

2025 C/CAG LEGISLATIVE POLICIES

POLICY #1 - PROTECT AND ENHANCE LOCAL REVENUE AND OPPOSE INCREASES TO LOCAL COSTS.

- 1.1 Support State and regional stakeholders and initiatives that protect and/or increase local revenues.
- 1.2 Work toward aligning State and regional disadvantaged community screening tools with San Mateo County communities' needs.
- 1.3 Support appropriate new State and local funding for economic development and affordable housing.
- 1.4 Pursue and support efforts that direct State and regional funds equitably to ensure a return to source.
- 1.5 Ensure that all State mandates and delegated responsibilities are fully reimbursed and oppose unfunded mandates.

POLICY #2 – STRENGTHEN LOCAL GOVERNMENT AND LAND USE AUTHORITY.

- 2.1 Support State actions that provide funding for local agencies to plan, incentivize, fund and mitigate for future housing development.
- 2.2 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for affordable housing.
- 2.3 Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- 2.4 Oppose State actions that would withhold funding (including transportation funds) from jurisdictions based on Housing Element Compliance and housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose legislation that would restrict or limit or reduce a local government's authority regarding land-use decisions.
- 2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.
- 2.7 Support constitutional amendments and legislation that reduce the vote thresholds for special purpose taxes and fees and that maintain or expand flexibility for expenditures.
- 2.8 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.
- 2.9 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.
- 2.10 Pursue opportunities to protect cities by improving housing element approval processes through HCD.

POLICY #3 - PROTECT WATER QUALITY AND SUPPORT SUSTAINABLE WATER AND 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 State- and federally-mandated stormwater compliance and water supply and conservation 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.
 - c. Track, advocate, and pursue resources for stormwater management, potable water recycling and conservation in State and Federal grant and loan programs.

- d. Work with legislators to pursue additional funding for multi-benefit stormwater projects in San Mateo County related to C/CAG’s countywide planning work (including regional stormwater capture projects, sustainable streets projects, integrated water management and climate resilience infrastructure and green schoolyards).
 - e. Coordinate funding efforts with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and C/CAG’s member agencies as appropriate.
 - f. Support mechanisms that allow credit trading approaches for stormwater management and water quality improvement.
 - g. Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.
- 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 as well as strategies to reduce flooding, recharge groundwater, adapt to a changing climate, and otherwise enhance the health and resiliency 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 control 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.
 - 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 - PROTECT AND SUPPORT TRANSPORTATION FUNDING AND POLICIES ALIGNED WITH C/CAG’S PRIORITIES.

- 4.1 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.
- 4.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- 4.3 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.
- 4.4 Monitor legislation related to the California high-speed rail project and advocate for funding as it affects the San Mateo County region.
- 4.5 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, and climate goals.
- 4.6 Support efforts to secure the appropriation and allocation of “cap and trade” revenues for investment in and sustainable communities, clean transportation, urban greening, and clean energy projects within San Mateo County.
- 4.7 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.

- 4.8 Monitor implementation of bridge toll programs and advocate for an appropriate share of new revenues for projects in San Mateo County.
- 4.9 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for transportation to ensure that it is supportive of San Mateo County's mobility needs and priorities.
- 4.10 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.
- 4.11 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.
- 4.12 Support efforts to improve the performance and utilization of high-occupancy vehicle (HOV) and express lanes.
- 4.13 Monitor or support legislation improving bicycle and pedestrian safety.
- 4.14 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.
- 4.15 Support and monitor efforts to facilitate the deployment of transformative transportation and mobility technologies, including autonomous vehicles, with the goal of accelerating safety, mobility, environmental, equity and economic benefits. 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.
- 4.16 Support legislation that streamlines public agency project delivery, including simplifying streamlining CEQA, and accelerating project permit approvals.

POLICY #5 - SUPPORT BOLD CLIMATE PROTECTION ACTION, GREENHOUSE GAS REDUCTION, AND ENERGY CONSERVATION AND RESILIENCE LEGISLATION

- 5.1 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.
- 5.2 Support legislation requiring the state to survey collect, and make public greenhouse gas and other emission data, and publish community-scale emission inventories for local governments, statewide.
- 5.3 Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the regulations may have on congestion management plans.
- 5.4 Support legislation that would require recording of vehicle miles of travel (VMT) annually as part of vehicle registration and initiatives that provide no-cost VMT and vehicle class data from the DMV to cities to evaluate trends in community greenhouse gas emissions and transit project outcomes.
- 5.5 Support efforts that ensure continued funding and oppose efforts that threaten 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.).
- 5.6 Work to initiate legislation or grants that provide new funding and incentives for building energy electrification, transition to electric vehicles, or other initiatives to support transition to State and regional (CARB and BAAQMD) greenhouse gas reduction goals.
- 5.7 Support funding for electric vehicle and bike charging infrastructure, electric power storage

- capacity, and rebates for electric vehicle purchase.
- 5.8 Support legislation for C/CAG's goals common with Peninsula Clean Energy (PCE), Bay Area Water Supply and Conservation Agency (BAWSCA), and One Shoreline, and oppose legislation that does not.
 - 5.9 Support State, regional, and local grid reliability plans , expanded communication with utility customers, and streamlining of permit and energization processes.

POLICY #6 – ADVANCE THE GOALS OF EQUITY AND INCLUSION

- 6.1 Support/advocate for legislation that advances the goals and actions in C/CAG's Equity Assessment and Action Plan, and projects and programs in C/CAG's Community Based Transportation Plans.
- 6.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy, water conservation, and access to affordable housing and transportation.