

Town Council

Jan Zabriskie, Mayor

Anna Klovstad, Vice Mayor

David Polivy, Council Member

Courtney Henderson, Council Member

Lindsay Romack, Council Member



Department Heads

Jen Callaway, Town Manager

Andy Morris, Town Attorney

Danny Renfrow, Chief of Police

Daniel Wilkins, Public Works Director/Town Engineer

Denyelle Nishimori, Community Development Director

Nicole Casey, Administrative Services Director

Kelly Carpenter, Town Clerk

Hilary Hobbs, Assistant to the Town Manager

TOWN OF TRUCKEE 2025 LEGISLATIVE PLATFORM

Adopted June 24, 2025

PURPOSE

The purpose of this Legislative Platform is to outline the position of the Town of Truckee on priority issues and matters that impact the Town's ability to operate effectively, while allowing the consideration of additional legislative and budgetary issues that arise during the legislative session. The priorities throughout the platform are intended to assist the Mayor, Councilmembers, and staff to proactively and appropriately address legislation to support Town interests and preserve local authority if and when necessary.

The Town of Truckee Legislative Platform reflects the Town Council's position on current issues with the potential to directly or indirectly impact the Town, thereby establishing guidelines to actively affect pending legislation through monitoring and communications activities.

The Legislative Platform is developed and maintained using the goals and objectives adopted by the Town Council, a review of legislative priorities from the League of California Cities, input from Town Council and staff, and reviews of current law and pending legislation.

For proposed legislation consistent with the Town's Legislative Platform, Town staff shall be authorized to prepare position letters for the Mayor's signature. Likewise, Town staff shall be authorized to prepare letters for the Mayor's signature for proposed legislation that conflicts with the policy statements laid out in this Legislative Platform (i.e. if a proposal is made that that would conflict with a policy statement that the Town supports, the Town would oppose such a measure). Items not addressed in the Town's Legislative Platform will require further Council direction, and staff will prepare an agenda item for Town Council consideration.

Town staff are encouraged to monitor and be knowledgeable of any legislative issues related to their departments. However, any requests for the Town to take positions on a legislative matter must be directed to the Town Manager's Office for review.

PROCESS- State and Federal Issues

The process for initiating or responding to legislative proposals shall be as follows:

Once a determination is made that a legislative proposal may impact the Town or policy area of concern to the Town, or that the Town should initiate legislation on an issue, Town staff shall refer the proposal to the Council Legislative Committee, unless the proposal concerns a state or local ballot measure. The Legislative Committee may direct that a letter reflecting the Town's position (supporting, opposing, or requesting an amendment) be prepared for the Mayor's signature.

If the Mayor is unavailable, the Town Manager will sign the position letter.

If a legislative issue is not addressed in the Legislative Platform but could potentially impact the Town, or if the legislative issue involves a state or local ballot measure, staff will place the matter on a Town Council agenda for consideration.

The position letter will be sent to the bill's author, the Town's legislative representatives, the League of California Cities, and other stakeholders as deemed appropriate. The letter will be sent by the requested method (mail, electronic, fax, etc.).

A copy of the final letter will be publicly available on the Town's Laserfiche platform and linked from the Town of Truckee website.

PROCESS- Regional Issues

The Town occasionally receives requests to take a position on topics of regional significance such as a proposed policy or program, or a partner grant funding letters of support. The process for initiating or responding to such requests shall be as follows:

Criteria:

The Town may take a position on a policy or program if it:

- (1) Is located or is proposed to be located or be in effect within Truckee or within any portion of the Truckee-North Tahoe Region, which is defined as the boundaries of the Truckee Tahoe Unified School District; and
- (2) Will directly or indirectly have an impact on Truckee. Examples include policies or programs that would impact the availability and affordability of housing within the Region, or policies or programs that would impact traffic through Truckee; and
- (3) Aligns with a position addressed in the legislative platform or aligns with a currently adopted Town Council Priority.

