



SACOG Board of Directors

Item #08-12-15
Report

December 10, 2008

Executive Director's Report

The following is a brief status report on some of the major issues and projects currently being advanced by SACOG.

SACOG Salutes!: Nominations for the 10th Annual SACOG *Salutes!* regional award program closed at 5:00 PM on October 31. Award recipients will be honored at a ceremony beginning at 8:15 a.m. prior to the SACOG Board of Directors meeting.

Reception following Board meeting: A reception will be held following the Board meeting to say farewell to our departing Board members and staff. Please join us in the River Rooms.

Departing SACOG Board Members: This meeting we say goodbye to Rusty Dupray, Don Schrader and Dan Silva and thank them for their exemplary service and dedication as SACOG Board members. James Barrington left office prior to this meeting. He was recognized by SACOG at the Transportation Committee Meeting and the City of Wheatland's council meeting. James, Rusty, Don and Dan are truly regional thinkers and have greatly contributed to SACOG's mission. Their vast knowledge and dedication to SACOG during the past years will be missed and we hope that they will continue to be involved in SACOG in the future.

SACOG Retirees: Pete Hathaway, Director of Transportation Planning and Ken Hough, Director of Community Planning and Operations will retire from SACOG at the end of the year. Their knowledge and expertise will be missed greatly by SACOG staff and the Board members.

Committee Survey: A committee survey requesting your first, second and third choices for committee assignment will be handed out at the Board meeting. The committee assignments will be made by next year's Chair at the January Board meeting.

KEY BOARD ITEMS:

Economic Recovery Act: This month both the Transportation Committee and the Government Relations & Public Affairs Committee reviewed a \$2B list of projects from this region which could be under construction within 90 days, 6 months, or 1 year. The list is a work-in-progress and is made up of projects from Caltrans, transit agencies, public works departments, bike and pedestrian groups, goods movement advocates, and others. Staff wanted to have a large number of projects available to demonstrate to the new administration in Washington and to the U.S. Congress that the region has a ready list of construction projects which could be underway very soon if money was available. At the direction of the GRPA, staff is currently analyzing the projects, developing a set of proposed policies to prioritize the projects, and scrubbing the project list. Staff will update the Board at its December 18th meeting and may have a preliminary set of policies available to hand out for discussion.

RECEIVE AND FILE ITEMS:

These items were information items sent through the Committee cycle. If you have any questions, please call me prior to the meeting. Backup material for each item is attached and any of these items can be discussed during Other Matters, if the Board so chooses.

1. Update on Regional Air Quality Issues
2. Climate Change Education
3. Summer Travel Behavior Change Campaign Summary
4. Public Participation Plan Annual Amendment Update
5. Update on Rural-Urban Connections Strategy Project
6. Update on Rural Transportation Planning Efforts
7. Activity-Based Travel Model Update (Mr. Garry)
8. State Advocacy Plan for 2009
9. Federal Advocacy Plan for 2009

CALENDAR: Please note: Only the Strategic Planning Committee will meet in January. Committee assignments will be made at the January Board meeting.

Jan 12 @ 10:00 a.m.	Strategic Planning Committee	SACOG
Jan 15 @ 9:00 a.m.	SACOG Board of Directors	SACOG

Mike McKeever
Executive Director

Attachments

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Receive & File #1

November 26, 2008

Update on Regional Air Quality Issues

The schedule for adoption of the region's new 8-hour ozone SIP is still proceeding as planned. Upcoming milestones include:

Air Resources Board (ARB) acts on Truck Rule (one of the state measures included in the region's SIP)	12/11/08
Publish Final SIP and EIR	12/19/08
SMAQMD Board Adoption of SIP/EIR Certification	1/22/09
FRAQMD Board Hearing	2/2/09
EDCAQMD Board Hearing	2/10/09
YSAQMD Board Hearing	2/11/09
PCAPCD Board Hearing	2/12/09
ARB Board Hearing on SIP	3/26/09
EPA adequacy finding for motor vehicle emissions budgets (MVEB)	4/27/09
SACOG Board adopts MTP/MTIP amendment and new conformity determination	5/21/09

EPA is also due to release its final designations on the revised (2006) 24-hour PM_{2.5} standard by December 18, 2008.

Staff will continue to update the committee and Board on these issues at upcoming meetings.



