

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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5:30 PM, Thursday, February 13, 2020
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, California

PLEASE CALL Reid Bogert (650-599-1433) 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 December 12, 2019.	Action (Mahanpour)	Pages 1-4
3	Review/ 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 (Update from Shaw/Yoder/Antwih)	Pages 5-9
4	Review and recommend approval of the Annual C/CAG Legislative Policies for 2020.	Action (Mahanpour)	Pages 10-16
5	Adjournment	Action (Mahanpour)	

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.

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

¹ 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. Driving directions: From 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. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.

C/CAG AGENDA REPORT

Date: February 13, 2020
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approve the Legislative Committee meeting summary from its December 12, 2019 meeting.

(For further information or response to questions, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the Legislative Committee review and approve meeting summary from its December 12, 2019 meeting, as drafted.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Summary

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

**DRAFT MEETING MINUTES
December 12, 2019**

At 5:30 P.M. the Legislative Committee meeting was called to order in the 2nd Floor auditorium at the San Mateo Transit District Office.

Attendance sheet is attached.

Guests or Staff Attending:

Andrew Antwih – Shaw/Yoder/Antwih Inc.
Matt Robinson - Shaw/Yoder/Antwih Inc.
Sandy Wong, Matt Fabry, Susy Kalkin, Kim Springer - C/CAG Staff

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

None.

2. Approval of Minutes from September 12, 2019.

Member Masur moved and member Lewis seconded approval of the September 12, 2019 minutes. Motion passed unanimously.

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

Matt Robinson and Andrew Antwih, from Shaw/ Yoder/ Antwih,Inc. provided a legislative update from Sacramento.

The legislative session reconvenes from recess on January 6, 2019 to start the second year of the two-year legislative session, which will adjourn August 31 due to the election year.

There are two two-year bills of interest that will be active in the coming session. These bills have a very short window to get the bills out of their house of origin, by January 31, 2020. Second-year bills may have to be reheard in committees that they had already been heard in in the prior year of legislative session.

Two-year bills of interest:

- SB 50 (Weiner) – Senator Weiner has been working with local housing groups and CSAC on a revised version of this bill. Senator Weiner’s team will bring back a different version that focuses on providing direction to municipalities for adoption of local housing elements and emphasis on equity, affordability, anti-displacement, etc. It is understood

that if municipalities do not adopt local plans that adhere to the guidance, then the full force of SB 50 will go into place.

Senator Weiner's staff plans to host a meeting in early January for legislative advocates of local governments to hear the details of the proposal. There is an anticipated transition period for municipalities to adopt plans with guidance. It is unclear at this time who the enforcing agency will be and the duration of the transition period, e.g., California Department of Housing and Community Development.

Members of the Committee questioned whether there should be more action now on behalf of C/CAG to address the proposed changes. It was recommended that C/CAG and the Legislative Committee wait to hear the proposal and then develop a position in January or February.

- SB 278/FASTER (Beall) – This is the new “mega” regional transportation measure bill, which proposes a \$100 billion measure over 40 years for a half-cent sales tax across the nine-county Bay Area region. This tax bill comes on the heels of SB 1, which focused on road maintenance and Regional Measure 3, which was intended to fill in the gaps for funding existing regional infrastructure projects. Currently, the bill is in the Senate Transportation and Housing Committee (house of origin), with a potential goal for 2020 or 2022 ballot measure. To get onto the 2020 ballot, the bill would need to get through the policy committees in the Senate and into the Assembly, by Jan 31, then through the Assembly and back to Senate and signed by Governor by June/July, under an urgency clause. There would also need to be a two-thirds vote under the urgency clause. Once signed into law the Boards of Supervisors for all nine counties would need to take action to put the tax into place. There are also other competing priorities that some counties are taking into consideration, like the Caltrain funding measure and housing. Members also discussed Seamless Bay Area, which advocates for regional integrated transit via this mega funding initiative and better coordination among regional transportation agencies. Robinson will follow the developments of that group. Members mentioned development of the Housing Alliance for the Bay Area as a result of SB 1487 (Chiu) which was signed by the Governor in fall and the potential for a competing regional housing measure in 2020.

