



## STAFF PROPOSAL - DRAFT

### 2019-20 CEAC Policy and Legislative Priorities

The on-going Legislative and Administrative Policy Guidelines are best achieved through collaboration and shared responsibility. To achieve the following, CEAC, CSAC staff, and individual county staff must combine resources, including policy and technical knowledge and expertise to maximize our influence, efficacy, and successful outcomes.

#### STATE PRIORITIES

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##### Transportation

1. Transportation Funding. ~~With the defeat of Proposition 6 on the November 2018 General Election ballot, counties, cities, regional transportation planning agencies, and the state can look forward to the future and continue to invest the over \$5 billion annually that SB 1 provides into the statewide multimodal transportation system. CSAC staff will continue to monitor the allocation of all transportation revenues to counties and oppose any effort to use transportation revenues outside their intended purposes, such as to leverage affordable housing outcomes. Moreover, CSAC staff will proactively seek additional flexibility for counties and streamline project delivery and environmental review processes. Placeholder for priority related to transportation funding pending the outcome of Proposition 6 on the November 2018 ballot. CSAC Staff will update and CEAC will consider the issue at the 2018 CSAC Annual Meeting.~~
2. City and County Pavement Improvement Center. Participate in and support the work of the City and County Pavement Improvement Center (CCPIC). Work with CEAC's governing board members to ensure CCPIC does not duplicate efforts of other academic institutions and that the technical trainings, research, etc. are focused on the priorities identified by the CEAC and League of California Cities membership.
3. Develop CSAC Policy on Autonomous Vehicles and Emerging Technology. Technological advancements, including autonomous vehicles and associated infrastructure, are rapidly changing. Counties may already be responding to, and deploying, new technology. As technology continues to change, CSAC must be poised to respond and ensure, at minimum, any new mandates are funded. CSAC staff will work with the CEAC Transportation Policy Committee to develop and recommend to CSAC new policy.
4. Explore Road User Charge Policy Options. Work with CSAC to reexamine the association's position on mileage-based user charges as an eventual replacement for the gasoline excise tax. As improvements in the fuel efficiency of vehicles reduces gas tax revenue per mile travelled, alternatives to the gas tax are being seriously considered by transportation stakeholders. CEAC will study the policy implications of mileage based

user fees and work with CSAC to develop positions on this method of taxation, which will be the focus of extensive study and a state pilot project over the next several years.

### **Land Use**

1. Ensure Adequate Funding for Infrastructure Impacted by Development. AB 879 (Grayson, 2017) requires the Department of Housing and Community to study how to reduce fees imposed on new development pursuant to the Mitigation Fee Act and publish a report in 2019. Support proposals which promote housing development by adequately funding infrastructure, but oppose measures that arbitrarily limit fees or other exactions necessary to support county infrastructure, facilities, or services required by new development.
2. Fund Infill Infrastructure. Support funding sources for infrastructure related to infill projects that fall under applicable streamlining, including the Affordable Housing and Sustainable Communities grant program, as well as other proposals to fund infill infrastructure in tandem with affordable housing development, including proposals for a bond measure.

### **Resource Recovery and Waste Management**

1. AB 1826 and SB 1383 Implementation. Engage in CalRecycle and the Air Resources Board's process for implementing AB 1826 and SB 1383 which creates an organic management program in California. Continue to advocate for resources for local governments to develop the necessary infrastructure to implement organics diversion programs.
2. Conversion Technology. Support legislative efforts to advance the development, design and implementation of conversion technologies.
3. Funding for solid waste recovery infrastructure. Alternative to AB 939 fees.
4. Market Development Support legislative efforts to expand local markets for recyclable materials, and support effort to increase requirements for recyclable contents in products.

### **Flood Control & Water Resources**

1. Stormwater Funding Outreach and Engagement Effort. Increase public awareness and countywide support for stormwater programs by providing education and information on the needs, challenges, and benefits of stormwater and flood control programs throughout the state.
2. Stormwater Funding. Continue to support the development of a funding mechanism that would allow cities and county to finance compliance with Clean Water Act permit requirements, stormwater capture and flood protection services.
3. Water Bond Implementation Advocacy. Support the implementation of Proposition 3, if passed by the voters, an \$8.8 billion dollar bond that will be up for a vote in the

November 2018 election. Work to influence bond guidelines and help direct resources toward counties.

4. Resiliency. Support for resources to make flood control and county infrastructure resilient to climate change and natural disasters.

**Surveyor**

1. Surveyor Monument Preservation. Support legislation that would simplify the collection of the Monument Preservation Fund Fee.

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## FEDERAL PRIORITIES

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### Transportation

2. CEQA-NEPA Reciprocity. Work with transportation stakeholders to amend the FAST Act's program allowing states to meet federal National Environmental Policy Act (NEPA) requirements with state environmental review. Specifically, reduce the State of Limitations (SOL) to 150-days so it's commensurate with the SOL for other federal transportation programs and further delegation of authority to the local/regional level so that counties can participate directly in the program.
3. Federal Transportation Funding. Take advantage of opportunities to educate Congress and the Administration about the need for new federal funding for transportation in advance of the next reauthorization effort. Advocate for direct subventions to counties for transportation infrastructure in any federal infrastructure package outside of the traditional highway funding bill process.
4. Off Set Impacts from Federal Lands. Support continued federal funding to offset impacts to counties from federal lands, such as the Secure Rural Schools program.

### Flood Control

1. Clean Water Act. Support legislation that would amend Section 404 of the Clean Water Act to provide a narrow exemption for maintenance activities involving the removal of sediment, debris and vegetation from flood control channels and basins.