

AGENDA

Legislative Committee

Date: Thursday, March 14, 2019 - 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 14, 2019.	Action (O'Connell)	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). Consider letters for: SB 128 (Beall) SB 137 (Dodd) AB 252 (Daly) ACA 1 (Aguiar-Curry) AB 825 (Mullin)	Action (Update from Shaw/Yoder/Antwih)	Pages 5-15
4	Discussion on proposed schedule for "2019 Lobby Day"	Information Shaw/ Yoder Antwih	Oral Report Or Handout
5	Adjournment	Action (O'Connell)	

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:

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.

<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.

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

**MEETING MINUTES
February 14, 2018**

At 5:30 P.M. Chair O’Connell 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
Elizabeth Lewis – Town of Atherton
Jessica Mullin – San Mateo County Home For All Staff
Connie Juarez-Diroll – San Mateo County
Marie Chuang – Town of Hillsborough
Diane Papan – City of San Mateo
Mario Rendon – Assembly Member Kevin Mullin’s District Staff
Debbie Ruddock – City of Half Moon Bay
Karyl Matsumoto – City of South San Francisco
Dave Pine – San Mateo County
Doug Kim – City of Belmont
Kim Springer – C/CAG staff
Public Member

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

No public comments

2. Approval of Minutes from January 10, 2019.

Member Garbarino moved and member Chuang seconded approval of the January 10, 2019 minutes. Motion passed unanimously.

3. Home For All Presentation

Jessica Mullin, from the County of San Mateo, gave a presentation on the programs that “Home For All” has initiated and developed to address the housing and jobs imbalance in San Mateo County.

4. Discussion on SB 50 with Senator Scott Wiener.

Senator Wiener briefed the committee on his SB 50 proposal. He stated that the state has a 3.5

million home deficit which is equal to the other 49 states combined. While it is most intense in the Bay Area there is an effect throughout the state. In the past, the state has taken no role in the way housing has been produced and left it entirely to local jurisdictions. He is proposing that the state has a role, just as it does in education and health care. SB 50 simply directs housing to the areas where jobs and transit are. That means changing the approach to zoning. Approximately 70% of the residentially zoned land mass in the state is zoned for single family housing which needs to change. This law applies to within ½ mil of fixed rail, subway, or ferry and within a ¼ mile of bus stops with high frequency service.

Local design standards, approval process, inclusionary and demolition restrictions, and impact fees all still apply. While the density must increase, height limits still apply around bus stops. The bill also has displacement protections in place.

Member Papan expressed her concern about tying transportation dollars to housing production and the perception in Sacramento that local jurisdictions are not doing their part when many jurisdictions are making huge efforts to address housing. Senator Wiener stated that the bill is not pointing out good and bad actors. The bill is simply addressing housing overall and placing the housing in the most effective areas that prevent sprawl.

Member Garbarino asked if there was anyway to address the CEQA issue which is preventing housing from being built and if redevelopment could be re-established in some form to fund affordable housing. There is interest in Sacramento to bring a tax increment financing tool for affordable housing. In terms of reforming CEQA, there may be an effort to reform CEQA to address infill housing in the next year.

Member Vaterlaus expressed concerns about linking transportation funding with housing production. Senator Wiener clarified that the statement came from the Governor's office and not his. Senator Wiener stated that if the state moved in that direction he was clear that he would not want restrictions on public transportation funding.

Elizabeth Lewis, speaking as member of the public, asked if a clarification could be made regarding the frequency threshold for rail since their town (Atherton) currently has a train station that is only active on weekends. It was requested that she talk with the Senator's staff about details.

Chair O'Connell encouraged individual jurisdiction to send their specific concerns to the Senator's office and to include some constructive suggestions if possible.

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

Chair O'Connell announced that in the interest of allowing time for the other scheduled items, and because most legislation is not time sensitive at this time, recommendations from the committee will be held for next meeting.