Process:

Once it is determined that the proposed policy, program, or funding request meets the above criteria, Town staff shall refer the proposal to the Council Legislative Committee. The Legislative Committee may direct that a letter reflecting the Town's position (supporting, opposing, or requesting an amendment) be prepared for the Mayor's signature.

If the Mayor is unavailable, the Town Manager will sign the position letter.

If an issue does not meet the above criteria (i.e. the topic is not addressed in the Legislative Platform) and staff determine that the topic could have a significant impact on the Town, staff may place the matter on a Town Council agenda for consideration.

A copy of the final letter will be publicly available on the Town's Laserfiche platform and linked from the Town of Truckee website.

GUIDING PRINCIPLES

Preserve Local Control - Preserve and protect the Town's powers, duties and prerogatives to enact local legislation and policy direction concerning local affairs and oppose legislation that preempts local authority. Local agencies should preserve authority and accountability for revenues raised and services provided.

Promote Fiscal Stability- Support measures that promote fiscal stability, predictability, financial independence, and preserve the Town's revenue base and maximum local control over local government budgeting. Oppose measures that shift local funds to the County, State or Federal Governments and/or make cities more dependent on the County, State or Federal Governments for financial stability, such as unfunded mandates or mandated costs with no guarantee of local reimbursement or offsetting benefits.

Protect the Environment - Support measures that protect and enhance the amazing natural resources that make the Tahoe-Truckee region so special. Support measures that acknowledge and take action to slow the effects of climate change, support efforts to enhance economic resiliency to climate change and promote activities that reduce our single use waste stream as well as activities that reduce dependency on the private automobiles and consumption of fossil fuels.

Support Outdoor Recreation - Support measures that enhance the outdoor recreation industry and its related natural resources and infrastructure, on which Truckee's economy is reliant.

Preserve Existing Affordable Housing and Ensure Housing Needs of all Economic Segments of the Community Can Adequately be Met - Support measures that enhance the ability of rural communities like Truckee to compete for State and other funding sources. Specifically, support efforts that provide for the need for affordable and workforce housing appropriate for a range of income levels and household types.

Enhance emergency preparedness within the Truckee community and surrounding lands- Support measures that enhance planning and funding for emergency preparedness and response, including fuel reduction and fire mitigation efforts. Support maintaining or expanding federal funding and staffing levels to ensure adequate resources are provided for fire mitigation on federal lands.

COMMUNICATIONS, BROADBAND AND TECHNOLOGY

SUPPORT:

1. Legislative initiatives and funding which ensure modern, secure and resilient telecommunications and broadband infrastructure in the region. Support policies, legislation, and funding to deliver secure technology which leverages the use of data to create efficiencies, promote economic development, enhance public safety, and improve transportation, distance learning and telemedicine.
2. Legislation and regulations that ensure emergency communication capabilities and interoperability for information technology and public safety departments and agencies.
3. Legislation that promotes and provides capacity for increased ability to manage technology, assistance in adhering to regulatory compliance requirements and reducing the risk of cyber-attacks.
4. Legislation, regulations, and funding which further stabilizes the communications and power grid in order to deliver effective services.
5. Legislation that sets standards for minimum internet performance.
6. Legislation that requires Internet performance sales and marketing to mark the average service level (versus the maximum possible).

OPPOSE:

1. Legislation or regulatory policy that would negatively impact security practices and privacy considerations, further erode the ability of local governments to regulate or maintain local control over telecommunications infrastructure (including the siting of cellular communications towers or transmission sites), or otherwise diminish service delivery to customers via technology.
2. Legislation that would require public agencies to share information in public settings that could be used by groups or individuals with malicious intent to compromise the systems, services or private information of public employees or citizens.
3. Legislation that would restrict procurement practices or impact vendor interaction that limits effective purchase and integration of technology.
4. Legislation that would impose unfunded mandates for costly technology upgrades or cybersecurity measures without providing adequate funding or resources.

