

LWVBA POSITIONS

REGIONAL GOVERNMENT (updated 5/2000)

Support legislative action to establish a multi-purpose regional planning agency for the nine Bay Area counties with directly elected representatives from newly established districts

Support, in the interim, state or local government action to consolidate existing regional agencies

Support measures to make regional decision making bodies representative of the population distribution and region-wide governmental, environmental, social equity, and economic interests

1. Recognition that many regional functions require cooperation between the level of government closest to the people and regional governing bodies
2. Concerted effort to maintain local government identity within the regional framework
3. Authority for the designated regional planning agency (currently ABAG) to prepare and implement a long-term, comprehensive regional plan and capital improvements program according to state policies and guidelines, with:
 1. power of eminent domain
 2. authority to review local general plans and major development proposals for consistency with the regional plan
 3. power to allocate or withhold federal and state funds to implement the comprehensive regional plan and capital improvements program
4. Mandatory local general and special district plan compliance with the comprehensive regional plan
5. Reform of the state/local finance system to provide local governments with sufficient and dependable funding, and adequate funding for comprehensive regional planning and implementation

REGIONAL PLANNING (updated 5/2000)

Support legislation to establish state/regional/local comprehensive planning criteria that promote compact growth, natural resources protection, and social and economic equity

1. Include as planning considerations: environmental quality, transportation, conservation and environmentally sensitive development of the Bay, its shoreline and tributaries, parks, open space, agricultural lands and natural resources, sewage and waste disposal, housing, seismic hazards, employment, social equity, and economic health
2. Limit future growth to the existing urbanized areas in order to prevent urban sprawl, protect environmental resources, maintain open space around urban centers, utilize existing services, provide workforce housing close to jobs, and promote a regional transportation system, through:
 1. A regional growth framework that coordinates local growth boundaries and includes:
 1. land use controls outside the boundaries to protect agricultural lands and natural resources,
 2. requirements inside the boundaries for more job-related housing and transit- oriented development with. consideration of social equity, and natural resource protection, and
 3. adherence of LAFCOs to the regional growth framework
 4. regional capital improvements program for allocating federal, state, and local resources for regional facilities, low-to-moderate income housing, and land acquisition to implement the regional plan
3. Create a sense of regional identity.
4. Maintain local and community identity.

ENVIRONMENT Air - Land Use - Water - Solid Waste (Updated 5/2000)

Support regional solutions to environmental pollution that provide effective air and water quality control and regional planning for solid waste management

Support measures for conservation and environmentally sensitive development of San Francisco Bay that promote enhancement and preservation of the Bay and its shoreline, tributaries, native vegetative communities and habitats

Support measures that ensure adequate parks and the protection of natural resources, open space, and agricultural land, both outside urban growth boundaries and in urbanized areas

Support natural resources policies to achieve:

1. Air and water quality standards that adequately protect people and the environment and effective enforcement of these standards
2. Clean air through regulation of motor vehicle emissions
3. Sound long-range planning for sewage, industrial and solid waste disposal
4. Conservation of the Bay's ecology, including tributaries and riparian and other native plant communities and habitats
5. Measures to ensure that public access does not degrade habitats and native plant communities and that economic growth does not adversely impact the environment
6. Requirement that the polluter pay for clean-up costs.

NATURAL RESOURCES - CEQA Mitigation (condensed)

Support effective legislation, guidelines, and criteria for governmental decision making on mitigation of the negative environmental impacts of a project under the California Environmental Quality Act (CEQA) that take into account whether: 1) the decision to proceed or not is environmentally sound and gives particular attention to cumulative impacts; and 2) the mitigation plan is properly implemented under an acceptable process for meeting legal requirements and public need.

1. Strengthen California Environmental Quality Act:
 1. clear process for project determination by the lead agency
 2. early public involvement with emphasis on public hearings
 3. environmental checklists identifying significant effects for initial study
 4. assessment of the broad cumulative impacts
 5. effective implementation of monitoring programs,
 6. sufficient funding for mitigations
2. Utilize CEQA to inform decision making in consideration of League positions on Regional Planning; Housing and Economics; Environment; Transportation and Hazardous Materials on whether to:
 1. avoid the project;
 2. proceed with the project as proposed;
 3. proceed with appropriate mitigations.
 4. proceed with an alternative project and appropriate mitigations
3. Apply appropriate criteria to the mitigation decision making to
 1. determine whether there is an acceptable or unacceptable process for meeting legal requirements and public need;
 2. identify the comprehensive and realistic environmental impacts of a project under CEQA, including cumulative impacts; and
 3. prevent or eliminate environmental damage.

HAZARDOUS MATERIALS MANAGEMENT

Support a hazardous materials management program that protects the public health and the environment from the adverse effects of hazardous materials in the Bay Area, including:

1. Identification of the hazardous materials used, stored and disposed of in each locality, including chemical/common name of hazardous material, quantity of substance and location, acute/chronic health effects and other potential risks from exposure, proper response procedures, method of disposal and route of transportation.
2. Disclosure to the lead governmental organization appropriate agencies and the public with proper safeguard for trade secrets and security concerns.
3. Mechanisms for coordination between agencies need to be developed with
 1. clearly defined agency responsibilities;
 2. clearly defined notification procedures;
 3. defined information dissemination procedures
 4. coordinated database;
 5. single body responsible for implementation
 6. statement of goals, objectives and policies for siting hazardous materials and hazardous waste facilities and for general management of hazardous materials in the foreseen future;
 7. integration with other local land use planning activities;
 8. consistency with the applicable general plan; periodic review;
 9. full and meaningful involvement of the public, environmental groups, civic associations and hazardous waste treatment or disposal facility staffs;
 10. establishment of an advisory committee with representatives from the above groups;
 11. incentives to site new hazardous waste treatment or disposal facilities; and
 12. consideration of provisions for public education, enforcement, surveillance, transportation; administration; funding for implementation; coordination between public and private sector; and incentives for waste reduction and recycling.
4. Adequate funding for hazardous materials management programs and public education by a combination of sources including user fees, penalties and fines, County and State General Funds, State Hazardous Waste Account, State and Federal Superfunds as appropriate.
5. Development of a hazardous materials management plan which should include the following elements:
 1. an analysis of existing and projected hazardous materials use and disposal by type and volume;
 2. an inventory of existing facilities for storing, handling, recycling, treating and disposal of hazardous materials and estimated capacity of each;
 3. a program for management of small volumes of hazardous materials and waste; and
 4. identification of those facilities that can be expanded to accommodate projected needs, and identification of specific sites for new facilities or general areas for locating new facilities, and siting criteria to be used in choosing sites.

HOUSING (Updated 6/2024)

1. **Support a regional housing plan** that provides for balanced and equitable housing throughout the region.
2. **Support federal and state legislation** that facilitates the implementation of regional housing goals.
3. **Support a regional fair share housing plan** as part of the broader comprehensive regional plan.
4. **Place special emphasis, consistent with compact growth principles**, on local efforts to meet needs for very-low-to-moderate-income housing.
5. **State and regional guidelines** for local policies that promote:
 - a. higher density housing
 - b. inclusionary zoning
 - c. mixed-use housing
 - d. housing near transit
 - e. incentives for development of affordable housing
 - f. incentives for rehabilitation of existing housing stock
 - g. clarity and consistency in the development process
 - h. emphasis on good design, maintenance and management of subsidized housing
 - i. retention of subsidized housing as affordable housing
6. **Requirement that major new commercial and industrial developments** assist in providing housing for the jobs created by such developments
7. **Establishment of a regional trust fund** for the funding of needed housing development throughout the region.

Added June, 2024:

1. **Create a sufficient affordable housing supply** and livable communities for people of all income levels, distributed throughout the region.
2. **Preserve existing affordable housing** by advocating for preservation incentives, fair tenant and landlord protections, and strategies to address displacement and gentrification.
3. **Safeguard equal, equitable, and fair opportunity of access to housing and remedy discriminatory housing practices** by advocating for government action at all levels.
4. **Promote the use of available and underutilized land resources** in compact development patterns that discourage urban sprawl, match jobs and housing, and reduce vehicle miles traveled.
5. **Advocate for climate action plans and goals** by locating housing near transit and major employment centers, and by the use of sustainable materials and energy sources.
6. **Influence community actions that strengthen the link between housing and health, safety, and well-being**, especially when housing costs are 30% or more of a household's income.

7. **Promote, maintain, and improve existing infrastructure** to fairly distribute costs and amenities to safeguard and benefit the quality of life of all communities.
8. **Educate the public** about the link between affordable housing and the economic vitality of the region, and how affordable housing developments are designed, maintained, and managed according to accepted standards.

TRANSPORTATION - SURFACE (Updated 5/2000)

Support a long-term, comprehensive planning process consistent with the comprehensive Bay Area plan and growth management framework (currently ABAG's plan) to promote compact, transit-oriented growth patterns served by an efficient, interconnected, multi-modal transportation network

Support multi-modal, efficient, convenient, cost-effective, equitable, safe transportation planned in concert with land use and viable alternatives to reduce vehicle miles traveled (VMT) and single-occupancy vehicle use

1. The Metropolitan Transportation Commission (MTC), as the currently designated Metropolitan Planning Organization (MPO), to develop criteria and a process for evaluation of alternative transportation investments (standard rail, light rail, BART rail, express bus, bicycle, ferry, highways, and parking facilities) as a framework for testing County proposals in order to build the most effective regional transportation system
2. The MPO to develop criteria and a rating system for allocating state and federal transportation funds to encourage compact, transit-oriented growth patterns, with:
 1. analysis of potential transportation investments to include their effect on future land uses in and beyond the Bay Area
 2. criteria to include reasonable fares, environmental effects on health (including air and water quality, noise reduction) and on agriculture and natural resources
 3. analysis to be presented as public information prior to selection of projects
 4. distribution of funds to be tied to cooperative local land use planning
3. Bay Area transit systems linked into an efficient, reliable, convenient and affordable regional transit network with attention to reasonable fares, reduction of travel times, good feeder service, extensive hours of service, and easily comprehended directions for routes, schedules, and transit hubs, and passes for moving between systems. Good service to be encouraged by:
 1. monitoring the relative efficiency of various systems, and
 2. maintaining transit system options to mitigate interruptions in service (disasters, strikes) or to serve needs of people with special limitations
4. Transportation funding more reliably consistent with needs and long-term planning (e.g., annual adjustment of the gas tax to cover costs of road maintenance)

TRANSPORTATION - AIRPORTS (Updated 5/2014)

Support coordination between environmental and land use concerns, and the need for aviation services in the Bay Area.

1. The safety of airport operations should be the primary concern in planning, designing, and operating airports.
2. Airport planning and operations should be designed to be compatible with area land uses, and with emphasis on considerations for the health, environmental, and land use impacts of the plans.
3. New development in neighboring areas that is incompatible with airport operations should be prevented through far-sighted planning and consistently enforced zoning ordinances.
4. Noise pollution from airport operations should be minimized and limited to levels that are not injurious to the health and well-being of area residents and businesses. Continuing monitoring should be required, along with the use of technical and measures to mitigate noise pollution.
5. Airport access and egress should be safe and convenient for people, with an emphasis on mass transit. Convenient access should be provided for goods and services.
6. Existing airports should be maintained and improved before new ones are considered, with need, demand and cost taken into account.
7. Cooperative decision-making among jurisdictions that would be impacted is important in considering the needs of regional airports