

C/CAG

City/County Association of Governments of San Mateo County

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MEETING AGENDA

C/CAG Legislative Committee

Chair: Gina Papan **Vice Chair:** Adam Rak

Members: Davina Hurt (C/CAG Chair), Ricardo Ortiz (C/CAG Vice-Chair)
Elizabeth Lewis, Karen Cunningham, Lisa Gauthier,
Anders Fung, Sue Vaterlaus, Michael Salazar

January 12, 2023 - 5:15 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), C/CAG Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Webinar:

<https://us02web.zoom.us/j/85410123338?pwd=SWJlOFIsWVYxL3lKR3dHNWZSFARdz09>

Webinar ID: 854 1012 3338

Password: 120822

Join by Phone: (669) 900-6833

Persons who wish to address the C/CAG Legislative Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to Kim Springer at kspringer@smcgov.org. Please see below for instructions. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

Governor Newsom Convenes Special Session

On November 30, Governor Newsom signed a [proclamation](#) to convene a special session on December 5 to "pass a price gouging penalty on oil companies that will keep money in Californians' pockets." Governor Newsom has called on the Legislature to also consider during the special session efforts to empower state agencies to more closely review gas costs, profits and pricing as well provide the state with greater regulatory oversight of the refining, distribution and retailing segments of the gasoline market in California. On December 5, the special session – formally, the First Extraordinary Session of 2023-24 – officially convened. In this special session, several bills by Democratic and Republican legislators have already been introduced that seek to address the high cost of gasoline in California. The Governor's proposal is reflected in [SBX1-2 \(Skinner\)](#).

Bills of Interest

SB 4 (Wiener) Housing Development on Higher Education and Religious Institution Properties

This bill would require that a housing development be a use by right eligible for streamlined approval on any land owned by an institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria (including that the development is not adjoined to any site where more than one-third of the site is dedicated to industrial use). The bill would require that 100 percent of these units be affordable to lower income households, except that 20% of the units may be for moderate-income households, and projects are also eligible for density bonuses. The bill would authorize the development to include ancillary uses on the ground floor of the development. The bill would require a development subject to these provisions to provide off-street parking of up to one space per unit, unless a local ordinance provides for a lower standard of parking, in which case the ordinance applies. However, the bill would prohibit a local government from imposing any parking requirement if the development is located within one-half mile walking distance of a high-quality transit corridor or major transit stop, and within one block of a car share vehicle. Finally, the bill would require a local government that determines a proposed development is in conflict with any objective planning standards to provide the developer with written documentation explaining those conflicts under a specified timeframe (90-180 days depending on the development size) and would require a local government to approve a development if the local government fails to provide the requisite documentation explaining any conflicts.

AB 6 (Friedman) Transportation Project Funding

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board for the reduction of greenhouse gas emissions. This bill would state the intent of the Legislature to require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

AB 7 (Friedman) Transportation Funding for Capacity Projects

Existing law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid

transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

For a full list of the bills we are tracking for C/CAG, please click [here](#).

C/CAG AGENDA REPORT

Date: January 12, 2023
To: C/CAG Legislative Committee
From: Sean Charpentier, Executive Director
Subject: Second review of proposed list of focus areas for the 2023 legislative session.

(For further information or response to questions, contact Kim Springer kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee complete a second discussion of proposed focus areas for the 2023 legislative session and provide possible action.

FISCAL IMPACT

None

BACKGROUND

Staff, the Legislative Committee, and C/CAG's legislative consultant have agreed that it makes sense for the C/CAG Legislative Committee and the C/CAG Board to consider initiatives to focus on the upcoming legislative sessions. The 2022 legislative session ended on November 30, 2022, and the 2023 session began on December 5. The 2023 [Legislative Calendar](#) was released in early-November and contains the legislative deadlines for the first year of the 2023-24 Legislative Session. The last day to introduce new bills is February 17, 2023. Establishing C/CAG's focus areas and appropriately communicating those to both C/CAG's legislative consultant, Shaw Yoder Antwih Schmeltzer & Lange, and the Delegation is important.

The adopted 2022 Legislative Policies are included as Attachment 1. The Legislative Policies are comprehensive and reflect significant modifications in 2020 and 2021. Accordingly, staff do not recommend changes at this time. However, Committee member Ortiz recommended some change to "clean up" the Legislative Policies document, for review by the Committee.

There two categories of "focus areas" that staff are in discussion with the Legislative Committee: Legislative ideas, and funding requests.

#1. Legislative ideas are potential areas for C/CAG to sponsor legislation or work closely with others to sponsor legislation. Sponsoring legislation can be very resource intensive, and staff need to focus its efforts on issues that are central to C/CAG's mission, actionable, and have a reasonable chance of success. In addition, C/CAG does not have dedicated Government Affairs staff, and have to be judicious in our resources in pursuing legislative change.

