

guarantee that emails received less than 2 hours before the meeting will be able to be posted or provided to Committee members prior to the meeting, but such emails will be included in the administrative record of the meeting.

Oral Comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The Legislative Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or the Committee Chair/Vice-Chair call for the item on which you wish to speak, click on “raise hand.” C/CAG staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier: scharpentier@smcgov.org

Transportation Systems Coordinator: Kim Springer at kspringer@smcgov.org

Administrative Assistant: Mima Guilles (650) 599-1406

- 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 regarding trash and litter control, including but not limited to microplastics, ~~and~~ tire wear byproducts and other vehicle related pollutants, and emerging contaminants of concern.
- 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.

Policy #4 -

Advocate and support an integrated and flexible 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, and both climate action and adaptation (resiliency).
- 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 and policies aligned with C/CAG's priorities.

- 6.1 Maximize the Bay Area's and San Mateo County's share of any State General Fund surplus revenue invested in local/regional transportation.

- 6.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- 6.3 Support the implementation of SB 1 (Road Repair and Accountability Act of 2017) programs and monitor the implementation of Executive Order N-19-19, ~~and~~ N-79-20, and the Climate Action Plan for Transportation Infrastructure (CAPTI), which call for aligning transportation spending with the state's climate goals.
- 6.4 Monitor and engage in the planning for and potential implementation of new transportation funding sources, including -identifying viable alternatives to the gas tax; and regional proposals to study congestion pricing.
- 6.5 Monitor legislation related to the California high-speed rail project.
- 6.6 Support legislation that identifies funding for active transportation, complete streets, and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure.
- 6.7 Support efforts to secure the appropriation and allocation of "cap and trade" revenues to support San Mateo County needs.
- 6.8 Support or sponsor efforts that finance and/ or facilitate operational improvements on the US 1, 35, 84, 92, 280, 380/101 corridor, State Highway system and highway corridors in San Mateo County. including the 101 Express Lanes project.
- 6.9 Support alternative contracting and project delivery methods, such as Public Private Partnerships, that could result in project cost savings, such as accelerated deployment of technology including fiber optic cable for connected vehicle deployment, access to broadband capabilities, and more cost effective distributed green infrastructure for stormwater management.
- 6.10 Monitor the implementation of the new bridge toll program (Regional Measure 3) and advocate for an appropriate share of new revenues for projects in San Mateo County.
- 6.11 Monitor and engage in the effort to seek voter approval for a regional funding measure for transportation in 2024.
- 6.12 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.
- 6.13 Support policies aimed at reducing vehicle miles traveled and associated traffic congestion by reducing the share of commuting by single-occupant vehicles.
- 6.14 Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes.
- 6.15 Monitor or support legislation improving bicycle and pedestrian safety. In particular, support the implementation of AB 43 and modifying the state's 85th percentile methodology for determining speed limits to provide greater flexibility to local agencies and continue to

~~support~~ authorization of automated speed enforcement technology to enforce speed limits and other elements of Vision Zero.

6.16 Support legislation that would amend ~~Government~~ Code Section – 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10.

6.17 Support efforts to create local VMT/GHG mitigation programbanks to assist in reaching SB 375 GHG reduction goals.

6.18 Monitor legislation and funding opportunities for integration of autonomous vehicles and infrastructure.

6.19 Support and monitor efforts to facilitate the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies. -Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

6.20 Support legislation that streamlines project delivery, including simplifying grant applications, streamlining CEQA, and accelerating project permit approvals.

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 bold climate protection action, Greenhouse Gas reduction, and energy conservation and resilience 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 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 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 ratepayer-funded local government partnerships to foster ~~energy conservation~~ energy efficiency, electrification, and resilience, or 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 and incentives for building energy electrification, transition to electric vehicles, or other greenhouse gas reducing initiatives, in support of local government climate action plans and the Governor’s Executive Orders N-19-19 and N-79-20.
- 8.8 Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- 8.9 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 provide~~ emissions data and develop community-scale greenhouse gas emission inventories, and make them publicly available.
- 8.11 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, electrification, and energy ~~resilience.savings.~~
- 8.12 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.
- 8.13 Support legislation to provide funding and policy guidance on wildfire preparedness and emergency response to local jurisdictions.
- 8.14 Monitor efforts to address emergency preparedness and response activities by PG&E.

<p><i>Policy #9 - Protection of water user rights and access to sustainable water supply</i></p>

- 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.