Receive & File #2

December 10, 2008

Climate Change Education

This is the third in the Climate Change 101 series of educational briefs on climate change issues. *How Green is Your Electricity?* explains how the requirements for renewable energy contribute to the AB 32 goals. PG&E, SMUD and Roseville Electric have programs to increase their share of electricity from renewable sources.

Attachment

Climate Change 101: How Green is Your Electricity?

California's Renewable Portfolio Standard

In 2002 and again in 2006, the Legislature has passed legislation setting renewable energy requirements for electricity utilities. The original legislation, Senate Bill 1078, required every utility to get at least 20percent of the electricity they sell from renewable energy sources by 2017. The 2006 legislation, Senate Bill 107, accelerated the 20percent deadline to 2010. In November, Governor Schwarzenegger issued Executive Order S-14-08 directing state agencies to work towards a goal of 33 percent by 2020. Legislation is still required to require producers to meet the 33 percent goal.

How does the Renewable Portfolio Standard help meet AB 32's goals?

The California Air Resources Board assumes a 33 percent goal in its Proposed Scoping Plan in order to meet the overall goal of reducing statewide greenhouse gas emissions to 1990 levels by 2020.

What is the share of electricity from renewable sources in our region?

In 2008, 14 percent of PG&E's power was renewable, 19 percent of SMUD's power was renewable, and 10 percent of Roseville Electric's power was renewable.

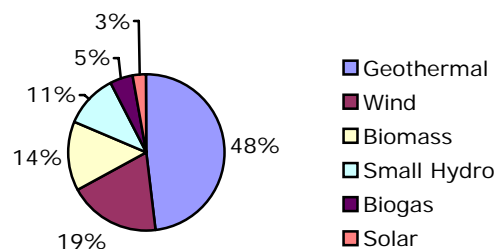
What is "renewable"?

California considers the following sources of electricity as renewable for meeting the Renewable Portfolio Standard:

- Biodiesel
- Biomass
- Conduit hydroelectric
- Digester gas
- Fuel cells using renewable fuels
- Geothermal
- Wind
- Landfill gas
- Municipal solid waste
- Ocean wave
- Ocean thermal
- Tidal current
- Photovoltaic (solar)
- Small hydroelectric (30 megawatts or less)
- Solar thermal electric

Where does California get its renewable power?

California gets the largest share of its renewable electricity from geothermal sources, followed by wind and biomass.



Are there options for voluntarily purchasing more renewable electricity?

Yes. Solar, wind and other options can generate electricity and power your home or business directly. SMUD, PG&E and Roseville Electric also offer programs that purchase additional renewable electricity to match up to 100 percent of the electricity used by a home or business.

For more information:

Green Roseville (Roseville Electric): www.roseville.ca.us/electric > Green Roseville
Greenergy (SMUD): www.smud.org > Community & Environment > Greenergy
Climate Smart (PG&E): www.pge.com > Environment > What You Can Do
Go Solar California: www.gosolarcalifornia.ca.gov



Receive & File #3

December 10, 2008

Summer Travel Behavior Change Campaign Summary

Summary of 2008 multi-agency travel behavior change campaign.

Between May and August 2008, SACOG staff coordinated with staff from the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Sacramento Regional Transit District (SRTD) on individual agency efforts for a combined multimedia (newspaper, web and radio) campaign.

Attached is an activity and results summary report.

Attachment

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Summary of 2008 Multi-Modal Travel Behavior Marketing Campaign

Overview

In April 2008, the SACOG Board of Directors authorized spending up to \$50,000 for a multi-modal print campaign. SACOG partnered with Sacramento Metropolitan Air Quality Management District (SMAQMD) and Sacramento Regional Transit District (SRTD) for a coordinated multimedia (print, radio and web) campaign. SACOG's efforts focused on the placement of up to \$50,000 of printed advertisements.

Objectives

To leverage individual agency efforts for a greater overall gain in the following areas:

- Increase awareness of and use of public/alternative modes of transportation
- Help improve air quality by reducing vehicle miles traveled
- Use increasing price of gas as catalyst for behavior change campaign
- Use I-5 construction as catalyst for behavior change campaign

Research

SMAQMD utilized a current contract with local communications firm Katz and Associates (Katz) for professional campaign strategy, planning and advertising placement. Katz utilized survey research done by SACOG during the development of the MTP2035 for an initial understanding of how the public perceives transportation options and how they make their transportation-related decisions. Using that research as a base, Katz developed screening criteria and a moderator guide for two focus groups that were used to further research the barriers and benefits of alternate modes of transportation.