Other policy areas to track in 2020:

- PG&E and wildfire preparedness.
- Climate resiliency bond likely to come together in 2020, with potential implications for stormwater and water quality.
- Homelessness is a budget priority going into 2020. Regards state funds used for emergency intervention. There was a \$2 billion spending package for homeless assistance outlined in the Governor's budget last year. Currently, the state is on-pace for its “rainy day fund” developed under Jerry Brown, but it is unclear now how a budget surplus will be expended now that there are signs of a recession.

- Governor Newsom may also have his own proposals on housing that have yet to be introduced.

Given the evolving dynamics around SB 50, Robinson recommended planning to visit Sacramento earlier than usual, perhaps in March, to ensure adequate time and opportunity to provide meaningful input on the new version of the bill.

4. Review and recommend approval of the Annual C/CAG Legislative Policies for 2020.

No action taken. Members discussed several potential revisions to the draft legislative policies for 2020. Proposed revisions included minor editorial changes and several policy-based modifications in specific policy areas. Potential policy additions or modifications include – issues of equity in application among jurisdictions under Policy #2; including the “101 Express Lanes Project” in Policy #6.7; potentially adding SamTrans to Policies #6.4 and #6.5; adding a policy about bike/ped improvements; adding Policy #6.11 for legislation in support of interconnectivity among transportation agencies; changing Policy #6.10 to include “regional funding measures;” addressing Policy #8.2 and climate legislation “that would conflict with or override projects approved by the voters,” as well as addressing the placement of policies under Policy #10 – Other; and including policies for supporting legislation wildfire prevention and regulations regarding PG&E.

5. Review and approval of the 2020 C/CAG Legislative Committee calendar.

Member Lewis moved and member Chuang seconded to recommend approval of the 2020 C/CAG Legislative Committee calendar. Motion passed unanimously.

6. Election of a C/CAG Legislative Committee Chairperson and Vice Chairperson.

Member Papan moved and member Chuang seconded the nomination of Catherine Mahanpour to be the Chair of the C/CAG Legislative Committee. Motion passed unanimously.

Member Moise Derwin and member Mahanpour seconded the nomination of Member Masur for the Vice Chair of the Legislative Committee. Motion passed unanimously.

7. Adjournment.

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

C/CAG AGENDA REPORT

Date: February 13, 2020

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, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the C/CAG Legislative Committee review and 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 the committee meeting are reported to the Board.

The legislature reconvened January 6, 2020.

ATTACHMENTS

1. February 2020 Legislative report from Shaw/ Yoder/ Antwih, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



January 31, 2020

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – February 2020**

Legislative Update

The Legislature reconvened for the second year of the 2019-2020 Regular Legislative Session on January 6th. Governor Newsom released his proposed State Budget for the 2020-2021 Fiscal Year on January 10th and is currently scheduled to deliver his second State of the State address on February 19th. The Legislature has until Friday, January 31st to approve all bills from their house of origin to the second house. Legislators will also face a February 21st deadline to introduce new bills for the 2020 Legislative Year. We provide an initial list of the most relevant legislation that we are tracking for C/CAG; listed under ***Bills of Interest***, below.

SB 50 Fails Passage

As we reported on January 30, SB 50 (Wiener) failed to receive the necessary votes to pass out of the Senate. The bill garnered 18 votes in support, 3 short of the necessary 21, receiving bipartisan support (and opposition). While SB 50 is done for the 2019-20 session, we don't believe the book is closed on a housing production bill in 2020. In fact, in her closing remarks on the Floor today, Senate President Pro Tem Atkins stated to her colleagues that there will be a production bill in 2020. Her statement is below:

“So here's the thing: we need a housing production bill. We need a housing production bill that includes consensus solutions so we can help solve our housing affordability crisis. Despite the work Senator Wiener and SB 50's advocates have made, the debate and the vote today showed this particular vehicle isn't it. The opponents of SB 50 have real concerns, but have offered no substantive alternative with the same kind of scope of SB 50. Things have to change. We need to reset the conversation. So I am making the commitment to you today that in the coming weeks I will be meeting with stakeholders on all sides to find a way forward on a housing production bill that can pass both houses and get the Governor's signature.”