Matt Fabry introduced proposed modifications to the existing flood control district act legislation to facilitate the creation of the new Flood and Sea Level Rise Resiliency Agency in San Mateo

County. The C/CAG Board endorsed the new agency proposal at the January meeting. A handout was provided which contained a draft version of the changes. The changes incorporated language per extensive discussions, which took place, at the staff level.

Changes included a change in the agency name, changed the governance structure from the Board of Supervisors to the new seven-member board that includes five city council representatives from different geographic regions in the county and two Supervisors from the County. It updates funding and financing authorities and addresses a revert clause if funding goes away or does not materialize after three years.

The revert clause requires that both the C/CAG Board and the Board of Supervisors act to approve the change back to the existing flood district arrangement. There is not a lot of time to get into the details of the legislation but the date of submission to file the initial draft is February 22, 2019 so he would like any comments or concerns to be provided to him by February 19, 2019. There will be more opportunities in the future, as the bill goes through committee to refine the language. Presentations to City Councils about the new agency are being made by Larry Patterson over February, March, and April.

Member Papan asked for clarification about the duration of three years. There is an initial 3-5-year time period to develop an investment plan and to try to find sustainable revenue.

Chair O'Connell asked Matt Robinson for clarification about the ACA1 legislation and would like to see if libraries were included or could be included. Matt replied that he requested an amendment to include libraries which will be included in the next version of the bill.

6. Schedule "2019 Lobby Day"

April 23, 2019 is the only date that the Chairs and Vice Chairs of both the C/CAG Board and Legislative Committee were available and also where staff is available to speak on the proposed water legislation.

7. Adjournment

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

Legislative Committee 2019 Attendance Record

Agency	Name	Jan 10	Feb 14	March 14	April 11	May 9	June 13	July 11	August	Sept 12	Oct	Nov	Dec 12
Elizabeth Lewis	Atherton	N/A	N/A										
Foster City	Catherine Mahanpour	x											
Hillsborough	Marie Chuang (C/CAG Vice Chair)	x	x										
Menlo Park	Catherine Carlton		x										
Millbrae	Gina Papan	x	x										
Pacifica	Sue Vaterlaus	x	x										
Portola Valley	Maryann Moise Derwin (C/CAG Chair)	x	x										
Redwood City	Shelly Masur	x											
San Bruno	Irene O'Connell (Leg Vice Chair)	x	x										
Sounth San Francisco	Richard Garbarino	x	x										

 no meeting

C/CAG AGENDA REPORT

Date: March 14, 2019

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and 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 Jean Higaki at 650-599-1462)

RECOMMENDATION

Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

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.

There is a recommendation to support the following bills:

SB 128 (Beall) Enhanced Infrastructure Financing Districts: Bonds: Issuance - Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs - Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow certain federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.

AB 252 (Daly) Caltrans NEPA Delegation - Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.

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.

AB 825 (Mullin) San Mateo County Flood and Sea Level Rise Resiliency District - Existing law, the San Mateo County Flood Control District Act, establishes the San Mateo County Flood Control District for the purpose of controlling the floodwater and stormwater of the County of San Mateo. This bill would modify the District to change the name to the Flood and Sea Level Rise Resiliency Agency, revise the governance to a seven-member board including five city council representatives and two county supervisors, expanding authorities to address sea level rise, and updating funding and financing authorities to reflect changes in the State Constitution since the Act was first written. At the time of printing, AB 825 was still a spot bill awaiting processing in the legislature. Staff will provide a verbal update and/or handout with the latest information at the meeting.

ATTACHMENTS

1. March 2019 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Draft Letter in support of SB 128 (Beall)
3. Draft Letter in support of SB 137 (Dodd)
4. Draft Letter in support of AB 252 (Daly)
5. Draft Letter in support of ACA 1 (Aguiar-Curry)
6. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: March 4, 2019
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 2019

Legislative Update

The Legislature had until February 22 to introduce bills for consideration in the first year of the 2019-20 Legislative Session. Approximately 2700 bills – many of them “spot” or placeholder bills – were introduced by the deadline. We are tracking a number of bills for C/CAG, some of which are identified under ***Bills of Interest*** below.

