



Advocacy Update

Information

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Approved by: James Corless

Attachments: Yes

1. Issue:

An update on advocacy issues by KP Public Affairs and SACOG staff.

2. Recommendation:

None, this item is for information only.

3. Background/Analysis:

Both Congress and the State Legislature have returned to regular business, although process and content have changed in response to COVID-19.

4. Discussion/Analysis:

In Congress, the House released its transportation reauthorization proposal, the Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST in America Act). The current surface transportation authorization, the FAST Act, expires in September 2020. Attachment A is a memo from Transportation for America providing an overview of the proposal. At the board meeting SACOG staff will provide a verbal update on the efforts to ready the region for potential federal stimulus dollars.

In Sacramento, advocacy for Green Means Go continues. KP Public Affairs will provide a verbal update to the board, including our efforts related to the Governor's Task Force on Business and Jobs Recovery. Attachment B is a list of the Task Force's subcommittee membership.

The State Legislature was busy the last month working through a condensed committee hearing process for policy bills, although the number of bills moving forward is significantly less than in early March. The focus remains responding to the pandemic, however, a number of non-COVID-19 related bills continue to move through. The SACOG Executive Director authorized a position on the following three bills, in accordance with the SACOG Board adopted Advocacy Procedures.

[AB 3116 \(Irwin and Wicks\): Mobility Devices: Personal Information – Oppose](#)

This bill is no longer moving forward; it did not move off of the Assembly Appropriations Committee Suspense File.

- This bill limits the data public agencies can require from mobility device operators, which is broadly defined to include bikeshare, e-scooters, Transportation Network Companies (TNCs), and automated vehicles. This presents a number of concerns both from a local city perspective and a regional planning agency perspective:
 - The bill sets vague parameters for the frequency in which local agencies could obtain data from operators and an aggregation level that would make the data useless for local agencies to address mode shift, equity, climate, and environmental objectives and manage local safety, parking, and public right of way issues.
 - The bill also removes all flexibility for public agencies to receive disaggregated and/or real-time data, which would undermine years of work that public agencies have put into designing data sharing agreements to meet their local needs, as well as undo years of deliberation and regulatory design at the California Public Utilities Commission (CPUC) relating to TNC data sharing.
 - Finally, the bill defines mobility device data as electronic device information, which would fall under California Electronic Communications Privacy Act. However, these are shared mobility devices, available to all members of the public, not a personal mobile phone that we carry everywhere we go. SACOG believes there is a way to protect personally identifiable information, while still obtaining information about the devices themselves such as whether they are available to rent, trip origin and destination, and number of devices re-deployed in specific geographies for equity and transportation purposes.

- An oppose position on AB 3116 aligns with the following SACOG Board adopted Advocacy Principles:
 - Transportation 4. Promote the Sacramento region as a test bed for new technologies and innovation.
 - a. Support pilot projects aimed at making microtransit and micromobility work for urban, suburban, rural, and low-income areas of the Sacramento region.
 - c. Support innovative education and transportation demand management strategies and programs covering all parts of the Sacramento region, to offer a variety of alternatives to driving alone.
 - Transportation 5. Support data-driven decision-making and performance measures.
 - b. Support measures that provide for sharing of anonymized data from ridesharing services and other sources that will allow for more informed planning and decisionmaking.

[AB 3205 \(Salas\): Regions Rise Grant Program – Support](#)

- This bill creates the Regions Rise Grant Program in the Governor’s Office of Business and Economic Development (GO-Biz), a significant tool for sustainable and equitable economic rebuilding. The Regions Rise Grant Program would be a competitive grant program to support regional collaboration among public and private sector stakeholders to address and resolve significant community development issues which currently impede inclusive economic growth and upward mobility for historically marginalized groups. The program aligns strongly with SACOG Prosperity Strategy work and the funding proposal for Green Means Go.
- We joined a coalition led by CA Forward, which includes Valley Vision, local and statewide chambers of commerce, and regional community foundations.
- A support position on AB 3205 aligns with the following SACOG Board adopted Advocacy Principles:

Sustainable Development and Infrastructure 3. Support new tools and funding to grow regional jobs and housing, including infrastructure improvements needed to enable new housing and employment opportunities in existing urban, suburban, and rural communities.

Sustainable Development and Infrastructure 4. Support additional financing options and other tools for local and regional community revitalization and economic development. Encourage multijurisdictional coordination without restrictions or other conditions on tax-increment benefits. Reduce regulatory barriers to community revitalization projects.

[SB 1291 \(Committee on Transportation\): Federal Statewide Transportation Improvement Program Submittal – Support](#)

- This bill suspends the 2020 requirement that a Metropolitan Planning Organization (MPO) submit a Federal Transportation Improvement Program (FTIP) to the Department of Transportation (Caltrans). Federal law requires Caltrans to update the Federal Statewide Transportation Improvement Program (FSTIP) transportation planning document every four years, while state law requires an update every two-years. Part of this process includes a state requirement for MPOs and transportation planning agencies to submit its FTIP to Caltrans every two years. SB 1291 waives this year’s state requirement, recognizing the current uncertainty facing the state and local agencies in light of both the COVID-19 pandemic and recent federal actions. Federal law does not require submittal this year and therefore the bill simply suspends a more stringent state requirement during this period of great uncertainty.
- A support position on SB 1291 aligns with the following SACOG Board adopted Advocacy Principles: Transportation 3. Support the streamlining and expansion of innovative financing and project delivery tools to facilitate creative solutions for financing projects, including efforts to reduce state and federal silos and reduce existing regulatory barriers.

5. Fiscal Impact/Grant Information:

SACOG’s advocacy activities and lobbying contract are paid for through member dues.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Goal 2 : Connected Communities

Goal 3 : Vibrant Places