Strategy

SACOG and SRTD jointly developed and placed print advertisements with input from SMAQMD and Katz. The advertisements were placed in May and early June while the remainder of the campaign was developed. Placement included *The Sacramento Bee* and *The Sacramento News and Review* as well as most of the local newspapers in the region. A complete listing of all print placements is attached.

For their Spare the Air campaign, SMAQMD utilizes several media types including radio and television for the general awareness and Spare the Air day alert advertisements. Both SMAQMD and Katz recommended utilizing radio. From a report developed by Katz and Associates, radio offers the highest reach and frequency for advertisements and it is the most cost-effective medium to reach a broad target, given a limited budget. By purchasing radio versus television, higher levels of awareness and a greater number of gross impressions were obtained. Television was not recommended because viewership drops during the summer and television costs more per impression (total number of times a message is seen or heard).

The Katz report also pointed out that media research indicates that people must hear messages at least three times for them to be effective at creating awareness of an issue. It was important to reinforce the positive benefits of alternative modes of transportation as often as possible, while still attempting to reach the most likely adopters of the new behavior with messages on multiple occasions. With SRTD's budget of approximately \$150,000 for radio, if advertisements were run on staggered weeks throughout the summer it was determined that the goal for the majority of

the public hearing an advertisement three times could be reached.

Results

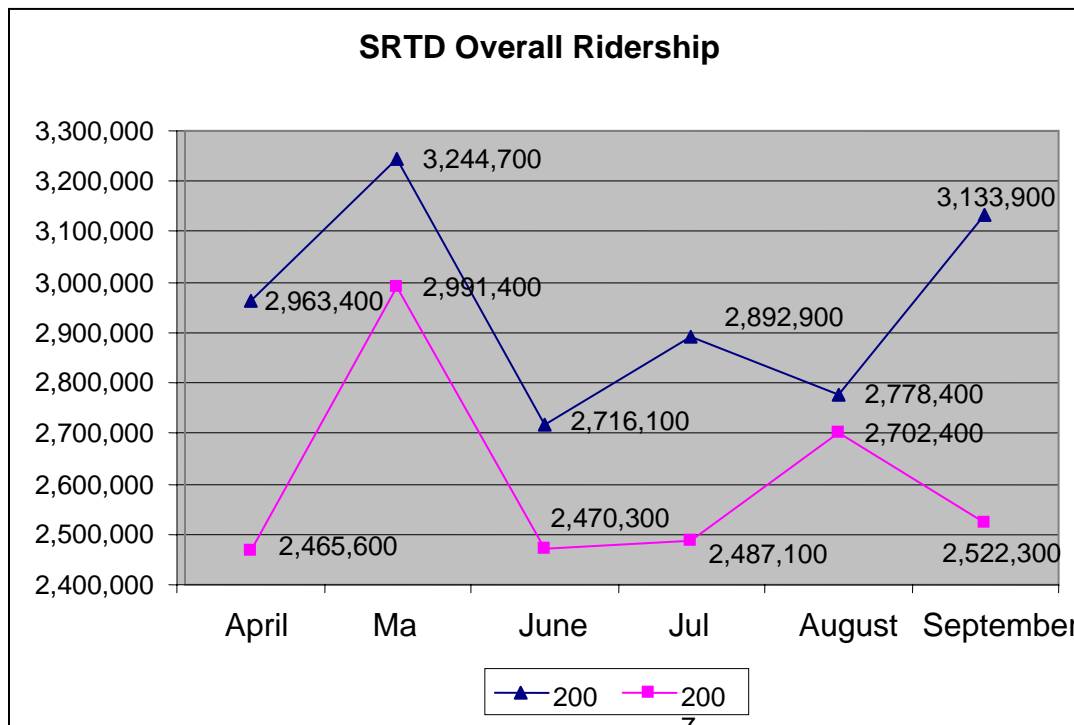
Due largely to the cost, scientific results research was foregone in favor of measuring indicators that the advertisements had been seen or heard including webpage views, transit ridership and calls to the 511 phone system. The webpage views being tracked were new pages developed specifically for this campaign that were included in all of the advertisements.