Bills of Interest

SB 4 (McGuire and Beall) Planning and Zoning for Housing. *

This bill would a neighborhood multifamily project or eligible TOD project to submit an application for a ministerial approval process. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an “eligible TOD project” as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define “eligible parcel” to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value.

SB 5 (Beall) Local-State Sustainable Investment Incentive Program. *

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project

application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 18 (Skinner) Keep Californians Housed Act. *

This bill, no later than January 1, 2021, would require the department to develop and publish on its Internet Web site, and to annually update, a guide to all state laws pertaining to landlords and the landlord-tenant relationship. The bill would also require the department to survey each city in this state to determine which cities, if any, provide resources or programs to inform landlords of their legal rights and obligations and to post on its Internet Web site a list of those cities which, in the judgment of the department, have the most robust resources and programs. This bill contains other related provisions and other existing laws.

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

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions.

SB 128 (Beall) Enhanced Infrastructure Financing Districts: Bonds: Issuance.

Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. *We recommend C/CAG SUPPORT this measure.*

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs.

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. *We recommend C/CAG SUPPORT this measure.*

AB 11 (Chiu) Community Redevelopment Law of 2019. *

This bill, the Community Redevelopment Law of 2019, would authorize cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. This bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies.

AB 69 (Ting) Land Use: Accessory Dwelling Units. *

Existing law requires a local agency to submit the accessory dwelling unit ordinance to the Department of Housing and Community Development within 60 days after adoption and authorizes the department to review and comment on the ordinance. This bill would authorize the department to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law and addressing the department's findings.

AB 252 (Daly) Caltrans NEPA Delegation

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. ***We recommend C/CAG SUPPORT this measure.***

AB 825 (Mullin) San Mateo County Flood Control District

Existing law, the San Mateo County Flood Control District Act, establishes the San Mateo County Flood Control District for the purpose of controlling the floodwater and stormwater of the County of San Mateo. This bill would modify the District to change the name to the Flood and Sea Level Rise Resiliency Agency, revise the governance to a seven-member board including five city council representatives and two county supervisors, expanding authorities to address sea level rise, and updating funding and financing authorities to reflect changes in the State Constitution since the Act was first written. ***We recommend C/CAG SUPPORT this measure.***

AB 847 (Grayson) Transportation Funding to Incentivize Housing

This bill would require HCD to review each production report submitted by a city or county in to determine if that city or county has met the applicable minimum housing production goal for the reporting period. The bill would redirect transportation revenues currently used for debt-service (e.g. vehicle weight fees) to be apportioned by the Controller to cities and counties if they have been certified by HCD to have met their very low-income housing goals or low-income housing goals.

AB 1413 (Gloria) Local Sales Tax Measures

Existing law authorizes, upon approval of two-thirds of the voters, to impose a retail transaction and use tax for specified transportation purposes. This bill would authorize a local agency to impose a tax applicable to only a portion of its county if two-thirds of the voters voting on the measure within the portion of the county to which the tax would apply.

AB 1568 (McCarty) Loss of Transportation Funding for Failure to Meet Housing Production Targets

This bill would require HCD to review each production report submitted by a city or county in to determine if that city or county has met the applicable minimum housing production goal for the reporting period. If a local agency fails to meet their production targets, the bill would require the Controller to withhold Road Maintenance and Rehabilitation Account funding for that jurisdiction and deposit those funds in a separate escrow account for each city or county that is not in compliance. The bill would require the Controller to distribute the funds to the local agency when they are found to comply.

ACA 1 (Aguir-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. ***We recommend C/CAG SUPPORT this measure.***

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified as others are currently "spot" bills and lack substance.*

C/CAG

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March 14, 2019

The Honorable Jim Beall
California State Senate
State Capitol, Room 2082
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 128 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you in **SUPPORT** of your bill, SB 128, which would eliminate the voter-approval requirement for bonds issued to fund projects within an Enhanced Infrastructure Financing District (EIFD).

