

C/CAG

City/County Association of Governments of San Mateo County

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MEETING AGENDA

C/CAG Legislative Committee

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

Date: Thursday, December 14, 2023 Time: 5:30 p.m. Primary Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Join by Webinar: https://us02web.zoom.us/j/86556459079?pwd=NWtQdkRWV3Q4bDZxWjY1dnQ2TkFoUT09 Webinar ID: 865 5645 9079 Password: 121423 Join by Phone: (669) 900-6833
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Chair: Adam Rak

Vice Chair: Gina Papan

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

This meeting of the Legislative Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

Meeting Agenda

1.	Call to Order	Rak	
2.	Roll call	Springer	
3.	Public comment on related items not on the agenda.	Rak	
4.	Review and approve the Legislative Committee meeting minutes from the meeting held on November 9, 2023.	Action Rak	Pages 4-7
5.	Review and approval of C/CAG Legislative Committee meeting calendar for 2024.	Action Springer	Page 8
6.	Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)	Possible Action Robinson/Antwih/Shaw Rak	Pages 9-21
7.	Review and adoption of updated C/CAG Legislative Policies for 2024.	Charpentier	Pages 22-29
8.	Adjournment	Rak	

Next Meeting: January 11, 2023

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, 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: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records. **ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the C/CAG Board, members of the public may address the Board as follows:

WRITTEN COMMENTS: Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to kspringer@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the RMCP Committee members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the RMCP Committee members and included in the administrative record of the meeting as soon as practicable.

SPOKEN COMMENTS: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee during the agenda item titled “Public Comment on Items Not on the Agenda.” Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again. At the call of the Chair, public comments will be taken in-person and remote. Public comments will be taken first by speakers in person followed by via Zoom. If you have documents you wish to distribute to the Committee and include in the official record, please hand it to the C/CAG Staff who will distribute the information to the Committee members and staff. *Those participating remotely will:

1. Access the meeting through Zoom at the online location or via phone as indicated at the top of this agenda.
2. 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. 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. Click on “raise hand” when the C/CAG Clerk or Chair calls for the item on which you wish to speak. The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted. If you have any questions about this agenda, please contact C/CAG staff:

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

C/CAG AGENDA REPORT

Date: December 14, 2023

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on November 9, 2023.

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

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on November 9, 2023.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, November 9, 2023

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

**Draft Meeting Minutes
November 9, 2023 Meeting**

Staff and Guests Attending:

C/CAG Staff:

Sean Charpentier, Kaki Cheung, Mima Crume, Jeff Lacap, Susy Kalkin, Audrey Shiramizu, Reid Bogert

Legislative Consultant:

Matt Robinson

Others Attending:

1. Call to Order.

Chair Rak called the meeting to order at approximately 5:37 p.m.

2. Roll call.

C/CAG staff conducted roll call, and a quorum of seven was present. Member Ortiz arrived after the minutes were approved for a total quorum of eight as shown below.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Belmont	Davina Hurt	X	
Brisbane	Karen Cunningham	X	
Burlingame	Ricardo Ortiz	X	
East Palo Alto	Lisa Gauthier	X	
Millbrae	Gina Papan (Vice Chair)		
Millbrae	Anders Fung	X	
Pacifica	Sue Vaterlaus		
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak (Chair)	X	

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

There were no written or public comments.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on November 9, 2023.

The Committee approved the meeting minutes from the November 9, 2023 C/CAG Legislative Committee Meeting. Member Salazar motioned approval, seconded by Member Gauthier. A vote was taken. Motion passed (7,0,0).

5. Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

C/CAG Legislative Consultant, Matt Robinson from Shaw Yoder Schmeltzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet. Robinson provided an overview of the monthly report, and some key dates related the legislature.

Legislators will return after the new year on January 3, 2024 and need to begin work on clearing out all the remaining two-year bill upon their return in January. Bills need to pass committee hearings and move out of their current house by the end of January deadline, including some Brown Act bills. All new bills will need to begin drafting in January for introduction by February 16, 2024.