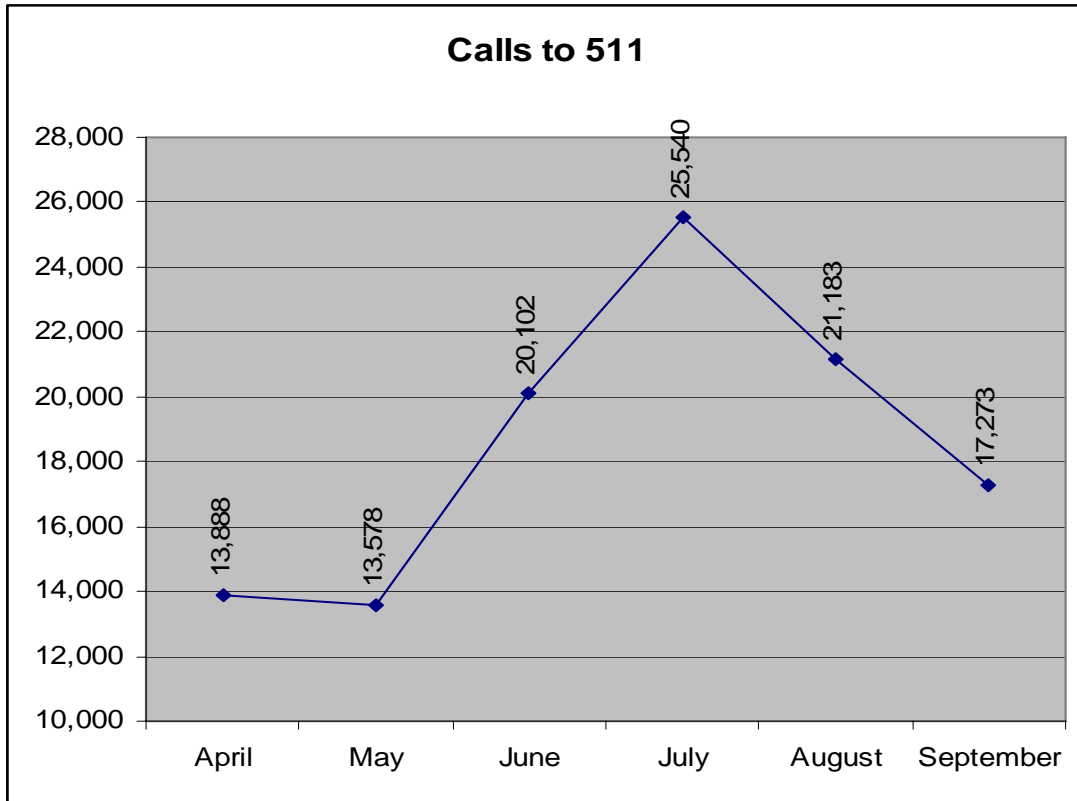
Below are the results for page views to those webpages. The advertisements directed people to either the SRTD webpage or to the 511 webpage depending on where people wanted to travel and by which mode they were interested in. The splash pages looked similar to the print advertisements and guided viewers to the appropriate detail page, which had further information on how to use transit or choose alternative travel modes. Views to those pages can be directly linked to people responding to an advertisement.

Page Views for Try Transit on SRTD and 511 web sites

Date Range	SRTD splash	SRTD detail	511 splash	511 detail	
5/1/2008	8/31/2008	3,936	2,163	131	539

It can be difficult to ascertain specifically what factor had the greatest influence on behavior change without extensive results research. SRTD set record ridership statistics during the campaign timeframe. How much of that behavior change that can be attributed to construction, fuel prices, or the advertisements is unknown. In many cases it is likely that some combination of those three factors led to the transit ridership increases. Below is a graph showing SRTD total ridership monthly during the campaign period compared to the same period in 2007. During the campaign period (May-August) there was an overall 9 percent increase in SRTD ridership.





Marketing Versus Education and Outreach

Marketing is the process or technique of promoting, selling, and distributing a product or service. In this case, transit and access to information on other travel modes was the service we were promoting or selling. This campaign utilized advertising as a means of promoting transit, carpooling, bicycling and walking as alternatives to driving alone. Hundreds of thousands of people were exposed to campaign ads, which ultimately provided only a brief introduction to transportation choice information.

SACOG does not have a traditional product or service to market to the public. Typically, advertisement placements are used to support other forms of outreach. Mass media advertising, including TV, radio and newspapers, are potentially viewed/heard (impressions) by many people but often have low impact. On the other hand relationship-based community outreach has fewer impressions, but much higher impact for each of those impressions.

