



CALCOG PRIORITY ACTIONS FOR 2004

Adopted November 18, 2003

Language Underlined reflects revisions to the October 14 Draft

1. Establish positive relationships with representatives of the Schwarzenegger Administration particularly to maintain and enhance current partnerships on transportation planning and programming and to gain support for efforts to increase transportation revenues and protect dedicated transportation funds.
2. Compile information on unmet transportation needs in light of recent cuts and the availability of state and federal funds and projections for future available revenues. Develop these as an update to the SR 8 report collaboratively with the California Transportation Commission, the League of California Cities, the California State Association of Counties, and the California Transit Association in a format that is easily understood by legislators and other key decision makers and also translates the crisis in transportation funding into impacts on road conditions, congestion, transit service, economy and quality of life.
3. Develop a legislative proposal to increase transportation funding through legislation authorizing user fees. In this manner transportation would be financed like a public utility such as local water or sewer systems. State and regional user fees could be collected at the pump measured by the amount and price of fuel purchased or as tolls for access to bridges, HOV lanes or toll roads.
4. Identify other opportunities to increase transportation revenues and protect against cuts in existing funds including funds for Proposition 42, the State Highway Account, transit operations, and streets and highways maintenance and rehabilitation as well as new congestion relief projects.
5. Together with other California transportation interests, unite California's congressional Delegation behind the California consensus position on the reauthorization of ISTEA/TEA 21 in a manner that preserves the successes of ISTEA and TEA 21 for regional agencies and improves the funding for California transportation projects and programs. The joint position should emphasize goods movement either through a new formula factor or other increased funding options, provide for expediting federal environmental review, and protect transit operating and new start funding. The legislation should also include opportunities for more funds to flow directly to regional agencies and reduce unnecessary state procedures which delay receipt of funds.

Participate in West Coast Corridor System Coalition which includes Interstate 5, alternate routes such as I 15, US 99 and 101, and East West Routes such as Interstates 8, 10 and 80, in recognition that Oregon and Washington have freight movement and congestion equally disproportionate to their population as does California as well as the fact that major corridors in other parts of the country already have well established coalitions whereas the west coast has not yet developed an effective corridor coalition.

6. Increase understanding and support for local, regional and state transportation planning and processes among state legislators and California Transportation Commissioners and work with the League of California Cities and California State Association of Counties to increase understanding and support for this process among local elected officials and city and county staff.

Oppose legislation or state agency actions which takes funds that would otherwise be allocated through the SB 45 process and earmarks it for specific purposes, thereby undermining the integrity of the

transportation programming and planning process. Seek administrative or legislative reform to avoid the requirement for the state budget to directly list projects for which funds are advanced through federal GARVEE bonds or other proceeds

7. In partnership with state officials, develop principles, priorities and methods of evaluating inter-regional transportation projects to guide their selection for the STIP and for inclusion in all regional transportation plans throughout the state. These principles should address the issues of the provision of housing in one region and commuting to jobs established in another region.
8. Support the implementation of AB 857 Wiggins (2002) establishing state planning priorities protecting resources investing in infill and having efficient development in new developing areas. Work with state officials to maximize opportunities for state investments to be coordinated with regional plans and priorities and consistent with other state agencies' policies.
9. In partnership with CalTrans, the League of California Cities and the State Association of Counties address water Quality problems created by storm water road way run off in a manner less costly than current Water Quality Control Board regulations.
10. Improve regional housing allocation requirements and methodology.

Work with the League of California Cities, the California Association of Counties and the American Planning Association in their efforts to revise Housing Element Law and the Regional Housing Allocation process, ~~increased COG input for population projects,~~ utilizing population projections used to develop regional transportation plans and the consideration of major resource constraints, equity, and economic factors in the consideration of regional housing allocations.

11. Work with collaborative regional initiatives to identify the goals of each region as reflected by CALCOG member agencies and by other regional leadership organizations. We should identify what the State can do to enhance our ability to achieve these goals.