCH 2018.

Alicia C. Aguirre, Chair

Sample Resolution Prop 69 Support and Opposition to SB 1 repeal

WHEREAS, California’s cities, counties and transportation agencies face a statewide backlog of over \$130 billion in needed funds to make transportation infrastructure improvements; and

WHEREAS, “The Road Repair and Accountability Act” (SB 1 – Beall) passed by the Legislature and signed by the Governor last year will raise \$5 billion annually in long-term, dedicated transportation funding to make road safety improvements, fill potholes and repair local streets, highways, bridges and overpasses, with the revenues split equally between state and local government projects; and

WHEREAS, SB 1 provides critically-needed funding in **City/County [NAME]** that will be used for:

- **(add in list of local projects)**; and

WHEREAS, SB 1 contains strong accountability provisions to streamline projects by cutting bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively, while also establishing the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency; and

WHEREAS, Proposition 69 on the June 2018 ballot would add additional accountability for taxpayers by preventing the State Legislature from diverting or raiding any new transportation revenues for non-transportation improvement purposes; and

WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and

WHEREAS, this proposed November proposition would raid \$## annually dedicated to **City/County NAME**, and halt critical investments in future transportation improvement projects in our community;

THEREFORE BE IT RESOLVED that the **City/County of [NAME]** hereby supports Proposition 69, the June 2018 constitutional amendment to prevent new transportation funds from being diverted for non-transportation purposes; and

THEREFORE BE IT RESOLVED that the **City/County of [NAME]** hereby opposes the proposed November ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future; and

THEREFORE BE IT FURTHER RESOLVED that the **City/County of [NAME]** supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse

coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and opposing the repeal of SB 1.

We direct staff to email a copy of this adopted resolution to Kyle Griffith of the Coalition to Protect Local Transportation Improvements campaign at kgriffith@bcfpublicaffairs.com.

APPROVED AND ADOPTED by the (Council or Board) on ____ __, 2018.

RESOLUTION 18-14

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING SUPPORT FOR THE CALIFORNIA DROUGHT, WATER, PARKS, CLIMATE, COASTAL PROTECTION, AND OUTDOOR ACCESS FOR ALL ACT OF 2018

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, the Legislature adopted and governor signed SB 5, a \$4 Billion General Obligation Bond to be placed on the June 2018 ballot entitled the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018; and

WHEREAS, SB 5 represents the first legislatively authorized debt instrument for parks, resources and environmental improvements since 2002; and

WHEREAS, investments in California's urban, suburban and rural park and resources-related landscapes promote the notion of community and provide health, environmental and aesthetic benefits; and

WHEREAS, California Outdoor economy is a \$92 Billion economic driver, partly responsible for the continued health and growth of many of California's local economies; and

WHEREAS, C/CAG administers a Countywide Water Pollution Prevention Program to support its member agencies in meeting stormwater pollution prevention requirements; and

WHEREAS, SB 5 includes funding that will be available through competitive grant programs for C/CAG and its member agencies regarding stormwater management, parks, urban greening, climate change, and other issues common to local jurisdictions; and

WHEREAS, SB 5 contains \$100 million for stormwater, mudslide, and other flood-related protections and \$100 million for urban multi-benefit flood projects; and

WHEREAS, SB 5 contains \$215 Million in Per Capita funding to assist all of California's communities in underwriting priority park-related improvements; and

WHEREAS, an additional \$40 Million shall be available in block grant awards for communities that self-tax for park related improvements; and

WHEREAS, SB 5 invests no less than \$1 billion in California's most economically challenged communities, eradicating blight and promoting greater access to the outdoors and health-related pursuits; and

WHEREAS, SB 5 expends \$200 Million on California's State Park system, addressing a greater than \$1 Billion backlog in deferred maintenance which will translate into greater tourism and visitorship opportunities in adjacent communities; and

WHEREAS, SB 5 invests \$30 Million in trail network improvements promoting non-motorized recreational and commuter opportunities throughout the state; and

WHEREAS, SB 5 recognizing the importance of California's rural spaces and invests \$25 Million through a competitive grant program to prop-up and enhance rural park infrastructure; and

WHEREAS, SB 5 expends hundreds of millions on other important investments in resource-related infrastructure including California's rivers, coast, and other waterways, the state's mountainous settings such as the Sierra and wildlife and fish-dependent habitats; and

WHEREAS, SB 5 invests heavily in combatting global warming through investments in urban greening projects, promoting healthy forests and carbon farming applications; and

WHEREAS, SB 5 underwrites investments in improving local water systems, promoting access to safe drinking water in some of California's most economically challenged communities; and

WHEREAS, SB 5 commits to a robust investment in groundwater improvements and sustainability to diversify water sources and recharge groundwater tables; and

WHEREAS, SB 5 underwrites improvements in the state flood management systems, armoring against calamities that beset the state in Oroville and elsewhere.