Advertising and relationship-based outreach fall on opposite ends of the outreach spectrum. Both are valuable, however depending on the desired results, they each have different levels of impact. For education, engagement and behavior change, relationship-based outreach has the most value because of its high level of impact.

Throughout the Blueprint and Metropolitan Transportation Plan for 2035 processes, SACOG in

partnership with Valley Vision, utilized relationship-based outreach. Presentations to small groups to educate and encourage engagement in planning processes increased awareness of SACOG as an agency and its activities with high impact as demonstrated by broad public participation.

SACOG has extensive relationships with public agencies, community based organizations, non-profits, neighborhood associations, government agencies, media, employers, thousands of individuals and numerous other types of groups.

During this same time period, SACOG partnered with Caltrans in their efforts related to the Fix I-5 project. By collaborating with Caltrans, the Fix I-5 website was linked to www.sacregion511.org, to help provide alternative travel mode information. SACOG's 511 website received a high number of visits.

Date Range			511 Home Page visits	511 visits from Fix I-5 website
Previous 4 months	1/1/2008	4/30/2008	13,840	2,516
Campaign time period	5/1/2008	8/31/2008	27,337	13,774

Some of these results came directly from weblinks, but were also supported by media relationships and Transportation Demand Management (TDM) programs administered by outreach partners such as transportation management associations.

There appears to be a distinct difference between a marketing campaign and a public /media relation campaign. To date, SACOG has realized greater individual contact through more traditional public education and engagement via public and media relations. Staff would recommend utilizing more social marketing research to advise future marketing campaign messaging and images to increase opportunity for behavior change.

In an environment of limited resources it would also appear, based on the results of this campaign, that good impact can be found through relationship-based outreach.

Print Advertisement Placements

CATEGORY	ITEM	DESCRIPTION	COST	RUN DATE	PLACED BY
Signage	Posters (11" x 17")		\$500	May	
		TOTAL =	\$500		SRTD
Bus Ads	Exterior Bus Ads	Production of 10 bus kings	\$450	May-July	
	Installation	Installation of 10 bus king ads	\$200		
		TOTAL =	\$650		SRTD
Print Ads	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	May 6	
	Sacramento Bee Ad (full page)	Main (Wednesday)	\$3,200	May 7	
	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	May 13	
	Sacramento Bee Ad (full page)	Main (Wednesday)	\$3,200	May 14	
	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	May 20	
	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	June 3	
	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	June 10	
	Sacramento Bee Ad (full page)	Main (Tuesday)	\$3,200	June 17	
		TOTAL =	\$25,600		SRTD
	Sacramento News & Review	Full Page - Back Page	\$2,200	May 16	
	Sacramento News & Review	Full Page - Back Page	\$2,200	May 22	
	Sacramento News & Review	Full Page - Back Page	\$2,200	June 12	
	Sacramento News & Review	Full Page - Back Page	\$2,200	June 22	
		TOTAL =	\$8,800		SACOG
	Capitol Weekly	Full Page	\$820	May 8	
	Capitol Weekly	Full Page	\$820	May 15	
	Capitol Weekly	Full Page	\$820	June 5	
	Capitol Weekly	Full Page	\$820	June 12	
		TOTAL =	\$3,280		SRTD
	Grapevine Independant	half page	\$1,900	Week of May 12	
	Laguna Citizen	half page	X	Week of May 12	
	Elk Grove Citizen	half page	X	Week of May 12	
	River Valley Times	half page	X	Week of May 12	
	Galt Herald	half page	X	Week of May 12	
	Auburn Journal	half page	\$6,006	Week of May 12	
	Colfax Record	half page	X	Week of May 12	
	El Dorado Hills Telegraph	half page	X	Week of May 12	
	Folsom Telegraph	half page	X	Week of May 12	
	Roseville Press-Tribune	half page	X	Week of May 12	
	Granite Bay Press-Tribune	half page	X	Week of May 12	
	Lincoln News Messenger	half page	X	Week of May 12	
	Rocklin Placer Herald	half page	X	Week of May 12	
	Loomis News	half page	X	Week of May 12	
	Appeal-Democrat	half page	\$1,783		
	Davis Enterprise	half page	\$1,193		
		TOTAL =	\$10,882		SACOG
	Inside East Sacramento	Full Page	\$2,589	June	
	Inside Arden	Full Page	\$2,589	June	
	Inside the City	Full Page	\$2,589	June	
		TOTAL =	\$7,767		SACOG
TOTAL BUDGET:			\$57,479		

SACOG Portion	\$27,449
SRTD Portion	\$30,030



Receive & File #4

December 10, 2008

Public Participation Plan Annual Amendment Update

The Public Participation Plan is undergoing an annual update.