C/CAG staff have suggested focus areas and have met with C/CAG’s legislative consultant to review and consider. After consultant input, a proposed list was presented to the C/CAG Legislative Committee at the November 10, 2022 meeting as initial starting points for discussion. Each include a reminder of feedback on Legislative Ideas from the Legislative Committee at the November 10, 2022 meeting. The C/CAG Legislative Committee continued this item in December to this Committee meeting in January.

- a. Brown Act Reform – The original discussion was focused on allowing 100% remote meetings for agency advisory committees making non-binding decisions. This would not apply to the C/CAG Board. In December, this idea was strongly supported by the Committee, and it was suggested that staff and the consultant reach out to MTC and other agencies with a recommendation supporting a strategy to facilitate remote participation in certain situations for legislative body meetings (C/CAG Committees). Legislative Committee Vice Chair Adam Rak has provided a sample letter, included as Attachment 1, from the City of San Carlos for discussion. The letter from San Carlos supports 100% remote meetings for regional bodies such as C/CAG. **The suggested Legislative Committee action is to recommend a position to the C/CAG Board of Directors and that C/CAG send a letter to the State Delegation supporting a strategy for more flexibility for remote meetings.** The following table includes the two options for discussion:

C/CAG Body	Types of Decisions	Existing Conditions: As of March 2023 (after CA State of Emergency Expires)	Option 1: 100% Remote for Board and Committees	Option 2: In Person for Board Meetings (binding actions), Remote for C/CAG Committees (advisory positions)
C/CAG Board of Directors Meetings (23 Members)	Binding policy, programmatic, budgetary, contractual, and personnel decisions.	In person, pursuant to Brown Act and limited remote participation authorized by AB 2449	100% remote participation for Board Members	In person, pursuant to Brown Act and limited remote participation authorized by AB 2449
C/CAG Standing Committee Meetings (9 Standing Committees with 123 “Seats”)	Advisory policy, programmatic, budgetary, and contractual recommendations to C/CAG Board.	In person, pursuant to Brown Act and limited remote participation authorized by AB 2449	100% remote participation for Committee Members	100% remote participation for Committee Members

- b) CARB – GHG Emission Inventories – work to support legislation or budget actions that would provide funding for CARB to produce GHG emission inventories for every city and county in California.

The Committee understood the potential value of this idea and that there have been regional/State discussions with CARB staff on this.

- c) Multi-Family Dwelling Incentives – effort to establish State incentive program to initiate projects at multi-family dwellings in California, for electrification, EVSE, and rainwater capture.

The Committee understood the value and need for this for consideration.

- d) Researching green investment requirements for CALPERS real estate portfolio.

The Committee strongly supported this idea, especially based on the experience of the City of Burlingame on this issue.

- e) Recommended for future Legislative Sessions:

- Updating State Statute to increase the maximum potential VLF, which is currently established at \$10. C/CAG raises \$10 VLF as part of its Measure M program.
- Updating Congestion Management Program (CMP) statute to include metrics for VMT as well as LOS.

#2. C/CAG submits specific funding requests to our State and Federal Delegation. The funding requests are generally for regional projects that C/CAG has been investing in, projects that span multiple jurisdictions and require regional support, as well as innovative topics such as a laundry to landscape pilot.

In 2022, C/CAG directly submitted 5 funding requests for up to \$21 million in funding. C/CAG has been successful in securing approximately \$3.1 million for requests “a” and “b” below. The opportunity to submit specific budget requests in the upcoming year is not clear because of the impact of a potential recession, potential changes in political leadership in Congress, and whether we are successful in applying for SB1 funding for 92/101 Area Improvements. At the November 10, 2022 meeting, staff recommended that, if the opportunity to apply for member directed funding exists, we continue to seek funding for requests “c through e” below.

- a) **\$760k for bike lane on El Camino Real in Millbrae and San Bruno (Assembly Member Mullin included in State Budget).**
- b) **\$2.4m for San Bruno Multi Benefit Regional Stormwater Project, San Bruno (Congresswoman Speier) included in the House approved Budget.**
- c) \$480k for Laundry to Landscape pilot.
- d) \$5m-\$10m for 92/101 Area Improvements and Multi Modal Project.
- e) \$8m for Red Morton Multi Benefit Regional Stormwater Project, Redwood City.

Staff recommends the C/CAG Legislative Committee have a second discussion of the proposed focus areas and provide final feedback during the January meeting. It is further recommended that these items be finalized at this Legislative Committee meeting to share the January C/CAG Board meeting, allowing time for discussion with the California delegation, early in the 2023 Legislative Session.

ATTACHMENT

1. Sample Letter from City of San Carlos

Dear Assemblymember Rubio:

Thank you for your leadership in the State Assembly on critical issues ranging from pre-school education and safe drinking water, to continuous medical care for children under the age of five and transparency and flexibility in public meetings. We appreciate your inclusive approach to addressing the needs of all Californians and empowering communities to come together to create positive change for all.