THEREFORE, BE IT RESOLVED, that the City/County Association of Governments of San Mateo County hereby supports Proposition 68, The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018.

THEREFORE, BE IT FURTHER RESOLVED that the City/County Association of Governments of San Mateo County supports and can be listed as a member of the Californians for Clean Water and Safe Park coalition. C/CAG staff are directed to transmit a copy of this adopted resolution to the League of California Cities.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MARCH 2018.

Alicia C. Aguirre, Chair



Environmental & Social Equity Investments

- \$725 million for parks in park-poor neighborhoods

California's Outdoor Spaces

- \$200 million for local park grants (grants based on population)
- \$15 million for park and recreation grants for jurisdictions with a population of 200,000 or less
- \$30 million for competitive grants to local park districts, open space districts, and open space authorities to create, expand, or restore parks (\$5 million for projects in units of the state park system managed by non-profit organizations)
- \$40 million for grants to local agencies that have approved local park revenue measures

State Parks, Natural & Cultural Legacy

- \$218 million for existing state parks and improving public access to parks
 - \$10 million for state parks enterprise projects
 - \$5 million for local agencies that operate a unit of the state park system
 - \$18 million for fairground facility improvements
 - \$30 million for low cost coastal accommodations
 - \$25 million for state parks natural resource projects

Trails & Greenway

- \$30 million for non-motorized infrastructure development and access improvements competitive grants (up to 25% for innovation transportation programs that expand outdoor experiences to disadvantaged youth)

Rural Recreation, Tourism, & Economic Enrichment

- \$25 million for competitive grants to non-urbanized areas

Rivers, Creeks, & Waterways

- \$162 million for river parkways and urban streams restoration
 - \$37.5 million to Santa Monica Mountains Conservancy
 - \$37.5 million for San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
 - \$16 million for the Santa Ana Conservancy Program
 - \$10 million to the Lower American River Conservancy Program
 - \$3 million for the Los Gatos Creek and Guadalupe River
 - \$3 million for the Russian River
 - \$10 million for parkway along the Santa Margarita River
 - \$5 million for Clear Lake
 - \$10 million for the River Parkway Act of 2004
 - \$10 million for Urban Streams Restoration Program to the Department of Water Resources
 - \$20 million for parkway along the Los Angeles River

Ocean & Coastal Protection

- \$175 million for coastal and ocean resource protection
 - \$35 million for grants to protect ocean and coastal ecosystems
 - \$30 million for low cost coastal accommodations
 - \$85 million for protection of beaches, bays, wetlands, & coastal watersheds
 - \$20 million for coastal forest watershed health
 - \$5 million for estuarine lagoons and coastal wildlife areas

Groundwater Sustainability

- \$80 million for groundwater cleanup

Clean Drinking Water and Drought Preparedness

- \$250 million for clean and safe drinking water

Conservancies & Wildlife

- \$30 million for projects that implement the Salton Sea Management Program
- \$180 million to state conservancies
 - \$6 million to Baldwin Hills Conservancy
 - \$27 million to California Tahoe Conservancy
 - \$7 million to Coachella Mountains Conservancy
 - \$12 million for Sacramento-San Joaquin Delta Conservancy
 - \$12 million to San Diego River Conservancy
 - \$30 million to Lower Los Angeles River and Mountains Conservancy
 - \$6 million to San Joaquin River Conservancy
 - \$30 million to Santa Monica Mountains Conservancy
 - \$30 million to Sierra Nevada Conservancy
 - \$20 million to State Coastal Conservancy
- \$137 million to the Wildlife Conservation Board, including \$5 million for regional conservation investment strategies, \$52 million for Natural Community Conservation Plan projects, and up to \$10 million to the UC Natural Reserve System
- \$200 million for voluntary settlement agreements
- \$50 million for Dept. of Fish & Wildlife deferred maintenance
- \$170 million to the California Natural Resources Agency for Salton Sea