The current Public Participation Plan (PPP) was adopted on July 17, 2007 by the SACOG Board of Directors for use with the Metropolitan Transportation Plan for 2035. Current federal transportation regulations require metropolitan planning organizations such as SACOG to adopt a plan to provide the public with opportunities to be involved in the transportation planning process.

The amendments proposed to the Public Participation Plan are text summary sections on public participation for the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). These summaries are intended to clarify matrices currently in the document. There are no procedural changes proposed.

A public comment period was held from September 26 to November 17. During the public comment period a working group meeting with members of the public including representatives from environmental justice groups and partner agencies was held on October 8. Additional input was received electronically from members of the public and partner agencies.

Staff will compile and review input received. We anticipate submitting the final revised Public Participation Plan for consideration by the SACOG Board at the February 2009 meeting.

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Receive & File #5

December 10, 2008

Update on Rural-Urban Connections Strategy Project

Three Rural-Urban Connections Strategy workshops will be held at the beginning of December. Summaries of workshop content will be presented to the Committee.

Over the last several months, SACOG staff, Valley Vision and UC Berkeley, Agriculture in Metropolitan Regions (AMR) have been collecting data and information on current conditions and innovations for a series of workshops on the Local Markets and Agritourism, Rural Transportation, and Land Use Policies and Plans. All three topics will have a workshop in December. Staff leads for each of these topics will present summaries of their findings to date. The Rural Transportation topic will be discussed in a separate agenda item.

Valley Vision and AMR are leading the Local Market and Agritourism effort with the first workshop on December 2. They have collected data on food consumption, distribution and production. They have interviewed a number of people in the local market and agritourism sector throughout the region in order to get a better picture of what the current local market looks like and to start to understand the challenges and opportunities to expand that sector. This information is compiled in a draft report that is posted on the RUCS wiki for review. Kristine Mazzei from Valley Vision will provide a summary of their findings to date and what was learned at the workshop.

Following on a successful Land Use Policy and Plans current conditions meeting in September, SACOG staff has assembled “innovations” ideas for the next workshop in this series, which will be held on December 11. The innovations portion of this topic will be in two phases: the first will look at policy innovations for rural-urban edges or transition areas that minimize urban impacts on agriculture, and the second will focus on agriculture viability on lands beyond the edge. A current conditions and innovations report is posted on the RUC wiki for review. Kacey Lizon from SACOG will summarize the innovations that will be presented to the Land Use working group.

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Receive & File #6

December 10, 2008

Update on Rural Transportation Planning Efforts

Rural transportation planning efforts are advancing in order to inform the Rural Urban Connections Strategy (RUCS) and other planning efforts at SACOG.

Over the past few months, staff has been studying rural transportation challenges and opportunities in the SACOG region. Staff work and input received through interviews and advisory committee workshops has led to the development of a draft briefing book that covers a broad range of rural transportation planning topics areas. The briefing book includes data and case studies organized by five topical areas: Travel Behavior, Safety & Security, Mobility, Goods Movement, and System Maintenance. The table of contents for the briefing book in the attachment provides more detail.

Much of the data and policy analysis behind the rural transportation work has never before been collected and analyzed by SACOG. Examples include rural road traffic counts, safety maps and statistics, and rural transit operations analysis. The active work continues to reveal rural transportation challenges, but also many successful rural transportation efforts across the region and innovation opportunities.

Topics in the briefing book that closely relate to the agricultural economy will be the focus of the two RUCS Transportation workshops. The first workshop on December 11 will focus on reviewing current conditions and identifying potential transportation innovations to support the economic vitality of rural areas. A second workshop in early 2009 will be focused on SACOG implementation actions that can assist local planning needs.

In 2009 the transportation planning team will also explore in greater depth other rural transportation issues identified in the briefing book. Critical feedback through the Wiki website, workshops, and ongoing interviews will help refine the briefing book and prioritize implementation strategies with real value for rural transportation planning efforts in the region.