Robinson also discussed SB 450 (Atkins), extension of SB 9, is a two-year bill. ACA 1, reduced voter threshold for certain infrastructure projects is headed for the November ballot, as is ACA 13, higher voter threshold for approval for more restrictive amendments on voting for local funding. AB 557 (Hart), extension of AB 361 (Rivas) with modifications is also a two-year bill. SB 4 (Wiener), ministerial approvals for housing on religious and institutional properties was signed by the governor, as was SB 423, extension of SB 35. SB 617 (Newman), progressive design-build was signed by the governor.

On transportation, funding for the Transit Transportation Task Force was approved and CALSTA will be launching that effort. Senator Wiener continues to have interest in his bridge toll legislation or some form of relief for transit. There may be a second bill, also to support transit, that could provide regional funding.

The committee discussed the following other topics: potential for a BART – Caltrain merger, MTC's effort to study all lane tolling, the State budget in 2024, and new leadership and Bay Area representation.

6. Review of updated Legislative Policies for 2024

C/CAG Executive Director, Sean Charpentier, provided an overview of the recommended modifications to the 2023 Legislative Policies for the 2024 session. The Committee commented on the recommended changes and suggested a larger revision, recategorizing the list of priorities to simplify the document and make it more high level. The Committee established that Members Fung, Rak, and Salazar would work with staff in 2024 to further modify the document, including categorizing the Policies somewhat differently than they are currently. Staff will clean up the presented document for Committee approval in December.

7. Adjournment.

The meeting adjourned at approximately 6:26 P.M.

Next meeting is December 14, 2023.

C/CAG AGENDA REPORT

Date: December 14, 2023

TO: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approval of C/CAG Legislative Committee meeting calendar for 2024.

(For further information, contact Sean Charpentier scharpentier@smcgov.org)

Recommendation:

That the Committee review and approve C/CAG Legislative Committee meeting calendar for 2024.

Fiscal Impact:

None.

Background/Discussion:

The following schedule for 2024 C/CAG Legislative Committee meetings is proposed. All meetings start at 5:30 P.M. and occur on the second Thursday of the month as below:

January 11th

February 8th

March 14th

April 11th

May 9th

June 13th

July 11th

August - no meeting

September 12th

October – no meeting

November 14th

December 12th

Attachments:

None.

C/CAG AGENDA REPORT

Date: December 14, 2023

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

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

RECOMMENDATION

C/CAG staff recommend that the C/CAG Board of Directors review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

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 advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important or interesting issues and votes on positions taken by the Committee, or that arise out of the Committee meetings, are reported to the full C/CAG Board through this item.

The attached report (Attachment 1) from the Consultant may include various updates from Sacramento with respect to the legislative timelines, State Budget, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee and Board last met. The 2024 Legislative Sessions will begin when the legislature reconvenes on January 3, 2024. Remaining two-year bills will need to pass to the opposite house by the end of January to move forward. The deadline for new bills is February 16, 2024. The 2024 Legislative Calendar can be found here: [2024 Legislative Calendar](#).

At the Legislative Committee meeting held prior to the Board meeting, the Committee will mainly

receive updates from the Consultant on State budget updates, and any additional information from Sacramento on bills discussed in the attached C/CAG Legislative Update. In addition, the consultant may discuss transportation funding and potential efforts to consolidate transportation agencies, and changes in legislative leadership and committee assignments. Staff has included a DRAFT Legislative Plan and Calendar Dates 2024, which includes key dates for planning purposes for the Committee, provided as Attachment 2 to this staff report. Staff may also review 2024 Legislative Session funding priority concepts with the Committee during this meeting.