Governor Newsom also expressed his strong desire to see a housing production bill land on his desk in 2020.

Proposed Budget Released

On January 10, Governor Newsom released his FY 2020-21 Proposed Budget. The Governor's Budget highlights several of the Administration's priorities, including proposals for homelessness, housing, wildfire response and recovery, education, and healthcare. The Proposed Budget also projects a surplus of \$5.6 billion, but the Governor was quick to note the potential for a recession in the coming years. The state is projected to have approximately \$21 billion in reserves at the end of the next fiscal year.

The Governor again references his recent Executive Order on Climate Change, stating in the Budget Summary that the budget reflects his priorities to address both short- and long-term climate risks, including "decarbonization in the state's largest sector of emissions by providing clean vehicles, clean fuels, low-carbon transportation options, and transit-oriented development, with enhanced prioritization on short-term environmental and public health benefits in disadvantaged and vulnerable communities."

To help move the needle, the budget proposes creating the Climate Catalyst Fund, which will be administered by the Infrastructure and Economic Development Bank and will finance investments in low-carbon transportation (amongst other things) through low-interest loans. The budget proposes to invest \$1 billion in General Fund revenues over the next four years in the Fund. Additionally, the budget includes one-time appropriations of \$150 million to the California Air Resources Board for Clean Trucks, Buses and Off-Road Freight and \$51 million for the California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Fund, which aims to accelerate deployment of electric vehicle charging infrastructure for light-, medium- and heavy-duty vehicles and can be accessed by a variety of local government fleet owners.

The Budget Summary goes on to say that in addition to investing in new transportation options (transit, high-speed rail, and active transportation), it is "critically important to maintain and restore California's aging road infrastructure. Well-maintained roads reduce wear and tear and also increase the fuel efficiency of vehicles. However, these investments alone will not make a meaningful dent in the state's climate goals, and must be paired with specific programs intended to reduce overall vehicle miles traveled."

The Fiscal Year 2020-21 Governor's Budget represents the third full year of revenues from Senate Bill 1 (Beall and Frazier), which is expected to provide \$5 billion in the coming fiscal year (an increase of about \$400 million over the current fiscal year) for various transportation programs.

Local Streets and Roads

The FY 2020-21 Proposed Budget provides approximately \$3 billion in funding to cities and counties for local streets and roads. Of that amount, approximately \$1.26 billion is a result of SB 1. This represents a total increase of \$120 million for local agencies.

STIP

Additionally, the State Transportation Improvement Program (STIP) is pegged to receive an estimated \$591 million in FY 2020-21. This is an increase of approximately \$38 million over the current year.

Transit

The Budget estimates the State Transit Assistance (STA) Program would receive approximately \$804 million in FY 2020-21, an increase of approximately \$37 million over where the current year (FY 2019-20) is now projected to finish based on updated Department of Finance forecasts. Intercity and Commuter Rail would receive an estimated \$270 million in the coming fiscal year. Cap and Trade funding will provide an additional \$125 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$494 million in FY 2020-21 from a combination of SB 1 and Cap and Trade revenues.

Goods Movement

The Trade Corridors Enhancement Program will continue to receive its share of SB 1 revenues, getting an estimated \$323 million in FY 2020-21. The programming cycle for these funds is currently underway at the CTC.

Governor's Executive Order on Homelessness

On January 8, Governor Newsom signed an [Executive Order](#) aimed at strengthening the state's response to the homelessness crisis. The Executive Order, which would focus the state's resources on prevention and early intervention, moving people off the streets and providing them service, and on creating new temporary housing, creates the California Access to Housing and Services Fund, makes state land assets available for temporary housing, and stands up a state crisis response team. The Executive Order also requests all counties, cities, public transit agencies, special districts, school districts, tribal governments, and non-governmental actors, including businesses, faith-based organizations, and other non-profit agencies, to examine their own ability to provide shelter and house homeless individuals on a short-term emergency basis and coordinate with local authorities to provide shelter and house individuals.

Importantly, the press release that accompanies the Executive Order previewed that the Governor would request an additional \$1 billion in state funding as part of his propose FY 2020-21 state budget to combat homelessness. \$750 million of that funding would be directed to the California Access to Housing and Services Fund noted above.