Attachment

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DRAFT Rural Transportation Briefing Book Table of Contents

- **Section 1 — Travel Behavior in Rural Areas**
 - *Attachment A: Impact of Gas Prices on Travel Behavior*
 - *Attachment B: Gas Prices Charts*
 - *Attachment C: Journey to Work Charts*
 - Case Study: Urbanization of Rural Roads
 - *Figure 1: Rural and Urban Traffic Volumes*
 - *Figure 2: Baseline Land Use Map*
 - *Attachment A: Identifying Important Rural Roads*
 - *Attachment 1: FHWA Functional Classification Guidelines*
 - *Attachment 2: County Road Classifications*
- **Section 2 — Travel Choices for Rural Mobility**
 - *Figure 1: AgriTourism Access by Bikes*
 - *Figure 2: Transit Lines in the SACOG Region*
 - *Figure 3: Agritourism Access by Transit*
 - *Attachment A: Transit Operating Costs*
 - Case Study: Non-Emergency Medical Transport
 - Case Study: School Accessibility
 - *Figure 1: Access to Luther Elementary in Live Oak*
- **Section 3 — Goods Movement in Rural Areas**
 - *Figure 1: Daily Two-Way Truck Volumes*
 - *Figure 2: US Exports by Mode*
 - *Figure 3: Goods Movement Survey: Trucking Issues*
 - *Figure 4: SACOG Region Agricultural Production Value*
 - *Attachment A: Roadways and Targeted Trucking Corridors*
 - Case Study: Agricultural Worker Transportation
- **Section 4 — Transportation Safety and Security in Rural Areas**
 - *Figure 1: Rural Collisions by Severity 2006*
 - *Figure 2: SACOG Region Bike Trail Call Boxes*
 - *Figure 3: Call Box Use 2007*
 - *Attachment A: SAFE Call Box Program 2007 Annual Report*
 - *Attachment B: SAFE Call Box Calls by Type*
 - *Attachment C: SAFE Call Box History*
 - *Attachment D: SACOG Bike Trail Call Boxes*
 - Case Study: Roadway Safety
 - *Figure 1: Percent of Accidents Involving Alcohol by Severity*
 - *Figure 2: Pedestrian Chance of Death if Hit by a Motor Vehicle*
 - *Attachment A: Derivations of Collision Statistics*
 - Case Study: Rural Intelligent Transportation Systems & Mapped Collision Data
 - *Figure 1: Traffic Fatality Rates in the SACOG Planning Area*
 - *Figure 2: Collision Sites in El Dorado County*
 - Case Study: Emergency Response
 - Case Study: Wildlife Crossings and Connectivity
- **Section 5 — System Maintenance in Rural Areas**
 - *Figure 1: Road Miles by Geography*
 - *Figure 2: Preventive Maintenance: Well-Maintained Road*
 - *Figure 3: Preventive Maintenance: Under-Maintained Road*



Receive & File #7

December 10, 2008

Activity-Based Travel Model Update

Two recent meetings have been conducted to share information on recently-developed travel demand modeling tools, and to make these tools available to other agencies.

On November 14, 2008, a regional travel model users' group meeting was held. The meeting included staff from SACOG, cities and counties, Caltrans, and consultants currently working for local agency clients in the SACOG region. There were several purposes of the meeting. SACOG has a model release policy for any user of our models, which was reviewed with participants. Documentation was distributed for both the traditional four-step travel model (SACMET) and the new activity-based travel model (SACSIM). And lastly, there was a discussion of the general purpose of the users' group as a forum for modelers in the region. Meetings will be held quarterly and will include training for SACSIM as well as discussion of issues of more general interest. The model release policy is that SACOG releases its data and models to local agencies for their use on request for specific projects and applications.

On November 17-18, 2008, a travel model peer review was held to review SACSIM, with financial support from the Federal Highway Administration's Travel Model Improvement Program. A panel of five modeling experts from across the country was recruited to review the model development to date and to assess the model improvement projects that staff has drafted. In preparation for the meeting, a model reference report was written that includes the data requirements, model operation, model validation, and sensitivity tests of major components. The overall review was very positive, and the specific recommendations for improvements moving forward will be very helpful in developing the agency's work program. The review constitutes an independent, top-to-bottom review of the model and the proposed improvements, and will enhance the credibility and standing of future applications for grant funding for improvements to SACOG's technical tools.

The panel's recommendations will be included in the model reference report, and reported in detail to the model users' group at its next meeting in February 2009.



December 10, 2008

State Advocacy Plan for 2009

What did SACOG accomplish at the state level in 2008 and what strategies should be pursued for 2009?