State Authorizing Legislation for a potential future Regional Transportation Revenue ballot measure:

The Metropolitan Transportation Commission (MTC) has been discussing State Authorizing legislation to enable the region to put a regional transportation measure on a future ballot, possibly in 2026. The current schedule is to submit draft legislation in early 2024. The authorizing legislation does not require a regional ballot measure but provides the MTC the authority to pursue a regional measure. One of the recent topics is the role of transit coordination/consolidation that could be included in the regional measure.

Of particular note is the topic of consolidating BART and Caltrain. The December 8th, MTC Legislative Committee has an agenda item (3b) for discussion on the potential regional measure and the topic of transit coordination/consolidation. The link to the staff reports for 3b is included as Attachment 4 below. Under the heading “Bay Area Voters Want a More Integrated Transit System,” MTC includes several data points from the recent regional poll.

1. 73% of all voters strongly support “creating a seamless Bay Area Transit network with coordinated fares, routes, schedules and signage.”
2. 55% prioritize “merging BART and Caltrain into one integrated rail system.”

Attachment 3 has letters opposing consolidation from SamTrans, SAMCEDA, the San Mateo County Chamber, and Californians Advocating Responsible Rail Design (CARRD). Staff will provide an update to the Legislative Committee and the C/CAG Board of Directors on the discussion that occurred at the December 8th MTC Legislative committee.

Additional Information

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 2022 legislation websites for the San Mateo County delegates for information only.

Committee members may view the bills being tracked at the following link provided by SYASL:
[C/CAG Bill Tracking](#)

ATTACHMENTS

1. C/CAG Legislative Update, December 5, 2023 from Shaw Yoder Antwih Schmelzer & Lange
2. DRAFT Legislative Plan and Calendar Dates 2024
3. Letters from SamTrans, SAMCEDA, San Mateo County Chamber, and CARRD

4. Link to MTC Legislative Committee Staff report: [3bi_23-1424 Summary Sheet Transportation Revenue Measure Update \(1\).pdf](#)

Below are informational links:

5. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
6. [California State Association of Counties \(CSAC\) bill positions and tracking](#)
7. [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
8. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
9. [2024 California State Calendar of Legislative Deadlines](#)
10. San Mateo County Delegation
 - [Legislation from Assemblymember Marc Berman](#)
 - [Assemblymember Diane Papan](#)
 - [Legislation from Assemblymember Phil Ting](#)
 - [Legislation from Senator Josh Becker](#)
 - [Legislation Senator Scott Wiener](#)
11. Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
12. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslpartners.com/clients/>



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Sacramento
CA, 95814
916-446-4656

December 5, 2023

To: Board of Directors
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Silvia Solis Shaw
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – December 2023**

Legislative Update

The Legislature remains on interim study recess and will return to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. Immediately upon their return, the Legislature will begin working to hear and move bills introduced in 2023 that did not move out of their first house, known as two-year bills. Two-year bills still in their first policy committee will have to move by January 22, with all two-year bills needing to pass the first house by January 31. Shortly after the Legislature reconvenes in January, Governor Newsom will release his proposed Fiscal Year 2024-25 State Budget on January 10. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is now available [here](#).

Speaker Rivas Appoints Key Committee Chairs

On November 21, 2023, Assembly Speaker Robert Rivas (D-Salinas) announced his much-anticipated changes to policy and fiscal committee chairs in the Assembly. While the change for the Appropriations Committee Chair won't take effect until January 22, the others are effective immediately. Some key changes we would like to note are:

- Assembly Transportation Committee Chair Lori Wilson (D-Fairfield)
- Assembly Appropriations Committee Chair Buffy Wicks (D-Oakland)
- Assembly Budget Subcommittee #4 (Climate Crisis, Resources, Energy, and Transportation) Chair Steve Bennett (D-Ventura) [this appointment reflects a broader jurisdiction for the subcommittee]
- Assembly Budget Committee Chair Jesse Gabriel (D-Encino)
- Assembly Utilities and Energy Committee Chair Cottie Petrie-Norris (D-Irvine)
- Assembly Natural Resources Committee Chair Isaac Bryan (D-Los Angeles)
- Assembly Housing Committee Chair Chris Ward (D-San Diego)

In the months ahead, we expect the Speaker, after conferring with the new committee chairs, to announce the complete roster of all committees. In addition to the changes to the various chairs, Speaker Rivas announced a change to his leadership team, appointing Assembly Member Cecilia Aguiar-

Curry (D-Winters) as Assembly Majority Leader (she is currently the Speaker pro Tempore) and Assembly Member Jim Wood (D-Santa Rosa) as Speaker pro Tempore.