Bills of Interest

SB 45 (Allen) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.

This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of general obligation bonds in the amount of \$5.5 billion pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. Stormwater projects are eligible for over \$400 million in funding. If approved by the Legislature, the bond would be on the November 3, 2020 ballot.

SB 50 (Wiener) Planning and Zoning: Housing Development: Incentives.

This bill, on or before January 1, 2023, would authorize residential developers to build four- to five-story apartment complexes in neighborhoods with rail stops and eases local restrictions on building homes near frequently used bus stops. The bill was amended on January 6 to delay implementation of these provisions in potentially sensitive communities and to exempt from these provisions a local government that has developed a local flexibility plan that affirmatively furthers fair housing, achieves a standard of

transportation efficiency, and increases overall housing capacity for lower, moderate and above moderate incomes. **This bill failed by passage by the deadline for bills introduced in 2019.**

SB 278 (Beall) FASTER Spot Bill

This bill represents the legislative vehicle for a potential FASTER Bay Area framework and expenditure plan.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.

C/CAG AGENDA REPORT

Date: February 13, 2020
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and recommend approval of the Annual C/CAG Legislative Policies for 2020

(For further information or response to questions, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the Legislative Committee review and recommend approval of the Annual C/CAG Legislative Policies for 2020.

FISCAL IMPACT

Many of the policies listed in the attached document have the potential to increase or decrease the fiscal resources available to C/CAG member agencies.

SOURCE OF FUNDS

New legislation

BACKGROUND

Each year, the C/CAG Board adopts a set of legislative policies to provide direction to its Legislative Committee, staff, and legislative advocates. In the past, the C/CAG Board established policies that:

- Clearly defined a policy framework at the beginning of the Legislative Session.
- Identified specific policies to be accomplished during this session by C/CAG's legislative advocates.
- Limited the activities of C/CAG to areas where we can have the greatest impact.

At its January 9 meeting, the Legislative Committee discussed the proposed C/CAG Legislative Policies for 2020 and requested staff work with C/CAG's legislative advocates to make several modifications and consolidate policies where it made sense. Based on input from the Legislative Committee, staff have revised the policies included herein as Attachment 1.

Recommendations from the Legislative Committee on February 13, 2020 will be presented verbally to the Board.

ATTACHMENTS

1. Draft C/CAG Legislative Policies for 2020

C/CAG LEGISLATIVE POLICIES FOR ~~2019~~2020

Policy #1 -

Protect against the diversion of local revenues, ~~and~~ promote equitable distribution of state/regional resources and revenues, and protect against increased local cost resulting from State actions.

- 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.
- 1.3 Support appropriate new funding or the reinstatement of state funding for economic development and affordable housing, including the use of tax-increment financing or “Redevelopment 2.0.”
- 1.4 Pursue and support efforts that direct state and regional funds equitably to ensure a return to source.

2.1.5 Support State actions that ~~take into consideration the fiscal impact to local jurisdictions, by ensuring~~ensures that adequate funding is made available by the State, for delegated re-alignment responsibilities and ~~by ensuring~~ensures that all State mandates are 100% reimbursed.

2.2.1.6 Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.

Policy #2 -

Protect against increased loss of local costs resulting from land use authority from State action without 100% State reimbursement for the resulting costs.

- 2.1 Support State actions that provide funding for local agencies to plan, incentivize, and mitigate for future housing development.
- 2.2 Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- 2.2 Oppose State actions that would inhibit local agencies’ ability to make decisions that address the specific needs of that community.
- 2.3 Oppose State actions that would withhold funding (including transportation) from jurisdictions based on housing production performance outcomes.

2.4 Alert the Legislative Committee and C/CAG Board on legislation that impacts local housing and land-use authority and oppose any legislation that would usurp a local government's authority regarding land-use decisions.