SACOG had seven principles for state advocacy in 2008, and had several major accomplishments, summarized below. Only one priority, Flood Management, did not result in any legislation.

2008 Legislative Accomplishments

In the areas of **Infrastructure Bonds** and **Goods Movement**, SACOG, with the appropriate member and partner agencies, was successful in securing funding for the region from Propositions 1B to realign the Union Pacific tracks in the Railyards and deepen the Sacramento River Deep Water Ship Channel. SACOG also supported several successful requests for Proposition 1C funding for four major infill projects in Sacramento and West Sacramento. Overall, the region received a high percentage of dollars compared to other areas of the state. SACOG supported SB 974, which would have provided infrastructure funding through a \$30 shipping container fee, but the bill was vetoed. This bill may re-emerge in the next legislative session and represented a potential revenue opportunity for the region.

The principal legislative achievement of 2008 impacted **Land Use & CEQA Reform** and **Climate Change/Air Quality**. SB 375 provides direction and guidance to the state Air Resources Board (ARB) for voluntary regional targets for greenhouse gas emissions; aligns the Regional Housing Needs Allocation with Regional Transportation Plans; and provides meaningful regulatory relief to CEQA. SB 375 will also assist ARB in the implementation of the Global Warming Solutions Act (AB 32) in dealing with transportation, land use and air quality.

In spite of the very difficult state budget, some progress was made on legislation related to **Transportation Funding**. One significant bill was AB 3034, which amended the language for the high-speed rail bond measure, later Proposition 1A. This bill allowed Sacramento to compete against other corridor for funds. SACOG successfully opposed suspension of funding for road and transit projects and carefully followed legislation to improve **Project Delivery**. AB 3021 (Nava), which was ultimately vetoed, would have allowed public-private partnerships to finance transportation projects.

2009 Legislative Strategy

SACOG's lobbyist and staff have begun to discuss possible areas for advocacy in 2009.

Infrastructure projects, either financed through the state's infrastructure bonds of 2006 or through a federal economic stimulus bill, should be a priority at the state level in the first quarter of 2009. Staff anticipates that 2009 will also be a key year in **implementation of AB 32 and SB 375**. ARB will be implementing its Scoping Plan for AB 32. SACOG may be looked to for leadership in coordination with the major MPOs in California. Appointments to the Regional Targets Advisory Committee will also take place in 2009.



December 10, 2008

Federal Advocacy Plan for 2009

What did SACOG accomplish at the federal level in 2008 and what strategies should be pursued for 2009?

SACOG had six principles for federal advocacy in 2008, and had several major accomplishments, summarized below.

2008 Legislative Accomplishments

Reauthorization of the surface transportation bill will not take place until late 2009 at the earliest, which has impacted several pending appropriations requests. In 2008, SACOG continued to seek funding for track relocation at the Sacramento Valley Intermodal Station. SACOG also sought funding for Blueprint-related programs, projects and policies. These requests are still waiting for action.

With the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) timeline pushed out, some priorities for 2008 such as discretionary transit funding did not receive action. In Climate Change/Air Quality, SACOG did follow the Warner-Lieberman Cap-and-Trade bill this year, but it failed to pass. As with the transportation bill, climate change issues will be revisited in the new Congress and Administration.

2009 Legislative Strategy

SACOG's lobbyist and staff have begun to discuss possible areas for advocacy in 2009. The economy is the top issue in the Congress, and is likely to continue into the first half of 2009. SACOG, as well as individual cities and counties, were asked to provide lists of infrastructure projects that are construction-ready to be included in an economic stimulus package.

Reauthorization of the federal transportation bill, MAP-21, will need to be a primary focus of 2009. The Board adopted the statewide California Consensus Principles earlier this year. Executive Director McKeever testified at a hearing with Senator Boxer and to a special hearing of Congresswoman Tauscher's Metropolitan Mobility Caucus about the region's interest in support for coordinated transportation and land use planning in the next bill. Early in 2009, Congressional staff will start asking for projects to be included in the bill. Staff recommends drawing from the MTP 2035 for competitive projects such as the Intermodal Station Relocation, South Line Light Rail Extension, Downtown Natomas Airport Light Rail Extension, river crossings at the American River near Truxel and Sacramento River near Broadway. These hard-to-fund projects are the type of big projects made part of the federal transportation bill.

In terms of annual appropriations, staff suggests continued requests for bus and bus facilities, Blueprint implementation, as well as pursuing new funding opportunities for rural infrastructure needs.