

SACOG 2011 Federal Advocacy Principles

The principles outlined below help support SACOG's work in linking transportation, air quality, and land use. SACOG will work to advance the interests of the Sacramento region. In order to accomplish these principles, SACOG will advocate for sufficient funding in legislation and seek out grants to effectively plan for and deliver projects that meet these principles. SACOG will also advocate for innovative financing options, such as subsidized bonds, public-private partnerships, and a national infrastructure bank.

Economic Vitality

Efficiently connect people to jobs and get goods to market.

- Include hard-to-fund, MTP2035 projects in the transportation authorization bill for transit, urban complete streets (e.g., Auburn Boulevard) and rural complete corridors (e.g., Beale Air Force Base Gateway), and major infrastructure projects, such as the Intermodal Transportation Facility, South Line and Green Line rail extensions, W. Sacramento-Sacramento streetcar, Rancho Cordova streetcar, the Watt Avenue at Highway 50 Interchange, Highway 113 at I-5 interchange, and Blueprint implementation planning for hard-to-fund projects such as river crossings in the Sacramento urban core.
- Adjust funding formulas to support rural roads and other infrastructure needs, including rural farm-to-market roads.
- Fund local food access and national food security, especially to assist with promoting a connection between rural and urban areas of the region, and also to help producers get their products to all markets.
- Fund evacuation planning and supportive transportation infrastructure.

Smart Land Use

Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

- Support continued funding for transportation and land use linked planning and formula incentives for high performing projects resulting from integrated planning, support for regional planning tools for modeling and data gathering, and ongoing public education and engagement related to travel behavior.
- Fund SACOG to implement the Blueprint preferred growth scenario, and continue technical assistance for cities and counties.
- Enact greenhouse gas reduction measures that support and incentivize land use benefits from implementation of Blueprint and MTP2035 objectives.
- Encourage implementation of Blueprint preferred growth scenario with unique funding sources for new and improved infrastructure to support concentrated housing and employment in high frequency transit corridors.

Equity and Choice

Provide real, viable travel choices for all people throughout our diverse region.

- Support planning and fund Complete Streets in rural and urban communities designed to accommodate cars, transit, bicyclists, and pedestrians including education, encouragement and infrastructure for Safe Routes to School.
- Provide discretionary funding for a balanced transit network. To support an integrated rail network that includes Northeast and Folsom light rail double tracking, passenger railcar rehabilitation, and streetcars that offer a cost-effective expansion of the areas served. To support buses: continue to pursue funding for bus replacements and bus facilities to serve both lifeline and choice riders. To support regional rail: seek funding for enhanced passenger rail service on Capitol Corridor.

Environmental Quality & Sustainability

Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

- Create a regulatory strategy with the Army Corps of Engineers that incentivizes Blueprint implementation.
- Seek to influence legislation and work to acquire funds which will support RUCS-identified innovations that link natural resource mitigation and habitat valuation on agricultural lands.
- Seek incentives for energy conservation, for regional efforts as well as grants for local implementation.
- Fund natural resources data development, including implementation of the Six-County Aquatic Resources Inventory, and overall planning to support habitat conservation plans in the region.
- Improve public safety and fund local flood protection efforts, while protecting local land use authority and not penalizing communities based on floodplain designation.
- Continue eligibility for diesel engine replacement/retrofit programs.