DISASTER PREPARATION, MITIGATION, AND RESPONSE

SUPPORT:

1. Legislation that streamlines the process to allow local, regional, State, and Federal agencies to prepare for and mitigate the potential for natural or man-made disasters impacts on local governments and property owners.
2. Legislation that provides funding and/or other resources for disaster preparedness, including disaster planning and public outreach.
3. Legislation that provides funding and/or other resources for forest thinning efforts including the use of mixed-material biomass facilities and the integration of improved recreational facilities to provide added value in resource protection.
4. Forest management practices that have been recognized as being effective at reducing the impacts of wildfires on local communities and improvement of environmental planning processes that allows simplified implementation.
5. Legislation that addresses the impact of significant snowfall that limits the provision of local public services.
6. Legislation that integrates climate change adaptation response/planning with emergency response, planning, and resources.
7. Legislation, regulatory actions or other innovations that provides greater consumer protection, access to, and transparent and affordable residential and commercial wildfire insurance in fire prone areas, or that limits the ability of insurers to refuse to provide insurance in such areas. Support efforts that encourage or require insurers to provide discounted rates for properties that have implemented fire mitigation measures.
8. Efforts to ensure local and rural government input is considered in the development of statewide emergency response systems and programs, including the statewide Alert and Warning system and Evacuation guidelines.
9. PSPS/PSOM event legislation and rule-making that ensures maximum communication between local Office of Emergency Services and Public Health Departments, notification to all impacted residents, special provisions for access and functional needs individuals, back-up generation to critical infrastructure and incorporated jurisdictions, and necessary reimbursement funding for PSPS/PSOM related costs.
10. Legislation for increased and predictable funding for greater investment in ecological forest management and fire suppression on federal lands.
11. Regional partnership efforts to mitigate regional impacts of traffic, including advocating for destination management, active and technologically supported traffic control, and long-term solutions for traffic management in adjacent jurisdictions and on state-managed roadways that impact Truckee.

12. Legislation, regulation and policies to increase the capacity and improve the resiliency of the electric power grid including increases in charging stations for electric vehicle usage.
13. Efforts that allow for and encourage the pooling of resources and assets, including those from adjacent jurisdictions, including the State of Nevada
14. Efforts that enhance the ability and speed for cross-state emergency response resources and mutual aid including congregate emergency sheltering for large-scale evacuations.
15. Legislative funding to continue cyberoperations thwarting cyberterrorism efforts that target small jurisdictions, such as the Town, and critical infrastructure such as electricity and water distribution systems.
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17. Legislation establishing State Individual Assistance disaster recovery programs.
18. Legislation and funding programs to support implementation of fire resilience measures such as home hardening and defensible space.
19. Legislation enhancing emergency response capabilities for local-level Offices of Emergency Services.
20. Legislation that bolsters state-wide Public Works mutual aid systems improving coordination and mobilization of resources.
21. Legislation that promotes additional wildfire detection and intelligence systems such as ALERTCalifornia fire camera mapping, and the Fire Integrated Real-Time Intelligence System (FIRIS).
22. Legislation and funding to support implementation of energy resilience measures at the community, building, and household level.

OPPOSE:

1. Efforts by Federal and State government to increase fees for and reduce and/or eliminate fire protection services on public lands.
2. Reductions to state or federal funding, staffing, or services to address emergency planning, fire monitoring, mitigation, and response within Federal and State areas of responsibility in or adjacent to Truckee

ECONOMIC DEVELOPMENT

SUPPORT:

1. Legislation that supports the Town's efforts to retain existing businesses and attract new businesses.
2. Legislation that provides tangible and productive tools and incentives to support job creation and retention.
3. Efforts to provide funding mechanisms for economic development tools including infrastructure investment, information technology, housing, and economic development.
4. Policies and programs that encourage working with other cities, counties, and government agencies to jointly leverage resources and assets to create and strengthen economic clusters within the region.
5. Legislation and funding that advance sustainable tourism and outdoor recreation as a significant economic driver in the Truckee and Lake Tahoe region, while managing levels of visitation that are sustainable to the community, economy, and environment.
6. Policies and programs that enhance and specifically acknowledge and help to overcome the unique challenges facing rural businesses and entrepreneurs.
7. State funding for California Arts Council to support and expand the California Cultural District program.
8. Legislation and funding that supports the retention, expansion and development of childcare in the Truckee region.
9. Legislation and funding that supports the creation of public art in public places, including legislation that streamlines the art installation process.
10. Legislation and policies that align new job creation with the creation of workforce housing units to support these jobs.

OPPOSE:

1. Proposals or policies that negatively impact and burden small businesses.

EDUCATION

SUPPORT:

1. Measures that support, encourage, and/or fund Career Technical and Science, Technology, Engineering, and Math (STEM) and vocational educational opportunities.
2. Continued funding for home to school transportation.
3. Enhanced funding for the Community College system.
4. Long-distance learning opportunities such as online learning in Truckee schools and Sierra College. Flexibility to allow online learning to count toward in-person school day requirements during a natural disaster that impacts the ability to safely convene in-person classes.
5. Ongoing dedicated funding for free or reduce priced/subsidized school meals and universal prekindergarten (transitional kindergarten).

EMPLOYEE AND LABOR RELATIONS

SUPPORT:

1. Legislation that streamlines the Workers' Compensation system and makes it easier for employers, employees, and health care providers to navigate.
2. Reform measures that provide sustainable and secure public pensions and other post retirement benefits to ensure responsive and affordable public services.
3. Legislation that seeks to clarify the terms under which retired annuitants may provide critical support to local agencies under the Public Employees Retirement Law.

OPPOSE:

1. Measures that impose mandated employee benefits upon local government that are more properly decided at the local level.
2. Efforts to legislate changes in how the California Public Employee Pension System invests its assets if the proposed changes will result in a loss of funds.
3. Legislation that limits local control over how services are to be provided to community, through employees, contracts, or other means to provide efficient, effective, and responsive public services.
4. Legislation that further limits the ability of local agencies from hiring retired annuitants in a capacity that provides a financial benefit to the taxpayers and provides resources to critical expertise and staffing assistance.

ENVIRONMENT AND RESOURCES

SUPPORT:

1. Legislation that allows for continued and increased recreation on public lands and the provision of funding necessary to manage these uses, including funding for the development and on-going maintenance and staffing necessary for public infrastructure (e.g., trailhead restroom facilities and parking enhancements, campground operations, litter mitigation, transit operations, and snow removal).
2. Legislation that streamlines the CEQA/NEPA process without impairing their purposes.
3. Legislation to reduce greenhouse gas emissions, including funding for transit operations and active transportation infrastructure.
4. Federal legislation that fully funds federal land management agency planning, programming, and law enforcement capabilities to enable management of natural resources.
5. Efforts that support funding or technical assistance and allow local governments to develop practical, local solutions to reduce and manage locally generated greenhouse gas emissions, including funding and workforce development to support building decarbonization programs.
6. State legislation and regulatory initiatives that enhance local government's ability to set local policies relating to environmental "sustainability," including, but not limited to building standards, land use planning, solid waste, water use, and multi-modal transportation programs, service, and projects.
7. Support efforts that create funding or technical resources to support local governments in climate adaptation planning and implementation of local adaptation projects to protect key natural and historic resources, socioeconomic resources, infrastructure, and constituents from adverse short and long term, gradual and/or extreme climate effects.
8. Support efforts that create funding, incentives, or other resources to support local governments in mitigating local waste or pollution.
10. Advocate for dedication of California Climate Investment funds and other State funding programs supporting greenhouse gas emissions reduction to rural communities.
11. Efforts that create funding for aquatic invasive species prevention, treatment, and inspection programs for local waterways including Donner Lake.

OPPOSE:

1. Legislation that eliminates or diminishes the requirement for Federal and State land use agencies to coordinate with local government on decisions affecting local plans and policies.

2. Legislation that could negatively impact outdoor recreation.
3. Legislation that restricts the ability of local jurisdictions to enact greenhouse gas reduction or other environmental protection measures.
4. Legislation that would prohibit the adoption of periodic building code amendments including amendments related to building efficiency and decarbonization

FISCAL RESPONSIBILITY

SUPPORT:

1. Federal legislation that will fully fund Payment in Lieu of Taxes (PILT) Secure Rural Schools (SRS) and Community Self-Determination Act.
2. Legislation that requires that a secure and dedicated funding stream be identified prior to the adoption of any legislation placing additional mandates on local government, and to provide full cost reimbursement for mandated programs.
3. Legislation to stabilize local government financing, to increase funding options for local government, and to allocate new State-wide revenues to local agencies in an equitable manner.
4. Legislation to simplify financial reporting requirements to reduce the cost burden imposed by such requirements for small jurisdictions.
5. Legislation that would enhance local government's ability to regulate the advertising and facilitation of short-term rentals, including the ability to require that short-term rental facilitators provide property-identifying information to the local jurisdiction, the ability to require advertisements to include property registration number, and the ability to impose fines on short-term rental facilitators for non-compliance.
6. Legislation that would include visitors in population-based allocations of federal and state funds and resources

OPPOSE:

1. Any amendment to the redistribution of sales and use taxes that will negatively affect the Town and its ability to provide services, and thereby cause a negative fiscal impact.
2. Legislation that would make local agencies more dependent on the State for financial stability and policy direction.
3. Efforts by the State and Federal governments to reduce funding of programs or other traditional State and Federal funding streams to local government.
4. Legislation that would impose State mandated costs for which there is no guarantee of local reimbursement or offsetting benefits, including actions that require local government to impose higher fees and charges to local residents to meet State mandates.
5. Legislation that would establish a state-wide Transient Occupancy Tax or would restrict local control over the levying or collection of Transient Occupancy Tax.

6. Efforts by the Executive Branch to reduce funding or programs that have been created under congressional legislation.
7. Legislation that would impose additional barriers in establishing new streams of local funding or place sunset dates on measures that have been previously approved by taxpayers.

GOVERNMENT ADMINISTRATION

SUPPORT:

1. Pension reform measures designed to control or decrease employer liability or increase transparency in reporting without imposing undue hardships or administrative burdens on local government.
2. Enhanced local government action and authority, rather than the imposition of state, federal, or regional mandates upon local governments.
3. Legislation that facilitates the ability of local government to share resources to increase efficiencies and decrease costs in providing services.
4. Legislation that ensures the continued ability of small to mid-sized cities to have at-large elections instead of divisive districts.
5. Legislation that realigns governmental services in such a manner as to improve the delivery of services and make government more accountable to the people of California (greater local control).
6. Legislation that recognizes the inherent disadvantage rural communities have as it applies to using a population-based criteria (per capita) for allocating State and Federal funds and minimizes and/or eliminates the reliance on this funding criteria.
7. Legislation that reduces State and Federal regulations that impede or increase the cost of the delivery of services by local governments.
8. Efforts to ensure consistent and reliable postal service including efforts to increase United States Postal Service resources for staffing, facilities, and mail security.
9. Legislation that would simplify government financial reporting requirements and reduce the cost burden on small jurisdictions imposed by new reporting requirements.
10. Efforts to reform government liability.

OPPOSE:

1. Efforts that erode the Town's authority to control its own affairs (loss of local control).
2. Regulation and requirements that increase the cost of government without adequate funding or return on the costs.
3. Efforts to reduce federal funding and staffing for programs and services that serve the Truckee community, including US Forest Service operations, SNAP, FEMA, Medicaid, and transportation funding programs.

HOUSING

SUPPORT:

1. Legislation that supports increased financing, subsidy options, and tax incentives to support development of new, affordable/attainable and workforce housing units in rural communities.
2. Legislation and programs that assist in providing affordable housing for extremely-low and very-low income households within mixed-income residential developments and supportive services necessary for households to sustain their housing.
3. Full and expanded Federal funding for Housing and Economic Development programs, such as the Community Development Block Grant (CDBG), the HOME Investment Partnership Program, Section 8 voucher program, United States Department of Agriculture (USDA) Rural Development (RD) Programs, and the creation of a minimum four percent Low-Income Housing Tax Credit floor.
4. Housing measures that promote the development and enhancement of safe and attainable housing for all economic segments of the population, including workforce housing above 80% AMI.
5. Legislation that would increase the availability of secure, long-term funding tools for cities to jumpstart the construction of housing at a range of income levels, including workforce housing above 80% AMI, to ensure cities retain flexibility to achieve local and state housing goals, without increased statewide taxes, or otherwise limiting local government resources.
6. Legislation that will enhance local government or state ability to regulate the loss of available long term housing units to vacation homes, short-term rentals and fractional ownership.
7. Support efforts that streamline processes and provide incentives and funding for maintaining and increasing housing density and infill development without compromising local control.
8. Inclusion of high-elevation zone exemptions to state-wide mandates that would create life safety hazards within areas with high snow loads.
9. Efforts to establish a State-recognized Truckee-specific Area Median Income (AMI) to reflect the significantly higher cost of living in the Truckee region compared to the County as a whole.
10. Legislation that would create financing programs to subsidize the construction or conversion of Accessory Dwelling Units, including funding the existing California Housing Finance Agency's Accessory Dwelling Unit Program

11. Efforts to attract and maintain home insurance providers that can sustainably underwrite affordable fire insurance policies. As well as efforts to help insurers to recognize fire mitigation efforts completed by individual homeowners or neighborhoods in determining a property's insurability.
12. Legislation that provides flexibility to local jurisdictions in meeting housing requirements in Very High Fire Hazard Severity Zones.
13. Legislation to reform state density bonus law to increase unit affordability and maximize the number of workforce-restricted units.
14. Legislation, policies and programs that link housing incentives, including items such as density bonuses and decreased parking requirements, to requirements for housing unit occupancy and/or workforce housing

OPPOSE:

1. Legislation that would take away local control over enforcing local zoning requirements for housing projects, including items such as automatic density bonuses and decreased parking requirements.
2. Grant guidelines or funding opportunities that require a local jurisdiction to be officially designated by the State as a "Pro Housing Community"

PLANNING AND LAND USE

SUPPORT:

1. Affected landowners, and members of the public to actively participate in the renewable energy and utility corridor planning processes.
2. Legislation that streamlines State requirements regarding General Plans and their updates.
3. Legislation that maintains the Town's ability to protect and enhance its land use authority to determine the highest and best use of its natural resources.
4. Legislation that strengthens local governments' regulatory authority and control over the siting and operation of cannabis industries.
5. Legislation that encourages and enhances the integration of land use and transportation planning, including efforts to reduce vehicle miles traveled at project as well as regional levels.
6. Support of the reauthorization of the Lake Tahoe Restoration Act and the continued designation of the Lake Tahoe Basin as a federally designated Metropolitan Planning Organization.