Climate Preparedness & Habitat Resiliency

- \$18 million for wildlife & natural systems conservation direct expenditures and grants
- \$30 million to remove barriers to between habitat areas and increase connectivity, including \$10 million for the California Waterfowl Habitat Program
- \$25 million to restore rivers and streams in support of fisheries and wildlife, including \$5 million for salmon and steelhead projects in Klamath-Trinity watershed
- \$60 million to improve wildlife & fish passage, including \$30 million for Southern California Steelhead habitat
- \$60 million for upper watersheds protection in the Sierra Nevada and Cascades
- \$30 million to improve conditions for fish and wildlife in streams
- \$40 million for grants to assist coastal communities and fisheries with climate change adaptation, with 35% to the SF Bay Area Conservancy Program, and 12% to the West Coyote Hills Program
- \$30 million for innovative farm practices that improve climate resilience
- \$50 million for forest restoration & fire protection including hazardous fuel load reduction and management for wildfire and climate change, with at least 30% for urban forestry projects
- \$40 million to state and local conservation corps for restoration & protection projects and equipment
- \$60 million to restore natural, cultural, ethnic, and community resources, and convert fossil fuel plants to green space, with \$20 million of this amount for multi-benefit "green infrastructure" benefiting disadvantaged communities

Flood Protection and Repair

- \$550 million for flood protection and repair, including \$350 million for flood protection, \$100 million for stormwater, mudslide, and other flood-related protections, and \$100 million for urban multibenefit flood projects

Regional Water Sustainability

- \$290 million for regional water sustainability, including \$50 million for groundwater sustainability planning
- \$100 million for water recycling, including \$20 million for agricultural operations to implement irrigation systems that save water



PURPOSE

To authorize an enterprise initiative between the Department of Transportation (Caltrans) and the private sector for a new, state-of-the-art, digital sign network to provide real-time information for enhanced statewide emergency and traveler communications - at no cost to the State of California.

SUMMARY

AB 1405 would establish a new, digital outdoor sign category in which digital signs would be permitted in the rights-of-way of the state highway network. The signs would enhance Caltrans’ statewide emergency and traveler communications. Advertising would be permitted on the signs, with Caltrans receiving a portion of the advertising revenues.

The digital sign network would be a new class of signs distinct from the current network of traffic control devices. The new network would provide traveler information throughout the state highway system and would be an important element of the state’s expanding Integrated Corridor Management System. Caltrans would have a new platform for high-tech communication throughout the State’s highway system to convey information about emergencies, state and local public service campaigns and transportation alternatives to reduce commuting time - improving the traveling public’s access to information and driving experience.

Pursuant to a competitive procurement process, Caltrans would bring on a private partner to fund, construct, operate and maintain the digital sign network, at no cost to taxpayer dollars. Caltrans would set criteria for all commercial message content and would maintain emergency override capabilities at all times.

When Caltrans is not using the network for public and emergency communication, the network would permit advertising, which is projected to generate new revenue of \$100 to \$200 million per year after full implementation.

Caltrans can use the new revenue to fund maintenance and rehabilitation of key corridors, as well as a private sector match for Caltrans and regional transportation agency priorities such as Congested Corridors and goods movement projects.

Construction and maintenance work will adhere to anticipated project labor agreements, creating much-needed jobs. Annual maintenance and operations savings would be significant, further enhancing revenue opportunities for Caltrans and local agencies.

Chicago has implemented an advanced, digital sign network in the City’s rights-of-way along expressways that displays real-time public information and emergency messages and generates much-needed revenues from advertising to fund city priorities.

CURRENT LAW

The Outdoor Advertising Act provides for Caltrans to regulate advertising displays within view of public highways. Current law does not allow for outdoor advertising in state highway rights-of-way, prohibiting Caltrans from generating non-taxpayer funds for important transportation projects.

SOLUTION

Enable Caltrans to use the model in Chicago: partner with the private sector to construct, operate and maintain a new class of sign that generates non-taxpayer funds for transportation improvements.

SUPPORT

California Nevada Cement Association
Intelligent Sign Network, LLC
OUTFRONT Media, Inc.

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