Existing law authorizes a local agency or agencies, that formed an EIFD, to issue bonds upon approval by 55% of the voters voting within an EIFD to fund certain project types, including transportation improvements. This bill would instead authorize the local agency to issue bonds for the allowable projects without submitting a proposal to the voters.

By removing the vote-threshold, this bill would provide a city, county or special district with a renewed ability to generate new revenue to fund much-needed local infrastructure projects that increase access to housing, jobs & schools, reduce traffic congestion and improve air quality.

We **SUPPORT** SB 128 and appreciate your efforts to make it easier for local agencies to access additional funding as the state and local agencies continue to face significant shortfalls. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

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March 14, 2019

The Honorable Bill Dodd
California State Senate
State Capitol, Room 4032
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 137 (Dodd)

Dear Senator Dodd:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you in **SUPPORT** of your bill, SB 137, which would expand the state's Match Exchange Program to reduce the cost and regulatory hurdles of transportation projects.

All transportation projects in the state funded with federal, state, regional or local revenues, are required to go through the California Environmental Quality Act (CEQA). If the project includes any amount of federal funding, state and local agencies must also go through the National Environmental Policy Act (NEPA). Undergoing federal environmental review in addition to state review is nearly duplicative and time consuming.

By expanding the Match Exchange Program to regions with populations over 200,000, and expanding to other Federal Surface Transportation programs, such as the Safe Routes to School Program, Highway Safety Improvement Program, and local bridge projects, state and local agencies could see the benefit of having state and local funding stretched further.

We **SUPPORT** SB 137 and appreciate your efforts to streamline the delivery of state transportation projects. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

C/CAG

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March 14, 2019

The Honorable Tom Daly
California State Assembly
State Capitol, Room 3120
Sacramento, CA 95814

RE: **SUPPORT** for AB 252 (Daly)

Dear Assembly Member Daly:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of your bill, AB 252. This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws.

The authority for Caltrans to assume NEPA assignment currently exists, but is set to expire on December 31, 2019, at which time Caltrans could stop issuing NEPA approvals for projects on or adjacent to the federal highway system or funded with federal dollars. In San Mateo County, numerous bicycle and pedestrian, transit access, and roadway rehabilitation projects could be affected in approximately 16 out of our 21 local jurisdictions. A delay in extending the NEPA authority would significantly delay the final environmental approvals needed to advance these important projects.

Therefore, we **SUPPORT** AB 252 and appreciate your efforts to extend the authorization. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

C/CAG

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March 14, 2019

The Honorable Cecilia Aguiar-Curry
California State Assembly
State Capitol, Room 5144
Sacramento, CA 95814

RE: **SUPPORT** for Assembly Constitutional Amendment 1 (Aguiar-Curry)

Dear Assembly Member Aguiar-Curry:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of ACA 1. This measure would lower the voter-threshold for the imposition, extension or increase of a special tax by a local government for affordable housing and infrastructure purposes, from two-thirds to 55 percent.

As you know, the California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters of the city, county, or special district voting on that tax. In recent years, this supermajority requirement has resulted in several major local transportation sales tax proposals narrowly failing passage. For example, Measure X (2016) in nearby Contra Costa County received 62.5 percent approval and Measure B (2016) in Sacramento County received 64.81 percent approval, just short of the 66.7 percent voter-threshold. Both measures would have passed decisively under the revised voter-threshold proposed by this constitutional amendment. San Mateo County, through Measure W (2018), voted to assess a half-cent sales tax to fund transportation improvements in the County, but the election was very close, winning with 66.87 percent. In the coming years, we may be looking to invest more local funding to address the maintenance needs of our local streets & roads and transit systems.

By lowering the voter-threshold for a special tax for local projects from two-thirds to 55 percent, this constitutional amendment would provide a city, county or special district with a renewed ability to generate new revenue to fund much-needed local infrastructure and housing projects that increase access to housing, jobs & schools, reduce traffic congestion and improve air quality.

We **SUPPORT** ACA 1 and appreciate your efforts to make it easier for local agencies to access additional funding as the state and local agencies continue to face significant shortfalls. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill