

C/CAG LEGISLATIVE POLICIES FOR 2022

(Draft: January 12, 2023 C/CAG Legislative Meeting)

Policy #1 - Protect against the diversion of local revenues, promote equitable distribution of state/regional resources and revenues, and protect against increased local cost resulting from State actions local revenue.

- 1.1 Support League of California Cities, California State Association of Counties, and other stakeholders, as well as initiatives, and initiatives that protect and/or increase local revenues.
- 1.2 Provide incentives and tools to local government to promote economic vitality.
- 1.3 Work toward improving the State's disadvantaged community screening tools with a focus on San Mateo County's community's needs. Support efforts to improve the disadvantaged 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 community needs are addressed.
- 1.4 Support appropriate new State and local funding or the reinstatement of state funding for economic development and affordable housing, including the use of tax increment financing or "Redevelopment 2.0".
- 1.5 Pursue and support efforts that direct state and regional funds equitably to ensure a return to source.
- ~~1.6 Support State actions that ensure adequate funding is made available by the State for delegated re-alignment responsibilities and ensure that all State mandates and delegated responsibilities are 100% reimbursed. Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.~~
- ~~1.7~~ 1.6
- ~~1.8 Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.~~
- ~~1.9 Support funding efforts for the COVID-19 public health emergency that are responsive to equity, transportation, housing, and environmental needs in San Mateo County.~~

Policy #2 - Protect against loss of local land use authority from State action. Strengthen local government

- 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.
- 2.3 Oppose State actions that would inhibit local agencies' ability to make decisions that address the specific needs of that community.

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- 2.4 Oppose State actions that would withhold funding (including transportation) from jurisdictions based on housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose and legislation that would usurp a local government's authority regarding land-use decisions.
- 2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.

Policy #3 - Protect water quality and support sustainable stormwater management. 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 and achieving cost effectiveness 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, San Mateo County Regional Collaborative Program, 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 statewide 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 regulatory streamlining and 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~~ Work with legislators to ~~provide~~ pursue 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, and advancing schoolyard greening initiatives in partnership with school districts, regional-scale multi-benefit stormwater capture projects, and programmatic implementation of regional-scale distributed green stormwater infrastructure.
 - h. Support mechanisms that allow credit trading approaches for stormwater management

and water quality improvement.

3.2 Advocate to support legislative strategies towards achieving 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 local communities.

- a. 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.
- b. 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, tire wear byproducts and other vehicle related pollutants, and emerging contaminants of concern.
- c. 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.
- d. Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
- e. 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 and flexible approaches to both funding and project types for statewide and regional infrastructure efforts including stormwater management, transportation, affordable housing, and both climate action and adaptation (resiliency).

~~Advocate for efforts that provide flexibility in funding sources as well as integrated approaches to funding and project types, and to enable a holistic approach to deliver fund programs and projects.~~

4.2

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.

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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, 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 as it affects our San Mateo County region.
- 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 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, including expanding community broadband access and technological

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advancements to encourage telecommuting, and others 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 authorization of automated speed enforcement technology to enforce speed limits and other elements of Vision Zero.

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

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

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

6.18.6.19 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.

6.19.6.20

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

6.21.6.22

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.

Commented [KS1]: Combined with 1.5

Commented [KS2]: Same as 6.9

Policy #7 - 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.

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- 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.
- ~~8.48.5~~ 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.
- ~~8.58.6~~ Support efforts that ensure continued funding for ratepayer-funded local government partnerships to foster energy efficiency, electrification, and resilience, or expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- ~~8.68.7~~ 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.
- ~~8.78.8~~ Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- ~~8.88.9~~ Support legislation that supports Peninsula Clean Energy (PCE) objectives and oppose proposed legislation that impairs that effort.
- ~~8.98.10~~ Support legislation that provides local government access to data necessary for completing greenhouse gas emission inventories, or legislation that requires the State to provide emissions data and develop community-scale greenhouse gas emission inventories and make them publicly available.
- ~~8.108.11~~ 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.
- ~~8.118.12~~ 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.
- ~~8.128.13~~ 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.
- ~~8.15~~ Support efforts to make State, Regional, and local grid reliability plans and efforts; and expanded communication with transparent to utility customers.

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Policy #89 - Protection of water user rights and access to sustainable water supply

- 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, resources for municipal water supply conservation, and water capture initiatives.

Policy #109 - 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.