OPPOSE:

1. Legislation that reduces the ability of a local agency to establish its own local parking standards in all areas of a community.
2. Legislation that erodes the ability of cities to condition and deny projects that could negatively impact the community.
3. Legislation that minimizes and/or eliminates local control over land use decisions.
4. New development projects in adjacent jurisdictions that are not held accountable to standards similar to the Town of Truckee's, with specific relation standards for workforce housing, regional traffic impacts, reduction of greenhouse gas emissions and/or other important issues that do not align with adequate and effective mitigation measures and/or on-site improvements.
5. Legislation that does not recognize or accommodate the unique land use challenges faced by jurisdictions in high snow areas, including the necessity of off-street parking and setback requirements.
6. Legislation that encourages and/or mandates the building of new and/or wider roads as opposed to given priority to alternative modes of transportation

7. Legislation that imposes land use requirements on areas proximate to a fixed rail train station, bus stop, or “major transit stops,” without an exemption for such stations or stops with low frequency passenger service.

RECREATION AND COMMUNITY SERVICES

SUPPORT:

1. Legislation and new measures that will enhance funding, liability protection, and small community grant competitiveness for new, enhanced, or rehabilitation of parks, recreational programming, and special events, including mitigation measures necessary to safely and effectively carryout large scale local and regional special events.
2. Full funding of State parks and conservancies, Tahoe National Forest, recreation, bike trails, and open space; including, but not limited to, the Land and Water Conservation Fund, Recreation Trails Program, and Federal Land Access Program.
3. Legislation that acknowledges and supports the economic and cultural value of outdoor recreation to local communities.
4. Efforts to develop strategies and provide state and federal funding for destination management to ensure stewardship of popular natural resources and destinations of local, state, and national significance in and around the Truckee region.

OPPOSE:

1. Any reductions and/or eliminations of arts and library programming or funding.
2. Any reduction of USFS funding, staffing, or services to support the safe and effective management of the Tahoe National Forest and Lake Tahoe Basin Management Unit.

SOLID WASTE

SUPPORT:

1. Efforts to enact a comprehensive statewide Extended Producer Responsibility (EPR) law that allocates end-of-life disposal costs with the producer of the product.
2. Recycling market development by the State and Federal government for recyclables, green waste, food waste, sewage sludge and other organics.
3. Efforts to streamline the permitting, construction, and funding of facilities that allow the Town to transform usable waste into energy/beneficial byproducts; and efforts to provide State and Federal funding for any potential Town projects for waste-to- energy and other value-added product production.
4. Legislation and funding to expand the use of transformation technologies, new market incentives and systems to reduce the amount of solid waste produced, landfilled and greenhouse gas generated.
5. Legislation that will enhance State and Federal funding, permitting and support the use of new technology to help comply with Solid Waste mandates for recycling and organics recovery/processing.
6. Measures that maintain and enhance local authority and economic flexibility to regulate solid waste and recyclables and to fully fund facilities, alternatives and technologies to meet State mandates.
7. Legislation aimed at supporting both the state and local governments in achieving circular or regenerative economy objectives. (a circular economy uses resources efficiently and minimizes environmental impact, especially by creating jobs and economic markets out of repurposing waste products).
8. Modifications to SB1383, including the recovered organic waste product procurement requirements, that take into account Truckee's climatic and location challenges and that increase flexibility for biomass feedstock procurement.

OPPOSE:

1. Measures that invalidate AB 939 (California Integrated Waste Management Act of 1989) indemnification and prevent cities from negotiating indemnification clauses with waste haulers as well as support measures that would mandate State agencies to comply with AB 939 in the same manner as required of cities and counties.
2. Efforts to increase recycling diversion rates if determined not to be cost-effective relative to the benefits that could be achieved.
3. Mandated material disposal bans or restrictions in circumstances where there is an insufficient capacity in a Town without the private recycling market to handle these materials in a cost effective and beneficial way besides landfilling.

4. Efforts to increase statewide tipping fees where there is no clear benefit to ratepayers.
5. Efforts to restrict the ability of local jurisdictions to implement measures to reduce waste and litter.