Transition for Senate Pro Tem Announced

On December 4, 2023, it was announced that incoming Pro Tem Mike McGuire (D-Healdsburg) would take the gavel from current Pro Tem Toni Atkins (D-San Diego) on February 5, 2024. We're not sure the timing for other Senate leadership and/or Senate committee chair changes, but it's safe to assume that we could begin to see new posts announced shortly after Senator McGuire is confirmed as Senate leader.

Transit Recovery Task Force

[SB 125 \(Committee on Budget and Fiscal Review\)](#), which was part of the FY 2023-24 Budget Act establishes the Transit Recovery Task Force (Task Force) and requires, by January 1, 2024, CalSTA to convene the Task Force. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements. On November 14, CalSTA opened an application process for interested participants, closing it on November 29. **We expect the Task Force to be selected by December 8, with an initial kick-off meeting on December 19.**

CARB Adopts FY 2023-24 Funding Plan for Clean Transportation Incentives

On November 16, the California Air Resources Board adopted its [Proposed Fiscal Year \(FY\) 2023-24 Funding Plan for Clean Transportation Incentives](#). The Funding Plan includes no new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, commonly known as HVIP. Instead, the Funding Plan acknowledges that HVIP Standard (open to truck and bus projects) and HVIP Transit (open to bus projects) retain significant budget capacity from previous years. Specifically, HVIP Standard retains \$312 million from FYs 2021-22 and 2022-23; and HVIP Transit retains \$111 million from FYs 2021-22 and 2022-23. The Funding Plan includes a policy change to increase the current annual voucher cap for transit agencies from 30 to 50, allowing transit agencies to claim more HVIP vouchers annually. This policy change will go into effect on January 1, 2024.

Two-Year Bills

SB 450 (Atkins) Updates to Ministerial Approvals for Parcel Subdivisions (SB 9) – C/CAG OPPOSE

This bill would make several changes to the ministerial approval process created by SB 9 for a housing development of no more than two units in a single-family zone (duplex), the subdivision of a parcel zoned for residential use into two parcels (lot split), or both by requiring that that an application for a duplex or a lot split shall be considered and approved or denied within 60 days from the date the local agency receives a completed application. If the local agency has not approved or denied the application in that timeframe, it shall be approved. This bill also states that if a local agency denies an application for a duplex or lot split, the permitting agency shall return in writing a full set of comments to the application with a list of deficient items and a description of how the application can be remedied by the applicant. This bill would also prohibit a local agency from imposing objective zoning standards,

objective subdivision standards, and objective design standards that do not apply uniformly to developments within the underlying zone. ***This is a two-year bill.***

SB 532 (Wiener) Bridge Toll Increase

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need. ***This is a two-year bill.***

ACA 1 (Aguiar-Curry) Lower-Vote Threshold for Local Funding Measures – C/CAG SUPPORT

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include projects for the reduction of pollution from stormwater runoff, improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters. ***This measure will appear on the November 2024 General Election ballot.***

