

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

**MEETING MINUTES
February 12, 2015**

At 5:40 P.M. Vice Chair Kiesel called the Legislative Committee meeting to order in the 2nd Floor Auditorium at the San Mateo Transit District Office. Chair Gordon arrived and proceeded to lead the meeting after approval of the minutes.

Committee Members Attending:

Art Kiesel (City of Foster City)
Deborah Gordon (Town of Woodside)
Mary Ann Nihart (City of Pacifica)
Karen Ervin (City of Pacifica)
Kirsten Keith (City of Menlo Park)

Guests or Staff Attending:

Matt Robinson - Shaw/ Yoder/ Antwih Inc.
Sandy Wong, Jean Higaki, Matt Fabry - C/CAG Staff
Jim Bigelow - C/CAG CMEQ Member
Onnolee Trapp - C/CAG CMEQ Member

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

None

2. Approval of Minutes from January 8, 2015.

Member Ervin moved and Member Keith seconded approval of the January 8, 2015 minutes. Motion passed unanimously.

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

Matt Robinson, from SYA provided a legislative update. February 27, 2015 is the last day to submit bills for introduction in the first year of the session.

Transportation funding was addressed in the Governor's budget. While a 59 billion dollar shortfall was acknowledged in highway maintenance, the budget did not discuss the shortfall in local streets and roads or transit funding. Two suggested ways to close the funding gap is a proposed vehicle miles traveled (VMT) charge and the promotion of "managed" (toll) lanes. Since this proposal would only yield a few billion, the Governor is looking for further proposals to address the transportation shortfalls.

The Speaker of assembly released a plan to repay loans, taken from the transportation congestion relief program (TCRP), which went to the general fund. The plan also proposed to stop shifting the truck weight fees from the State Highway Account to pay down transportation debt services (e.g. prop 1B). Instead, it is proposed to impose a road user charge of \$56 annually to pay down the transportation debt service. Since most of the proposals are still in the early development stages, we will be looking to support specific legislative proposals at the next meeting.

Cap and Trade is not very big this year, but the pot is expected to grow. The Transit Oriented Development side of the Affordable Housing Sustainable Communities (AHSC) requires projects to be near fixed rail and requires a housing development element. The Integrated Connectivity Program (ICP) of the AHSC has an \$8 mil project cap and does not require a housing element. Some cities may have potential projects to submit however the application process is onerous. The complexity of the program and application process appears to be preventing smaller jurisdictions from applying.

Chair Gordon, suggested that C/CAG host a workshop to facilitate idea generation of potential cap and trade projects. It was noted that even the concept application process is not easy. It was suggested that feedback given to the Strategic Growth Council, through the legislative delegation, about the application process might help in future rounds of applications.

There is trailer bill language in development that will allow MTC to apply to the CTC for the establishment of HOT lanes on state highways that currently have a carpool lane. MTC would need consultation from CMAs. The overall goal is to expand the HOT network. Some CMAs want their own authority.

Assembly member Mullin will be introducing a bill to raise the local sales tax cap statewide from 2% to 3%. SMCTA is considering a new sales tax in 2016 however, talk is at very early stages right now.

Member Nihart asked about the Governor's state of the state speech regarding climate change and the transportation nexus. Apparently, there is a three pronged approach proposed. One prong is the increase of clean energy production in the portfolio, then increasing the use of hybrid and electric cars, and lower petroleum use in general. Senator DeLeon has released a package of proposals. Also, under AB 32, Pavley proposes setting new GHG targets for 2050. It will have the effect of extending the cap and trade program till 2050. This is an attempt to codify the Cap and Trade program.

4. Receive Update on Stormwater Related Legislative Issues

Matt Fabry gave an update about items in his staff report.

SB 985 Pavley - C/CAG might consider sponsoring a bill which addresses the difficulty of meeting a stormwater resource plan requirement, in order to be eligible for water bond stormwater funds. Staff intends see if this can be addressed administratively. If it cannot be addressed administratively staff may look for a legislative route.

Proposition 218 – There is a push to get a constitutional amendment to Proposition 218 giving stormwater the same exemptions that water, sewer, and refuse currently have. A protest process is still required to impose fees or an increase in fees but a voter approval is not required. This amendment has been attempted four times in the past without getting out of committee, but there is growing support on this effort.

AB 2170 - Staff will present an amendment to the Joint Powers Agreement through a C/CAG Board subcommittee. Staff will need to look at the new administrative draft of the permit requirements and discern what sort of financial impact it would mean to jurisdictions. The Board would have to make a decision to move forward with a fee or tax. Staff will work with the storm water committee and bring recommendations to the Board. Staff is targeting September 2015 to initiate a funding initiative.

Committee members expressed concern about timing an outreach and education component in the short time frame.

5. 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 was no position recommendation made by the committee at this time.

6. Receive C/CAG Board Approved C/CAG Legislative Policies for 2015.

This is not an action item. It is a “clean” copy of the approved legislative policies provided for information.

7. Adjournment

The meeting adjourned at approximately 6:28 P.M.