

# AGENDA

## Legislative Committee

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

Date: Thursday, July 12, 2018 - 5:30 p.m. to 6:30 p.m.  
Place: San Mateo County Transit District Office<sup>1</sup>  
1250 San Carlos Avenue  
2<sup>nd</sup> 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 June 14, 2018.	Action (Gordon)	Pages 1-3
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)	Page 4- 6
4	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.

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<sup>1</sup>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.

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.

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

**MEETING MINUTES  
June 14, 2018**

At 5:30 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  
Georgia Jack – Sequoia Union High School District (SUHSD)

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

No public comments.

**2. Approval of Minutes from February 8, 2018.**

Member Garbarino moved and member Masur seconded approval of the March 8, 2018 minutes. Motion passed (8-0). Member Chuang abstained.

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

Matt Robinson, from Shaw/ Yoder/ Antwih, provided an update from Sacramento.

June 5<sup>th</sup> elections resulted in the passage of Regional Measure 3 (54%), the passage of Proposition 69 (transportation funding protection) (86%), and the passage of Proposition 68 (water resources bond). Proposition 70, requiring a 2/3 vote to approve the Cap and Trade expenditure plans, failed which is viewed as positive.

The Budget was sent to the Governor's office along with trailer bills specifying about \$200 billion in state expenditures. The Legislature met their June 15 deadline and it is scheduled to be signed next week.

June 21<sup>st</sup> is the last day for Counties to submit validation signatures to the Secretary of State's Office to qualify items for the ballot. There is no doubt that the repeal of SB 1 effort will make the November ballot. The polling is evenly split and there is an effort by the League of Cities, California Association of Councils of Government (CALCOG), California State Association of Counties (CSAC), and Labor unions to defend against the repeal effort by updating educational toolkit information for members to use.

The California Transportation Commission (CTC) formally awarded the San Mateo US 101 Managed Lane project \$200 million from the Solutions for Congested Corridors program and \$20 million from the Local Partnership Program. It also awarded SamTrans \$15 million from the Transit and Intercity Rail Capital Program (TIRCP) to fund express bus service on the US 101 Managed Lane. This will all go away if SB 1 is repealed.

AB 3014 (Quirk) – Brake Friction Material Copper Limits Exemption was pulled due to a high level of opposition from environmental groups.

AB 2865 (Chiu) Managed Lanes in San Francisco County would authorize San Francisco County Transportation Authority (SFCTA) to delegate responsibility for operation of managed lanes on US 101 and I-280 in San Francisco County to Santa Clara VTA. A similar authority currently exists for C/CAG and the San Mateo County Transportation Authority. The bill was recently amended to allow SFCTA to use the Bay Area Infrastructure Financing Authority (BAIFA) to instead construct and operate the lanes OR Santa Clara VTA.

There is a consideration of adding San Mateo County to the BAIFA section. The Legislative Committee recommended not to take any action until more information regarding the US 101 San Mateo Managed Lane operator decision can be heard and understood after the July meeting as scheduled.

Summer recess will start on July 6<sup>th</sup>.

Member Papan asked about the status of SB 828 (Wiener) regarding planning and zoning requirements. The bill will be heard next week in the assembly housing and community development committee. The Silicon Valley Leadership Group and Bay Area Council are sponsoring the bill. There was a discussion about whether a message of opposition should be sent to the Senator that a one size bill does not fit all. Further discussions followed with some members wanting to work with the Senators office on an alternative proposal. Matt Robinson pointed out a typo on his report that the requirement to zone 200% of their housing obligation should be 125%.

In conclusion, staff was directed to facilitate a discussion with others knowledgeable about housing law and policy to investigate the possibility of working with Senator Wiener's office on amendments acceptable to San Mateo County.

Member Papan asked for some clarification about SB 961 (Allen) -Second Neighborhood Infill Finance and Transit Improvements Act. SB 961 would authorize a city or county to use tax increment financing through (as part of an enhanced infrastructure financing district) to issue bonds for housing within one-half mile of a rail transit station or within 300 feet of a transit rich boulevard served by bus rapid transit or high-frequency bus service. At this time, a position is not recommended as it is yet unclear if transit could be negatively impacted by this bill.

#### **4. 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			x									
Hillsborough	Marie Chuang (C/CAG Vice Chair)		N/A	N/A			x						
Menlo Park	Catherine Carlton						x						
Millbrae	Gina Papan		x	x			x						
Pacifica	Sue Vaterlaus		x	x			x						
Portola Valley	Maryann Moise Derwin (C/CAG Chair)		x	x			x						
Redwood City	Alicia Aguirre		x	x			N/A	N/A		N/A			N/A
Redwood City	Shelly Masur		x	x			x						
San Bruno	Irene O'Connell (Leg Vice Chair)		x	x									
Sounth San Francisco	Richard Garbarino						x						
Woodside	Deborah Gordon (Leg Chair)		x	x			x						

 no meeting

## C/CAG AGENDA REPORT

Date: July 12, 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)

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### 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. The State Legislature reconvened in January.

SB 828 (Wiener) - codifies a set of protocols to account for vacancy rates, over-crowding, and the number of cost burdened households when calculating the regional housing needs assessment, prohibits allocation reductions to a city based on underproduction, and require that calculation account for wealth disparities between communities.