ACA 13 (Ward) Higher-Vote Threshold to Change Local Funding Thresholds

This measure would requires an initiative constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters. Specifically, this measure: 1) Provides that an initiative measure that includes one or more provisions that amend the California Constitution, and that increases the voter approval requirement to adopt any state or local measure, must receive a proportion of votes in favor of the initiative that is equal to or greater than the highest voter approval requirement imposed by the initiative for the adoption of a state or local measure. 2) Permits a local governing body, at any election, to hold an advisory vote concerning any issue of governance for the purpose of allowing voters within the jurisdiction to voice their opinions on the issue. Provides that an advisory question is approved only if a majority of the votes cast on the question are in favor. Provides that the results of the advisory vote are not controlling on the local governing body. ***This measure may appear on the November 2024 General Election ballot.***

AB 7 (Friedman) Transportation Project Selection

On and after January 1, 2025, this bill would require CalSTA, Caltrans and the California Transportation Commission to incorporate specified principles into their processes for project development, selection, and implementation, including improving safety for all users, addressing environmental impacts and stormwater runoff, prioritizing infrastructure less vulnerable to climate change, and investing in safe and accessible bicycle and pedestrian infrastructure and zero-emission vehicle infrastructure. This bill would also require future California Transportation plans to include a financial element that identifies cost constraints, and an analysis of how the state is achieving the principles outlined in the Climate Action Plan for Transportation Infrastructure, the federal Infrastructure Investment and Jobs Act of 2021, and the federal Justice40 initiative. ***This is a two-year bill.***

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. ***This bill was incorporated into SB 125 (Committee on Budget and Fiscal Review).***

AB 817 (Pacheco) Brown Act – Advisory Bodies – C/CAG SUPPORT

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. ***This is a two-year bill.***

AB 1379 (Papan) Brown Act - Remote Meeting Flexibility – C/CAG SUPPORT

This bill also provides a broad interpretation of the Brown Act for all legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location, but would require a local agency to have a physical meeting location open to the public and follow certain notification procedures and meeting procedures. ***This is a two-year bill.***

AB 1525 (Bonta) Transportation Project Impacts to Priority Populations

This bill would require CalSTA, Caltrans, and the California Transportation Commission (CTC), by July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each project, as defined, to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population. Beginning July 1, 2025, the bill would require the above agencies to evaluate all new proposed projects using the criteria and then submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations. Beginning July 1, 2026 (and every three years thereafter), the bill would require at least 60 percent of the agencies' transportation funds be allocated for projects that serve priority populations. ***This bill was held in the Assembly Appropriations Committee.***

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

C/CAG Legislative Committee
DRAFT Legislative Plan and Calendar Dates 2024

The purpose of the Legislative Committee is to review, discuss, and ultimately recommend to the C/CAG Board positions on State legislation, regulation, and State and federal funding and budget matters pertinent to C/CAG's role and mission.

The Legislative Committee should support the following tasks now, through the end of the 2024 legislative sessions:

1. Before the next legislative session, develop positions that establish a priority for tracking and possible action by the Committee, C/CAG's legislative consultant, and staff.
2. Consider the timeline of the upcoming State and Federal sessions, legislative priorities, and need for in-person lobbying efforts early in the legislative session.
3. Initiate recommendations to the C/CAG Board on possible new State legislation as may be deemed necessary in furtherance of C/CAG's mission and legislative priorities
4. Receive, discuss, and respond to State legislative reports from C/CAG's legislative consultant and make recommendations to the C/CAG Board.
5. Meet with State and federal legislators to share C/CAG's legislative policies and priorities, key concerns, and funding requests.

State Activities	Event	Date(s)
Review of Legislative Priorities	Committee Meeting	November 9, 2023
Finalize Legislative Priorities	Committee and Board	December 14, 2023
Review Funding Appropriation Priorities (State and Federal)		
Legislative Session	Legislative Session Reconvenes	January 3, 2024
Finalize Funding Appropriation Priorities (State and Federal)	Committee Meeting	January 11, 2024
Two-Year Bills	Deadline	January 31, 2024
New Bills	Deadline	February 16, 2024
Advocacy for San Mateo County	POTENTIAL Lobby Day	February 19-23, 26 - March 1, 2024
Legislative Session	Spring Recess	March 21 – April 1, 2024
Legislative Session	Last day to pass bills (both houses)	May 24, 2024
Legislative Session	Budget Bill deadline	June 15, 2024
Legislative Session	Legislative Measure to ballot for Nov 5th General Election	June 27, 2024
Legislative Session	Summer Recess	July 4 – August 5, 2024
Legislative Session	Last day to pass bills (both houses)	August 31, 2024