TRANSPORTATION AND INFRASTRUCTURE

SUPPORT:

1. Legislation that would protect and/or increase funding from current revenue sources for local transportation projects including road resurfacing projects, local transit projects and operations, adding bicycle lanes, sidewalks and trails where appropriate, programs that facilitate development-oriented transit and transit-oriented development, and enhancing pedestrian safety.
2. Protection of dedicated transportation-related tax revenues that enhance the ability of local agencies to finance the planning, construction, and operations and maintenance of local transportation programs and facilities.
3. Support Transportation Development Act (TDA) reform, also known as the Mills-Alquist-Dededeo Act, for such matters as-to increase the funding formula that has been at static levels, allow for expanded flexibility in the use of TDA funds as well as eliminate the need for “fare-box recovery” which disincentives “fare free” systems, and streamline the annual claims process for both Regional Transportation Planning Agencies as well as local recipients.
4. Measures to finance local and regional transportation programs and improvements, including alternative modes of transportation and transportation demand management systems.
5. Continuous appropriations of new monies directly to cities for the preservation, maintenance, rehabilitation, and development of a comprehensive multi-modal transportation network, including transit, trails and the local street and road systems.
6. Transportation funding legislation that reaffirms and continues Federal and State responsibility for highway and rail financing.
7. Legislation that recognizes the inherent disadvantage rural counties and communities have as it applies to using a population-based criteria (per capita) for allocating State and Federal transportation funds and minimizes and/or eliminates the reliance on this funding criteria.
8. Legislation that supports and advocates that electrical corporations that own and operate electrical power grids to actively support optimization of electric distribution grid planning in support of building and transportation electrification. This intent is captured in AB 91 is under the "watch" list of bills by transit and transportation advocacy groups.
9. Legislation that would allow for the utilization of shoulders for “shoulder running buses” on the state highway system in alignment with previous AB 476 (Mullin – D)

that was sponsored by the California Transit Association and would create a bus on shoulder pilot program.

10. Support re-authorization of the federal transportation bill in a manner that provides and ensures equitable funding for all modes of transportation.
11. Funding, policies, or programs that would facilitate implementation of the “Resort Triangle Transportation Plan,” including identifying the “State Route 267 and State Route Corridor Management Plan” as an important, regionally-significant projects
12. Legislation that would require Caltrans to include “complete street” improvements within transportation projects. Complete Streets elements can include sidewalks, bike lanes, bus-only lanes, accessible public transit stops, crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, among other improvements.
13. Legislation, policy or programs that would enhance safety requirements and education for electric bicycles and other alternative transportation devices on trails and roadways while balancing the desire to encourage human-powered transportation.
14. Efforts to establish a Regional or Local definition of Disadvantaged Community that allows analysis of additional data and smaller geographic areas in the Town.

OPPOSE:

1. Legislation that links a jurisdiction’s eligibility for transportation funding to other State goals, such as Housing Element compliance.
2. Legislation that prioritizes or incentivizes capacity building projects over prioritization of more cost effective and environmentally sustainable context sensitive solutions such as Transportation Demand Management, Intelligent Transportation Systems, and transit and alternative modes of transportation.
3. Grant funding guidelines and scoring criteria that are heavily weighted in specific criteria that put rural communities at a competitive disadvantage.
4. Borrowing against transportation programs or “pushing out” grant awards that have been formally awarded to local jurisdictions and/or transit agencies creating financial uncertainty for transit operations, programs, and projects.

COMMUNITY ENGAGEMENT and INCLUSION, DIVERSITY, EQUITY AND ACCESSIBILITY

SUPPORT:

1. Funding to support equitable outreach, including multi-lingual outreach efforts

OPPOSE:

1. Policies or legislation that would limit local government or CBO access to grants, funding opportunities, or state, regional or federal services as a result of a community implementing programs or policies that support equity and inclusion.
2. Legislation that would impair diversity, equity and inclusion programs.
3. Policies or legislation that would penalize jurisdictions for complying with the California Values Act
4. Legislation that would compel local governmental compliance with federal immigration laws.