At the June 14, 2018 C/CAG Legislative Committee meeting staff was directed to facilitate a discussion with staff knowledgeable about housing law and policy to investigate the possibility of working with Senator Wiener's office on amendments acceptable to San Mateo County.

### ATTACHMENTS

1. July 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:** June 28, 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 – July 2018

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***Legislative Update***

June 29 marks the last day for policy committees to meet and hear bills with a fiscal impact. The Legislature will break for Summer Recess on July 6 and will reconvene August 6. The Legislature will conclude the 2017-18 Legislative Session on August 31. In this report we highlight the most relevant bills this year affecting C/CAG; those are discussed under ***Bills of Interest***, below.

***Legislature Passes Budget***

On June 14, the Legislature sent Governor Brown the 2018-19 Budget Bill for signature. The Governor signed the Budget Act on June 27, with the new fiscal year starting on July 1. The budget act did not contain any significant transportation changes beyond acknowledging new funding for the programs created by SB 1 (Beall and Frazier). A Cap and Trade expenditure plan was also agreed to as part of the budget, including significant revenues for the deployment of zero-emission transit vehicles.

One issue that will likely be addressed in follow-up “trailer bill” legislation to the budget is a proposed initiative – backed by the Business Roundtable and the beverage industry – that would amend the state constitution to require a supermajority vote for local general taxes (as opposed to the majority currently required). The beverage industry is prepared to fund the initiative, which could be headed for the November ballot, in response to local taxes on soda that have become somewhat common in the Bay Area. The Legislature and Governor appear to have worked out a legislative moratorium focused on local beverage taxes; this approach will likely keep the initiative off the November ballot.

***SB 1 Repeal Update***

Two months ago, proponents of the SB 1 repeal initiative submitted approximately 960,000 signatures for validation. **On June 25, the Secretary of State’s office announced the measure has officially qualified for the November ballot, with at least 585,000 valid signatures.** In response to the measure qualifying, Governor Brown stated, “This flawed and dangerous measure pushed by Trump’s Washington allies jeopardizes the safety of millions of Californians by stopping local communities from fixing their crumbling roads and bridges. Just say no.”

The Coalition to Protect Local Transportation Improvements – formed to oppose the SB 1 repeal effort and promote the benefits of SB 1 throughout California – continues to meet regularly and has generated significant fundraising for the campaign. 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 and

organizations. The Committee has a website – [fixcaroads.com](http://fixcaroads.com) – with more information about the benefits of SB 1, tools local agencies can use to educate the public, and, reasons to oppose the potential repeal. **The C/CAG Board is formally in support of the “No on SB 1 Repeal” campaign.**

### ***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 828 (Wiener) – Planning and Zoning**

After the amendments that the author agreed to in the Assembly Local Government Committee on June 27, this bill codifies a set of protocols to account for vacancy rates, over-crowding, and the number of cost burdened households when calculating the regional housing needs assessment. It also prohibits a COG from reducing an allocation to an individual city based on underproduction in the prior period. Finally, it authorizes COGs to weight the final calculations to account for wealth disparities between communities. This last provision, however, conflicts with the jobs-housing fit approach taken in AB 1771 (Bloom). Both authors have agreed to work on this issue over the summer break.

#### **SB 961 (Allen) Second Neighborhood Infill Finance and Transit Improvements Act**

This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act and would authorize a city or county to use tax increment financing through (as part of an enhanced infrastructure financing district) to issue bonds for housing, as well as station development for transit, urban forestry, decoupled parking, access to transit, and other infrastructure for residential communities, including water infrastructure or waste water infrastructure that captures rainwater or urban runoff. The bonds would not require voter approval, but the area to be financed must be within one-half mile of a rail transit station or within 300 feet of a transit rich boulevard served by bus rapid transit or high-frequency bus service.

#### **AB 1405 (Mullin) – Digital Billboards (Dead)**

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 1771 (Bloom) – Planning and Zoning**

This bill revises the objectives required to be addressed in the regional housing needs allocation plan by being more specific about matching jobs and housing and considering local policies that “affirmatively further fair housing.” AB 1771 additionally streamlines the RHNA appeal process. Although not currently in print, the Sponsors intend to bring language over that will require COGs, when they do their current pre-RHNA survey of local agencies, to track and publish the policies that will be incorporated into the RHNA that Affirmatively Further Fair Housing. Assembly Member Bloom has agreed to address any discrepancies that might arise in requiring COG-MPOs to achieve both equity factors in AB 1771 and GHG reduction targets in a Sustainable Communities Strategy.

#### **AB 2865 (Chiu) Managed Lanes in San Francisco County**

This bill would authorize San Francisco County Transportation Authority (SFCTA) to delegate responsibility for operation of managed lanes on US 101 and I-280 in San Francisco County to Santa Clara VTA. A similar authority currently exists for C/CAG and the San Mateo County Transportation Authority. The bill was recently amended to allow SFCTA to use the Bay Area Infrastructure Financing Authority (BAIFA) to instead construct and operate the lanes OR Santa Clara VTA.