Full CA Legislative Calendar - [2024 Session Calendar](#)

Federal Activities	Event	Dates(s)
Consultant	Meeting with Ken Brown	January 17, 2024
Appropriations Requests	Finalize List of Requests for consultant and staff to develop	January 31, 2024
Consultant	Presentation to Board	February 8, 2024
Consultant - Washington, DC	POTENTIAL Meetings with Congressional Delegation in	March 5-7 or 12-14, 2024

C/CAG Legislative Committee
DRAFT Legislative Plan and Calendar Dates 2024

	Washington, DC, and NOAA, DOT, EPA, BLM, FEMA	

**BOARD OF DIRECTORS 2023**

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APRIL CHAN
 GENERAL MANAGER/CEO

December 7, 2023

Alfredo Pedroza
 Chair, Metropolitan Transportation Commission
 375 Beale Street, Suite 800
 San Francisco, CA 94105-2066

On behalf of the San Mateo County Transit District ("District" or "SamTrans"), the managing agency and a key funding partner of the Peninsula Corridor Joint Powers Board ("Caltrain"), we are writing to express our concerns about any efforts to consolidate Caltrain and BART.

The District has been the managing agency for Caltrain for the past 32 years, and the shared services model we employ to support the operations of SamTrans and Caltrain provide efficiencies for both agencies. The District provides shared services to Caltrain for human resources, contracts and procurement, technology, budgets, communications, grants, and more.

As you may know, the SamTrans, VTA, City & County San Francisco and Caltrain Boards finalized a new governance agreement for Caltrain in 2022. Since that time, we have been working through steps to implement the governance agreement in a deliberate, collaborative way. Negotiation and implementation of the agreement has taken substantial time and effort for all parties, as well as significant financial investment. This is not the time to open up a new governance discussion involving Caltrain. Any envisioned efficiencies that could result from a Caltrain and BART consolidation will take *actual* efficiencies away from the current SamTrans and Caltrain model.

MTC has not discussed a potential Caltrain-BART consolidation with us. Nonetheless, we want to go on record now with our initial view that such reorganization would not be beneficial for the District or for San Mateo County taxpayers. As a reminder, San Mateo County taxpayers already pay a portion of San Mateo Measure A sales tax proceeds to BART. In addition, SamTrans participated in funding the BART extension to SFO, contributing hundreds of millions of dollars in capital costs for that project.

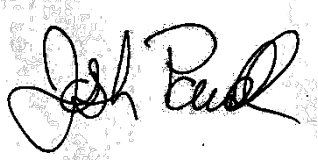
The District is actively engaged with MTC in the ongoing efforts to implement the regional Transit Transformation Action Plan. We participate in Clipper START, regional wayfinding and signage standardization, and free and reduced transfer programs, and we are taking a leadership role on the new Regional Network Management Council. We expect MTC to

SAN MATEO COUNTY TRANSIT DISTRICT
 1250 San Carlos Ave. – P.O. Box 3006
 San Carlos, CA 94070-1306 (650) 508-6200

consult us directly if consolidation of Caltrain with another agency is being seriously considered.

We care first and foremost about delivering quality services to our customers and residents of San Mateo County. At present, we do not believe this community would benefit – and, in fact, would be harmed – by a Caltrain-BART consolidation.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Powell".

Josh Powell
Chair, SamTrans Board of Directors

A handwritten signature in blue ink, appearing to read "April Chan".

