



Strategic Planning Committee

Item #14-1-3 Action

December 20, 2013

State Advocacy Principles

Issue: What policy objectives should SACOG pursue at the state level in 2014?

Recommendation: Staff is proposing two new goals in the State Advocacy Principles and strategies for achieving each goal; otherwise, the existing principles cover the issues of interest to SACOG and its members that staff anticipates in 2014.

Discussion: Many issues from 2013 will carry forward to the second year of the legislative session. The attached draft State Advocacy Principles are the same as those modified last year, except for the addition of a goal to solve the pension-related labor issue between the U.S. Department of Labor and California transit agencies, and increasing the state of good repair for transit vehicles. Staff has also suggested strategies associated with each goal that attempt to clarify the ways staff anticipates advocating for each goal.

For 2014, key legislative issues of interest to SACOG include cap-and-trade revenues from fuels, a replacement financing mechanism for community redevelopment, a statewide water bond, and new transportation revenues.

To deliver approximately \$2.9 billion in new revenues annually for transportation, the California Alliance for Jobs and Transportation California have submitted a request for a title and summary to the Attorney General for a statewide ballot initiative, The California Road Repairs Act. This measure would increase the vehicle license fee by 1 percent of assessed value. The organizations have not decided whether to gather signatures, but instead, are trying to keep their options open. The revenue from the California Road Repairs Act would be allocated as follows:

- 25 percent to cities distributed on a formula allocation based on population;
- 25 percent to counties based on a formula allocation equal to 75 percent of fee-paying vehicle and 25 percent road miles;
- 40 percent to the State Highway System based on a formula allocation of ½ allocated 60 percent to Southern California, 40 percent to Northern California, and ½ allocated on a “highest need” basis statewide; and
- 10 percent to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.

Staff will bring additional updates to the Government Relations and Public Affairs Committee as these issues move forward.

Approved by:

Mike McKeever
Chief Executive Officer

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Attachment

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2014 Draft State Advocacy Principles

Principle	Goal	Strategies
Financial Stewardship		
<i>Revenue</i>	<ul style="list-style-type: none"> Give regions and local governments additional revenue options and protections, including transferring legal control of state funds to local governments for transportation Restructure the state budget to help stabilize transportation funding 	<ul style="list-style-type: none"> Advocate for funding for transportation through cap-and-trade revenues Support new ways to fund transportation needs
<i>Financing</i>	<ul style="list-style-type: none"> Offer regions and local governments tools for community revitalization and infrastructure, and provide them with additional financing options 	<ul style="list-style-type: none"> Support tax-increment financing through enhanced Infrastructure Financing Districts or another method such as Sustainable Communities Investment Authorities
<i>Spending Flexibility</i>	<ul style="list-style-type: none"> Provide local governments more flexibility and options, particularly for transit operations/capital and road maintenance/rehabilitation, in both rural and urban areas 	<ul style="list-style-type: none"> Advocate for increased flexibility
<i>Government Structure</i>	<ul style="list-style-type: none"> Modify representation on state boards and commissions to provide equitable representation for those entities that directly impact SACOG or its members, and where appropriate, a dedicated Sacramento region representative 	<ul style="list-style-type: none"> Advocate for representation from the Sacramento region on state bodies
Economic Vitality		
<i>Goods Movement</i>	<ul style="list-style-type: none"> Fund goods movement improvements in the Sacramento region 	<ul style="list-style-type: none"> Advocate for goods movement funding
<i>Rail</i>	<ul style="list-style-type: none"> Fund rail freight improvements and regional air quality programs, and coordinate state passenger rail planning 	<ul style="list-style-type: none"> Support implementation of the San Joaquin Corridor JPA Seek funding for intercity rail improvements
<i>Rural Roads</i>	<ul style="list-style-type: none"> Fund improvements on rural farm-to-market roads 	<ul style="list-style-type: none"> Advocate for farm-to-market road improvements
Smart Land Use		
<i>SB 375/AB 32 Implementation</i>	<ul style="list-style-type: none"> Protect assets and tools that help existing communities of all sizes and support smart growth, Senate Bill 375 implementation, and Assembly Bill 32 implementation 	<ul style="list-style-type: none"> Work with the Administration on tools to assist regions and local governments
<i>Affordable Housing</i>	<ul style="list-style-type: none"> Amend housing element law and/or administrative procedures to give jurisdictions flexibility to provide affordable housing that is appropriate for their community, and remove disincentives and regulatory obstacles to providing affordable housing, including devolution of decision making from HCD to regions and local governments 	<ul style="list-style-type: none"> Work with other regions and local governments to come up with improvements to existing law/procedures that meet the objective of providing affordable housing
<i>SB 375 Implementation Funding</i>	<ul style="list-style-type: none"> Create performance-based funding for local governments and regions to implement Senate Bill 375. 	<ul style="list-style-type: none"> Ask the Administration and the Legislature to create funding for regions and local governments to effectively implement SB 375 requirements
<i>SB 375 Technical Assistance</i>	<ul style="list-style-type: none"> Help local governments and regions use CEQA benefits from Senate Bill 375 	<ul style="list-style-type: none"> Work with the Administration on tools and implementation of CEQA benefits (e.g., SB 743, SB 226) to assist regions and local governments

2014 Draft State Advocacy Principles

Principle	Goal	Strategies
Environmental Quality & Sustainability		
<i>Ag Land Preservation</i>	<ul style="list-style-type: none"> Strengthen the Williamson Act, and provide additional resources and tools for local governments to preserve farmland and open space through public or private programs 	<ul style="list-style-type: none"> Support legislation that would allow local governments to preserve agricultural lands
<i>Regulatory Reform</i>	<ul style="list-style-type: none"> Reform regulations to streamline review and approval of transportation and smart land use projects with low environmental impacts and positive benefits to state regional and local goals 	<ul style="list-style-type: none"> Work with the Administration and the Legislature on regulatory and legislative improvements to the regulatory process
<i>Flood and Water Resources</i>	<ul style="list-style-type: none"> Involve regional and local governments in flood management and water resources 	<ul style="list-style-type: none"> Serve as a convener and assist with educating local officials about water and flood management issues
<i>Flood Protection</i>	<ul style="list-style-type: none"> Support local flood protection efforts with funding and administrative support. 	<ul style="list-style-type: none"> Support local requests for state funding for flood protection
<i>Habitat Conservation</i>	<ul style="list-style-type: none"> Fund innovations that link natural resource mitigation and habitat valuation on agricultural lands 	<ul style="list-style-type: none"> Encourage the Administration and the Legislature to provide such funding
Access & Mobility		
<i>Complete Streets</i>	<ul style="list-style-type: none"> Support complete streets designed to accommodate cars, transit, bicyclists, and pedestrians including education, encouragement, and infrastructure for Safe Routes to School 	<ul style="list-style-type: none"> Support legislation and regulations that encourage and fund multi-modal infrastructure Advocate for improving the process for planning and implementing bicycle and pedestrian infrastructure
<i>Transit Operations</i>	<ul style="list-style-type: none"> <u>Solve the PEPR labor issue between the U.S. Department of Labor and California transit agencies</u> 	<ul style="list-style-type: none"> Support legislation and regulatory actions to create a permanent solution
<i>Transit Asset Management</i>	<ul style="list-style-type: none"> <u>Increase the state of good repair for transit vehicles</u> 	<ul style="list-style-type: none"> Encourage the Administration to provide statewide support for transit maintenance