

### III. CITY OF SANTA BARBARA 2007 LEGISLATIVE PLATFORM

Proposed revisions: February 27, 2007

REVENUE AND TAXATION		
ALLIANCES STATEWIDE INITIATIVE	Finance	<p><del>Support the use of the statewide initiative process as necessary to secure fiscal independence and a sound intergovernmental financial structure for cities, that incorporate the following principles:</del></p> <ul style="list-style-type: none"> <li><del>• Greater share of the property tax and other reliable, discretionary revenues in order to finance local services.</del></li> <li><del>• Constitutional protection of local revenue sources to ensure against diversion by the state for non-municipal purposes.</del></li> <li><del>• Major reforms in the un-funded mandate reimbursement process to make the process more workable and meaningful.</del></li> </ul>
CABLE TELEVISION – ACCESS AND REVENUES	Finance	Support the ability of cities to retain public, educational and government access channels, institutional networks and <u>franchise</u> revenues from cable television <u>and other video</u> providers.

TRANSPORTATION, PUBLIC WORKS and COMMUNICATIONS		
TRANSPORTATION	Public Works	<p><u>Support funding projects on their merit in accordance with identified criteria.</u></p> <p><u>Support the adoption and implementation of a long-term capital investment plan and budget to upgrade and repair vital infrastructure.</u></p> <p><u>Support maximizing investments in infrastructure and reinforce local land use practices to accomplish strategic local growth objectives such as compact land development patterns, revitalizing urban cores, transit-oriented development and preservation of open space.</u></p> <p><u>Support leveraging state investments to fund affordable housing and critical local and regional infrastructure projects to accomplish regional priorities.</u></p> <p><u>Support enhanced autonomy for local transportation decision-making and pursue transportation policy changes that move more funding and decisions-making to local policy leaders or fund urban infrastructure needs.</u></p>

AIRPORT		
FUNDING • <u>DBE</u>	Airport  Airport	<p><u>Support legislation reauthorizing FAA and the Airport Improvement Program (AIP), including support of the following provisions:</u></p> <ul style="list-style-type: none"> <li><u>○ Increase AIP funding especially for smaller airports.</u></li> <li><u>○ Maintain the 5% AIP match for small airports.</u></li> </ul>

		<ul style="list-style-type: none"> <li>○ <u>Strengthen or maintain budget protections for AIP funding.</u></li> <li>○ <u>Eliminate the competition plan requirement for AIP.</u></li> <li>○ <u>Eliminate unnecessary AIP grant assurances.</u></li> <li>○ <u>Continuation of the Small Community Air Service Grant Program.</u></li> </ul> <p><b>Support</b> federal legislative efforts to maintain or increase appropriations to the <b>Airport Improvement Program (AIP)</b> for infrastructure projects relating to safety, security, aviation operations and capacity, and noise abatement.</p> <p><b>Support</b> dedicated aviation security operations and infrastructure funding sources separate from the <b>Airport Improvement Program (AIP)</b>.</p> <p><b>Support</b> efforts to reimburse airports for the costs associated with implementation of federal security and other mandates, <del>including security.</del></p> <p><b>Support</b> reclassification of all airport bonds as ‘governmental’ instead of ‘private activity.’ <del>and</del></p> <p><del><b>Support</b> efforts to allow advance refund of airport bond debt.</del></p> <p><u><b>Support</b> efforts to provide airports with greater flexibility in the use of AIP and Passenger Facility Charge (PFC) funds, including elimination of the mandated loss of entitlement funds from imposing a higher PFC.</u></p> <p><del><b>Support</b> increased flexibility for airports by expanding the allowable uses of AIP funds and passenger facility charge revenues.</del></p> <p><u><b>Support</b> an increase or elimination of the cap on PFC charges.</u></p> <p><u><b>Support</b> efforts to streamline the airport PFC application and reporting process.</u></p> <p><u><b>Support</b> equitable distribution of jet fuel tax revenues.</u></p> <p><u><b>Support</b> and advocate efforts to restructure the Airport Disadvantaged Business Enterprise (DBE) program.</u></p>
<b>SECURITY</b>	<b>Airport</b>	<u><b>Support</b> a threat based (risk-based) system of air cargo inspection and screening rather than a universal program.</u>
<b>ENVIRONMENT</b>	<b>Airport</b>	<u><b>Support</b> additional steps to expedite the airport environmental review and approval process while preserving environmental protections.</u>
<u><b>RENTAL CAR CONCESSIONS</b></u>	<u><b>Airport</b></u>	<u><b>Support</b> airport interests in proposed legislation that may impact the terms under which rental car concessions operate at the Airport.</u>

<b>WATERFRONT</b>		
<b>ENVIRONMENTAL</b>	<b>Waterfront</b>	<u>General.</u>
	<b>Waterfront</b>	<b>Support</b> enhanced local authority over disposition of wrecked, derelict, abandoned, non- <u>operable navigable</u> or non-seaworthy craft.



<ul style="list-style-type: none"> <li>• <a href="#">CFRACLL/FMLA</a></li> </ul>		<p><del>"reasonable victim" standards in matters before the FEHC. —Support changing the standard from the "viewpoint of a reasonable victim" to a standard utilizing the "perception of reasonable persons of the same gender as the claimant," in order to shift from a gender-based sexual harassment standard to a plaintiff-based standard.</del></p> <p><del><b>Support</b> efforts to conform the California Family Care Leave Laws to the federal Family and Medical Leave Act (FMLA).</del></p> <p><u><b>Support</b> federal and state legislation affirming the establishment of tax exempt employee savings accounts for retirement health expenses.</u></p> <p><u><b>Support</b> state-funded recruitment and succession planning programs to address expected high levels of employee retirement turnover within state and local government service.</u></p> <p><u><b>Oppose</b> legislation limiting the ability of public agencies to monitor public employees' use of public assets and resources.</u></p>
<p><b><u>DOMESTIC PARTNERSHIP</u></b></p>	<p><b><u>Administrative Services</u></b></p>	<p><u><b>Support</b> legislation that would delete the current state criteria that persons in a Domestic Partnership must be members of the same sex or be over 62 years of age.</u></p>

END OF LEGISLATIVE PLATFORM