April Chan
General Manager/CEO, SamTrans

Cc: Chair, Joint MTC ABAG Legislative Committee
San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation

December 7, 2023

Hon. Chair Alfredo Pedroza
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Hon. Chair David Canepa
Joint MTC ABAG Legislation Committee
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Chair Pedroza and Chair Canepa:

We are writing today to express our concern regarding proposals to consolidate Caltrain with other transit agencies. MTC's recent and sudden efforts related to this concept, including conducting polling related to this issue without even consulting Caltrain leadership, lacks transparency and broad stakeholder engagement. This entire subject is disruptive, distracting, and divisive.

Efforts are underway to define and build support for a 2026 regional transportation funding measure which would provide agencies with sustained financial support. The regional measure will require near unanimous consensus among stakeholders to fund campaign activities, recruit volunteers to conduct voter outreach, and attract high profile endorsements as part of a comprehensive campaign to gain approval from voters. It will take a strong and unified coalition, committed to benefitting all transit agencies in the Bay Area and devising pragmatic, sustainable solutions to address rider concerns.

Caltrain is also nearing an exciting transformation. Next year, the agency will launch a fully electrified zero-emission commuter rail service between San Francisco and San Jose. Public, private, business, transit, and non-profit sector leaders have worked together to advance Caltrain Electrification, which will increase frequency, improve speed and reliability, and reduce noise and air pollution impacts on local communities.

Our priority lies in uniting our efforts towards ongoing recovery initiatives and effectively implementing the recommendations detailed in the Transit Recovery Task Force. We are confident that this is the best approach to fostering a cohesive and impactful passenger experience throughout the region's transit systems.

Thus, we ask MTC leaders and staff to prioritize the establishment of a Regional Network Manager and focus on their commitment to supporting state efforts related to SB 125 and the Transit Recovery Task Force. These, and other existing policies, programs, and solutions have the potential for meaningful improvements to transit agency operations and the passenger experience.

We are not supportive of Caltrain consolidation with another agency, as it would impose significant upfront costs and provide no clear benefits for Caltrain riders. This distraction could impede progress at a time when our focus should be on advancing recovery efforts and fulfilling the promise of electrification.

Thank you,

Nadia Naik, Co-Founder, Californians Advocating for Responsible Rail Design (CARRD)
Amy Buckmaster, President & CEO, Chamber San Mateo County
Rosanne Foust, President & CEO, San Mateo County Economic Development Association (SAMCEDA)

CC: MTC Commission and Andy Fremier, Executive Director, MTC
Caltrain Joint Powers Board and Michelle Bouchard, Executive Director, Caltrain
SamTrans Board and April Chan, General Manager & CEO, SamTrans
VTA Board and Carolyn Gonot, General Manager & CEO, VTA
Sean Elsbernd, Chief of Staff, Office of Mayor London Breed, Jeffrey Tumlin, Director of Transportation,
SFMTA, and Tilly Chang, Executive Director, SFCTA

C/CAG AGENDA REPORT

Date: December 14, 2023

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and adoption of updated C/CAG Legislative Policies for 2024

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

RECOMMENDATION

That the C/CAG Legislative Committee review and adopt updated C/CAG Legislative Policies for 2024.

FISCAL IMPACT

None

BACKGROUND

Every year, beginning at the November Legislative Committee meeting, staff share a proposed updated version of the C/CAG Legislative Policies for the coming year. Staff worked with C/CAG's legislative consultant, Shaw Yoder Antwih Smeltzer & Lange, to review and update the 2023 document, taking into considering the need to review and update language related to equity, Brown Act, and transportation funding. The updated document was presented to the C/CAG Legislative Committee at the November 9, 2023 meeting for comment. The Committee recommendation on the document provided, and also identified a working group of three members: Fung, Rak, and Salazar to work on a reorganized document in 2024.

Staff recommends the C/CAG Legislative Committee review the updated document and approve the document as the C/CAG Legislative Priorities for the 2024 Legislative Session.