2.5 Support/sponsor legislation that identifies revenue to fund airport/land use compatibility plans.

~~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, San Mateo County Sustainable Streets Master Plan, and local Green Infrastructure Plans, and advocate to support long-term reductions in harmful bacteria, trash, plastics, mercury, PCBs, and other pollutants discharging to the Bay and Ocean and to reduce flooding, recharge groundwater, adapt to a changing climate, 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.
- f. Advocate for better integration between parallel statewide efforts to manage stormwater for water quality improvement, long-term climate change adaptation, and groundwater recharge.
- g. Support legislative efforts to provide additional funding for stormwater projects in San Mateo County, including funding for regional stormwater management efforts through the San Mateo County Flood and Sea Level Rise Resiliency District.
- ~~f.~~

- 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, including microplastics and tire wear byproducts.
- 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 and rodenticide regulations that protect water quality and reduce pesticide toxicity.
- ~~3.7 Support legislative efforts to provide additional funding for stormwater projects in San Mateo County.~~

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

- 4.1 Advocate for appropriate and effective integrated approaches 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 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.

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

- 6.1 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.

- 6.2 Support the implementation of SB 1 (Road Repair and Accountability Act of 2017) programs and monitor the implementation of Executive Order N-19-19, which calls for aligning transportation spending with the state’s climate goals.
- 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 legislation that identifies funding for active transportation and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure.
- 6.76 Support efforts to secure the appropriation and allocation of “cap and trade” revenues to support San Mateo County needs.
- 6.87 Support or sponsor efforts that finance and/ or facilitate operational improvements on the US 101 corridor, including the 101 Express Lane project.
- 6.98 Support alternative contracting methods, such as Public Private Partnerships, that could result in project cost savings.
- 6.109 Monitor the development of the new bridge toll program (Regional Measure 3) and advocate for an appropriate share of new revenues for projects in San Mateo County.
- 6.110 Monitor and engage in the effort to seek voter approval for a regional funding measure for transportation.
- 6.12 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems.

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 AB 32 (California Global Warming Solutions Act of 2006), SB 32 (extension of the target date and goals), and AB 398 (Cap and

Trade), and legislation that supports electrification of infrastructure and the adoption of alternative fuel technologies.

- 8.2 ~~Oppose~~ Monitor 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 (Sustainable Communities and Climate Protection Act of 2008), so that housing funds are not competing with transportation funds.
- 8.4 Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the new regulations may have on congestion management plans.
- 8.5 ~~Alert the Board on~~ Support legislation that would require recording of vehicle miles of travel (VMT) as part of vehicle registration and initiatives to provide VMT and vehicle data from the DMV to evaluate trends in community greenhouse gas emissions and transit project outcomes.
- 8.6 Support efforts that ensure continued funding for local government partnerships to foster energy conservation, ~~as well as their~~ expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- 8.7 Work to initiate legislation that provides new funding for building energy electrification, transition to electric vehicles, or other greenhouse gas reducing initiatives, in support of local government climate action plans.
- 8.8 ~~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~~ addressed.
- 8.9 ~~8~~ Support legislation that supports Peninsula Clean Energy (PCE) objectives and oppose proposed legislation that impairs that effort.
- 8.10 Support legislation that provides local government access to data necessary for completing greenhouse gas emission inventories, or legislation that requires the State to make use and emissions data and community-scale greenhouse gas emission inventories publicly available.

8.101 Support efforts that will engage the business community in making contributions to community improvements associated with stormwater, transportation congestion relief and mobility options, affordable housing, greenhouse gas emissions reductions, and energy savings.

8.102 Support legislative efforts to create a unified voice in San Mateo County and to manage integrated water issues including sea level rise, flooding, coastal erosion, and stormwater vulnerabilities.

8.103 Support legislation to provide funding and policy guidance on wildfire preparedness and emergency response to local jurisdictions.

8.104 Monitor efforts to address emergency preparedness and response activities by PG&E.

***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—Alert the Legislative Committee and C/CAG Board on legislation that impacts local housing and land use authority and oppose any legislation that would usurp a local government's authority regarding land use decisions.~~

~~10.3—Support efforts that will engage the business community in making contributions to community improvements associated with stormwater, transportation congestion relief and mobility options, affordable housing, greenhouse gas emissions reductions, and energy savings.—~~

~~10.4—Support legislative efforts to create a unified voice in San Mateo County and to manage integrated water issues including sea level rise, flooding, coastal erosion, and stormwater vulnerabilities.—~~