We are writing to request that Assembly Bill (“AB”) 2449 be amended to allow city councils, their standing committees, and regional boards more flexibility to establish their own teleconference requirements related to quorums, just cause and emergency requirements, and limitations on the number of remote meetings members may attend.

In March 2020, the Governor issued Executive Order N-29-20, giving local agencies more flexibility to deploy teleconferencing, and it was a monumental success. It protected the health and safety of civil servants and the public, while effectively and efficiently conducting the public’s business.

Teleconferencing during the pandemic increased public participation, reduced single occupancy vehicle trips and travel costs, and decreased greenhouse gas (GHG) emissions.

We believe there are several unintended consequences of AB 2449 and respectfully request that the following requirements be considered for amendment:

1. **Just cause travel.** Local city councils and their standing committees are often comprised of individuals with full-time occupations. AB 2449’s “just cause” requirement unfairly allows travel while on business “of the legislative body or another state or local agency,” but not travel related to an individual’s occupation. This raises an equity concern that participation in local and regional government would be limited to officials at a certain socioeconomic level. Travel for a member’s occupation should be allowed under “just cause.”
2. **Cap on number of remote meetings allowed.** The limitation on the number of meetings that may be attended remotely appears arbitrary. The State could consider mandating a “floor” for in-person meetings, i.e. at least two meetings per year must be in person, and allow regional boards and standing committees maximum flexibility in determining the “ceiling” or “cap” on the number of remote meetings permissible. To contrast, local officials serve in the communities in which they live and the return to in-person meetings for local jurisdictions is not an issue. Nonetheless, local jurisdictions and their constituents are best suited to decide whether to host in-person or virtual meetings and to decide the limitations of those meetings.
3. **Quorum.** Requiring a quorum at a single physical location for regional boards and their subcommittees, and mandating that members of these bodies travel long distances to attend in-person meetings, contradicts the State’s efforts to curb GHG emissions and seems arbitrary and particularly burdensome when regional boards are comprised of a geographically diverse membership of cities and counties. Regional boards, as well as standing committees of a city council should be allowed to stay 100% remote, with the option of deciding as a body, how many meetings should be attended in-person versus remote.

4. **Webcasting technology.** Unlike local city councils, regional boards meet in a variety of locations that often are not equipped with webcasting technology to enable hybrid meetings. Under AB 2449 regional boards will need to pivot from online meetings to in-person meetings.

5. **Disclosure.** The requirement to publicly disclose any individual in the room over the age of 18 is a privacy violation. For example, if a member is under the care of an at-home nurse, this should not need to be shared publicly.

We have serious concerns regarding AB 2449's measures to limit remote teleconferencing to a handful of emergency or restrictive just cause approvals. Without amendment, these measures will result in unnecessarily long travel times to meetings, suppressed attendance, and difficulty reaching quorum, which will in turn negatively impact the governing body's productive work.

We respectfully request that AB 2449 be amended to provide more flexibility to regional agencies and local governing bodies. The Brown Act ensures that officials and their constituents can have open and transparent meetings, which we now know can occur using modern technology. As representatives of local governments and regional boards, we believe in the benefit of increased access in our communities. We look forward to collaborating with you to promote greater flexibility and participation in the decision making process by incorporating the changes we have proposed. Thank you for your time and consideration of this important matter that impacts all of us.

Sincerely,

Adam Rak, Mayor, City of San Carlos
Sara McDowell, Councilmember, City of San Carlos

cc: Senator Josh Becker
Assemblymember Diane Papan

C/CAG AGENDA REPORT

Date: January 12, 2023
To: C/CAG Legislative Committee
From: Sean Charpentier, Executive Director
Subject: Review and approval of updated C/CAG Legislative Policies for 2023

(For further information or response to questions, contact Kim Springer kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee review and approve the updated C/CAG Legislative Policies for 2023.

FISCAL IMPACT

None

BACKGROUND

At the November Legislative Committee meeting, staff shared that they were not recommending an update to the C/CAG Legislative Priorities document; using the existing document as adopted by the Board in February 2022, for 2023. The Committee ask for additional time to review the 2022 document and staff included review of the document at the December Committee meeting. At the December meeting, the Legislative Priorities item was continued to this January meeting.

In the process of continuing the item, Member Salazar mentioned interest in sharing suggested edits with C/CAG staff, which staff received and have incorporated into the attached Legislative Priorities document.

Staff recommends the C/CAG Legislative Committee review and approve the attached Legislative Priorities document for 2023, with final formatting by staff, for presentation and approval by the C/CAG Board at its February meeting.

ATTACHMENT

1. Draft Legislative Priorities document

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.

Attachment 1

- 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.

Attachment 1

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

Attachment 1

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.

Attachment 1

- 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.

Attachment 1

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.