ATTACHMENT

1. Draft Final 2024 Legislative Policies document

2024 C/CAG LEGISLATIVE POLICIES
(Draft: December 14, 2023 C/CAG Legislative Committee)

Policy #1 - Protect local revenue.

- 1.1 Support stakeholders 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 communities' needs.
- 1.4 Support appropriate new State and local funding for economic development and affordable housing.
- 1.5 Pursue and support efforts that direct State and regional funds equitably to ensure a return to source.
- 1.6 Ensure that all State mandates and delegated responsibilities are fully reimbursed. Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.

Policy #2 – 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.
- 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.

- 3.1 Focus efforts on securing additional revenue sources and achieving cost effectiveness for both C/CAG and its member agencies in meeting funding State and federally mandated

stormwater compliance efforts.

- a. Advocate for funding to support implementation of San Mateo County Stormwater Resource Plan, San Mateo County Sustainable Streets Master Plan, San Mateo County Regional Collaborative Program, and local Green Infrastructure Plans.
- b. Advocate for inclusion of water quality and stormwater management as a priority for funding in state resources and climate 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. 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.
- e. 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.
- f. Work with legislators to 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.
- g. 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 otherwise enhance the health of 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/or 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).

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 purpose taxes and fees.
- 5.2 Oppose bills that impose restrictions on the expenditures, thereby reducing flexibility, for special taxes category.
- 5.3 Oppose constitutional amendments that increase the threshold for voter approval requirements above a 50% majority for revenue measures or that impose burdensome restrictions on state and local government's ability to raise revenues.

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 fair share of overall State revenue and 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 AB 102 and SB 125 (Transit Recovery), 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 for investment in housing and sustainable communities, clean transportation, urban greening, and clean energy projects within San Mateo County.
- 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 and the 101/92 Interchange.
- 6.9 Support alternative contracting and project delivery methods, such as Public Private Partnerships, design-build, and job-order contracting 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 and for the funding identified in RM3 for projects in San Mateo County.
- 6.11 Monitor and engage in the effort to seek authorizing legislation and voter approval for a regional funding measure for transportation.
- 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 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.
- 6.16 Support legislation that would amend Government Code Section 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10 to enhance revenue for congestion and pollution mitigation programs.
- 6.17 Support efforts to create local VMT/GHG mitigation programs 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 - Support bold climate protection action, Greenhouse Gas reduction, and energy conservation and resilience legislation

- 7.1 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.
- 7.2 Monitor climate legislation that would conflict with or override projects approved by the voters.
- 7.3 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.
- 7.4 Support legislation requiring the state to survey and collect greenhouse gas and other emission data and publish emission inventories for local governments.
- 7.5 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.
- 7.6 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.
- 7.7 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.).
- 7.8 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.
- 7.9 Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- 7.10 Support legislation that supports Peninsula Clean Energy (PCE) objectives and oppose

proposed legislation that impairs that effort.

- 7.11 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.
- 7.12 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.
- 7.13 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.
- 7.14 Support legislation to provide funding and policy guidance on wildfire preparedness and emergency response to local jurisdictions.
- 7.15 Monitor efforts to address emergency preparedness and response activities by PG&E.
- 7.16 Support State, regional, and local grid reliability plans and efforts, and expanded communication with utility customers.

<i>Policy #8 - Protection of water user rights and access to sustainable water supply</i>
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- 8.1 Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.
- 8.2 Support legislation that provides funding for development of alternative sources of water supply, resources for municipal water supply conservation, and water capture initiatives.

<i>Policy #9 – Brown Act Policy (Headers separated to remove the term “Overarching”)</i>

- 9.1 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, provide greater control over un-protected meeting interruption, 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.

Policy #10 – Equity Policy

- 10.1 Support/advocate for legislation that advances the goals in C/CAG’s Equity Assessment and Action Plan, and projects and programs in C/CAG’s Community Based Transportation Plans.
- 10.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy.