

**Greater Sacramento Regional Growth Dialogue  
Sacramento Area Council of Government  
RAW NOTES -- 10/27/06**

**I. Welcome/Introductions**

- a. Christopher Cabaldon, City of West Sacramento
- b. Rick Maya, Bank of America
  - Bank of America renewed sponsorship of the Regional Growth Dialogues in 2006 to build support for housing affordability throughout the state. The Bank of America views housing affordability as both an economic issue and a planning issue.
  - Seth Miller, California Center for Regional Leadership
    - Today's session is the last of eight Regional Growth Dialogues. Thank you to Caltrans, Bank of America, and the Morgan Family Foundation. For details on the other Regional Growth Dialogues see: [www.calregions.org](http://www.calregions.org).

**II. Overview of State Bond Measures and Distribution Criteria**

- a. Brian Kelly, Office of Senator Don Perata
  - The measures on the November ballot came together through a collaborative effort between the legislature and the Governor. The package is unique in that it does not identify specific projects, rather leaves discretion up to regional planning entities.
  - Transportation (Proposition 1B). The measure commits 31% of the funds to highways, 33% to transit, and approximately 30% to programs that could go towards highways or transit.
  - Housing (Proposition 1C). Continuing Proposition 46 funds for new projects.
  - Bond (Proposition 1D). Modernization of school facilities.
  - Floods (Proposition 1E). Levees and flood control.
  - Proposition 1A. Not a General Obligation bond, but functionally provides approximately \$1.6 billion for ongoing capital improvements of transportation.
- b. Mitch Weiss, California Transportation Commission
  - \$12 billion in Prop 1B to be allocated by CTC to use discretion to ensure performance outcomes are achieved. CTC recognizes the value of systems improvements and supports coordination with land use planning.
  - C.M. I. P. (\$4.5 billion). Very fast timeline on these funds. Projects to be submitted in January, 2007 and to begin by 2012. The corridor management portion of these funds

designed to maintain mobility across the state. All CTC supported projects to use cost/benefit criteria to buy investments that benefits the entire state. For more detail on criteria see: [www.catc.ca.gov/CMIA\\_draft\\_guidelines\\_1020.pdf](http://www.catc.ca.gov/CMIA_draft_guidelines_1020.pdf)

c. Mark Stivers, Transportation and Housing Committee

- Proposition 1C (housing bond) has several funding categories including:
- Affordable housing (\$725 million) – home ownership through down payment assistance, loan programs, BEGIN programs.
- Rental housing (\$715 million) for supportive housing for people with disabilities.
- Infill/Infrastructure (\$1.35 billion). \$300 million for transit oriented development. Funding is not for developers, but for local government to create job or housing centers near stations. \$850 million for infill incentives to local government to reward housing that is consistent with Blueprint planning. Planning funding (to be determined by the legislature) may be available to regions prepare their Regional Growth plans.

d. Mike Eaton

- Prop 84 (\$5.4 billion). The Nature Conservancy has worked with partners to secure the survival of millions of acres of precious land and seascapes in California for future generations. For details, see: [www.yeson84.org](http://www.yeson84.org)
- Prop 90. The Nature Conservancy recognizes the deleterious effects of this measure and believes it will devalue other bond funding. For details, see: [www.noprop90.org](http://www.noprop90.org)

### III. Regional Response Panel

a. Mike McKeever, Sacramento Area Council of Government

- Connecting transportation, water, air quality are all part of SACOG's strategy of moving from planning to action. Getting projects built by 2012 is achievable by SACOG because of the effective collaborative planning that has been accomplished to date.
- The \$5 million from the state to support Blueprint Planning has created a flurry of activity and is poised to change behavior across the state. In the greater Sacramento region, a blueprint strategy can not succeed upfront bigger identity in flood plains. Need flood protection in Sacramento, West Sacramento and other regions. Costs exceed bonds. Would mean \$1 Billion for Sacramento Region.

b. Stuart Leavenworth, Sacramento Bee

- Flood issues are critical to the Greater Sacramento region. Levees and by-passes are outdated and Proposition 1E will help build levees. River islands, super levees are not protected by updated levees. Key question is will southern California support the passage of Proposition 1E?

- c. Chancellor Brice Harris, Los Rios Community College District
  - Proposition 1D includes approximately \$2 billion for community college facilities. Massive growth in community college student body is expected while K-12 growth is expected to remain steady. Linking light rail and public transportation systems to accommodate 400,000 additional trips in 2006 alone is critical. In addition, workforce training is an essential component of training the future workforce to keep our region competitive.
- d. Jody Jones, Caltrans District #3
  - The region is challenged by enormous increased in congestion and mobility. The region is living off of the capacity built in the 1970s, despite the fact that VMT are up nearly 300% since the 1970s. Blueprint planning is a key tool for supporting these investments moving forward.
- e. Dave Brent, City of Sacramento
  - Sacramento is one of the top flood prone cities in the nation and water supply affects the entire state. There are low water erosion sites all over the region and levee maintenance is critical. Proposition 218 has precluded flood control agencies and local government from raising rates and the flood control system is over 100 years old. There is a strong relationship between agricultural lands and flood plains. Win-win solution is to pay farmers to provide relief in the event of flooding.

**IV. Conclusion: What do we do once the bonds pass?**

- The bond measures on the November ballot are only a down payment for long-term infrastructure investments. Collaboration to access the bond funds, should they pass, will be critical. The civic engagement portion of the expenditures has yet to be determined.
- AB 32 has the potential to crowd out other mobility and access considerations because it operates at a higher and more global level. Carbon emissions tracking to be completed on a large scale, but small regions will also need to comply. The Blueprint Planning efforts represent a unified set of voices.
- November 10<sup>th</sup>, 2006. Blueprint Tall Order Forum.

See: <http://www.sacog.org/mtp/2035/tallorder/brochure.pdf>