- 9.2 Support legislation that provides funding for development of alternative sources of water supply, ~~and/or~~ resources for ~~community municipal~~ water supply conservation, and water capture initiatives.

*Policy #10 -
Other/Miscellaneous*

- 10.1 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, and allow for transparent, accessible, and participatory remote public meetings; with the goals of increasing participation from board members, committee members, and the public; and reducing vehicle miles traveled.

C/CAG AGENDA REPORT

Date: January 13, 2022

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Discuss scheduling meetings with the San Mateo County Delegation at the outset of the 2022-23 Legislative Session.

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee discuss scheduling meetings with the San Mateo County Delegation at the outset of the 2022-23 Legislative Session.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

Staff and consultants Matt Robinson and Andrew Antwih, of Shaw, Yoder, Antwih, Schmelzer, & Lange, recommend discussing both priority legislative issues and setting meetings with representatives to discuss those priority issues before the next Legislative Session.

Staff recommends scheduling a meeting in late January or early February, with direction and input from Committee members.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: January 13, 2022

To: C/CAG Legislative Committee

From: Sean Charpentier, 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 Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee 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).

C/CAG staff does not have specific recommended actions with respect to the legislative update this month.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the full C/CAG Board. The attached report may include updates from Sacramento with respect to the State Budget process, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee last met on December 9, 2021. The Legislature has begun its 2022-23 session.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included informational links to the relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2021 calendar of legislative deadlines. Lastly, staff have also included links to the 2021 legislation websites

for the San Mateo County delegates for information only.

ATTACHMENTS

1. C/CAG Legislative Update, January 3, 2022 from Shaw Yoder Antwih Schmelzer & Lange

Below are informational links:

2. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
3. [California State Association of Counties \(CSAC\) 2021 bill positions and tracking](#)
4. [California Associations of Councils of Government \(CALCOG\) 2021 bill tracking](#)
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
6. [2022 California State Calendar of Legislative Deadlines](#)
7. San Mateo County Delegation Sponsored Legislation 2021
 - [2021 Legislation from Assemblymember Marc Berman](#)
 - [2021 Legislation from Assemblymember Kevin Mullin](#)
 - [2021 Legislation from Assemblymember Phil Ting](#)
 - [2021 Legislation from Senator Josh Becker](#)
 - [2021 Legislation Senator Scott Wiener](#)
8. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



January 3, 2022

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 – January 2022**

Legislative Update

The Legislature will return to Sacramento to begin the second year of the 2021-22 Legislative Session on January 3. AS a reminder, the Legislature released the [2022 Tentative Legislative Calendar](#) establishing the deadlines for 2022. February 18 marks the bill introduction deadline for new bills. Interestingly, in late-December, the Assembly announced to its employees it will reinstate its flexible work schedule until February 14, which allows staff to work remotely if necessary. Shortly after the Legislature reconvenes, Governor Newsom will release his January budget proposal on January 10. We expect it will contain proposals for investments in transportation, climate & drought resiliency, and affordable housing & homelessness.

Budget Requests

In Sacramento, C/CAG is exploring pursuing budget funding requests with members of our delegation for two projects benefitting San Mateo County. The first would be a request for \$10 million for a stormwater project at Red Morton Community Park in Redwood City. The project is a subsurface stormwater capture and detention system with options for harvest and reuse the water for irrigation and/or non-potable reuse for toilet flushing at a planned veterans building. The other funding ask would be for the construction phase of the US 101/SR 92 Interchange Area Improvements project. C/CAG staff will be meeting with delegation member staff in the coming weeks to provide an overview of the requests.

Bills of Interest

Below are Bills of Interest that must move to the other house by January 31 if they are to remain active in 2022:

AB 377 (Rivas) Water Quality – Two-Year Bill

[This bill](#) would require all California surface waters to be fishable, swimmable, and drinkable by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharges (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters. The bill would prohibit a regional water quality control plan from including a schedule for achieving a water quality standard adopted as of

January 1, 2021. The bill would require the state board and regional boards to develop by 2030 an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations and a Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. ***The C/CAG Board OPPOSES this bill.***

AB 629 (Chiu) Seamless Bay Area – Two-Year Bill

As currently drafted, [this bill](#) would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service.

This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***This bill will need a new author as Assembly Chiu was appointed San Francisco City Attorney in early November.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – Two-Year Bill

[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, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The C/CAG Board SUPPORTS this bill.***