



Item #09-2-9

## Government Relations & Public Affairs Committee Information

January 29, 2009

### Update on Federal Advocacy

**Issue:** Update on federal advocacy efforts.

**Recommendation:** None; this will be an informational report and discussion.

**Discussion:** SACOG has been working closely with its member jurisdictions to identify projects to assist with the Economic Recovery Act funds. A full update on those efforts is covered in item #2. SACOG Board Chair Helen Thomson and Rebecca Sloan will meet with the region's Congressional delegation and staff from several federal agencies February 3-6. The trip was the first opportunity to introduce SACOG's priorities for Fiscal Year 2010 appropriations requests, share information about SACOG's economic recovery efforts, and discuss principles for authorization of the surface transportation act. Staff will provide a verbal report on the D.C. trip at the committee meeting.

Approved by:

Mike McKeever  
Executive Director

MM:RS:EJ:pm  
Attachments

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## California Consensus Principles for Surface Transportation Authorization

### Request:

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

### 1. Ensure the financial integrity of the Highway and Transit Trust Funds

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

### 2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

### 3. Establish goods movement, as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

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Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

#### **4. Enhance mobility through congestion relief within and between metropolitan areas.**

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

#### **5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.**

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

#### **6. Strengthen comprehensive environmental stewardship.**

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

#### **7. Streamline Project Delivery**

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.



**Sacramento Area Council of Governments (SACOG)  
Sacramento Region Blueprint: Transportation/Land Use Study  
Fiscal Year 2010 Transportation and Treasury Appropriations**

**Requested Action:**

The Sacramento Area Council of Governments (SACOG) requests a \$1,000,000 earmark in the FY 2010 Transportation and Treasury Appropriations Bill to continue to implement the Sacramento Blueprint: Transportation/Land Use Study.

**Background:**

The Sacramento Blueprint is an unprecedented effort providing an in-depth analysis of the region's land use and transportation development patterns to address vehicle miles traveled and air quality emissions in the six-county region. In 2005, the SACOG Board, representing 28 local governments, unanimously approved the Blueprint preferred growth scenario for the region. Congress awarded Blueprint a total of \$775,000 in FY 2004-2005. In 2006, Congress awarded \$875,000 (SAFETEA-LU allocation) in funding to be used for Blueprint implementation including (1) upgrading modeling methods, integration of a travel module in the PLACE<sup>3</sup>S software used during the first planning phases of the Blueprint project and (2) community outreach for the update of the Metropolitan Transportation Plan for 2035 (MTP2035), which incorporated Blueprint strategies into the region's transportation plan to effectively leverage federal transportation funds for maximum benefit to the region. SACOG has used these past awards to provide direct grants and regional services through its Civic Engagement Program to cities and counties, to develop educational videos, educational PowerPoint presentations, photo-simulations, and a 1,500-image database of smart-growth examples available through the SACOG website. SACOG, local governments and consultant are also developing a 3-D urban design computer-simulation model for 56 square miles of urban infill areas.

In March 2008, the SACOG Board adopted a \$42 billion MTP2035 reflecting the Blueprint preferred growth scenario and principles. The MTP2035 represents investments in a transportation system that leads to reductions in the growth increment for vehicle miles traveled (VMT) per household by bringing jobs and housing closer together in a more compact land use pattern, with transportation mode-balanced investments to improve efficiency in our existing transportation system. The transportation investments in the MTP2035, combined with Blueprint land uses, result in greenhouse gas emissions reductions, lowering CO<sub>2</sub> by 1 million metric tons annually by 2020.

**Project Overview**

SACOG will continue to award grants to jurisdictions that need enhanced public involvement assistance for Blueprint-supportive projects. In addition, SACOG will continue upgrading computer simulation capacity of the region and make the applications available for all local governments to use for educational and planning purposes.

These FY 2010 requests are high priorities at SACOG, all being greenhouse gas mitigation measures in the MTP2035 Environmental Impact Report and potential Transportation Control Measures for the State Implementation Plan.

**Fiscal Year 2010 Request**

To continue its effort toward Blueprint implementation, the SACOG region seeks a \$1,000,000 earmark in fiscal support for: a Rural-Urban Connections Strategy (education and outreach, technical tool, visioning project); I-PLACE<sup>3</sup>S programming to integrate SACOG's activity-based travel model outputs with I-PLACE<sup>3</sup>S, to measure infrastructure

- Auburn*
- Citrus Heights*
- Colfax*
- Davis*
- El Dorado County*
- Elk Grove*
- Folsom*
- Galt*
- Isleton*
- Lincoln*
- Live Oak*
- Loomis*
- Marysville*
- Placer County*
- Placerville*
- Rancho Cordova*
- Rocklin*
- Roseville*
- Sacramento*
- Sacramento County*
- Sutter County*
- West Sacramento*
- Wheatland*
- Winters*
- Woodland*
- Yolo County*
- Yuba City*
- Yuba County*

and fiscal impacts costs to local governments, and to measure public health and air emissions impacts of urban form (technical tools and services); a Blueprint 5-year anniversary conference (education and outreach, visioning project); and a “Complete Streets” Technical Assistance Program (technical tool and service).

Rural-Urban Connections Strategy is a complementary effort to the Blueprint, developing policy recommendations and technical tools to meet local and regional objectives for enhancing agriculture, rural economies and resource conservation including curbing greenhouse gas emissions and sequestering carbon. SACOG is seeking continued assistance to develop economic strategies and data and modeling capacity through a collaborative working group process involving stakeholders and experts from academia, public agencies, and the private sector in Phase I of the RUCS project. To this end, SACOG and its partners have:

- assembled economic and spatial data on crops and other aspects of rural areas;
- drafted reports on land use, transportation and local agricultural markets;
- initiated reports on habitat and resource conservation and water issues;
- engaged stakeholders in workshops and other meetings; and
- conducted agriculture tours for elected officials and their staff.

This work is building a body of information and data with which SACOG intends to build modeling capacity for rural areas in I-PLACE<sup>3</sup>S. The data and modeling will help elected officials and others better understand the unique challenges and opportunities in rural areas and how planning decisions affect rural resources and rural economies.

I-PLACE<sup>3</sup>S Software Enhancements will strengthen SACOG’s modeling capabilities in the areas of land use and transportation integration, public infrastructure cost and fiscal impacts of new development, public health and the built environment, and housing affordability. I-PLACE<sup>3</sup>S is technically powerful yet simple and fast public domain software, currently being used in other California regions and gaining interest from regions around the country. SACOG uses it in public workshops in real time, enabling citizens to see the modeling results of their small table planning work. The current I-PLACE<sup>3</sup>S model estimates a variety of impacts on land uses and travel behavior. I-PLACE<sup>3</sup>S land use measures are currently fed into SACSIM, a tour-based travel model, to generate travel measures. SACOG seeks funding to integrate these two powerful models to provide a seamless data loop between transportation and land use modeling to have more detailed interactive analysis of planning scenarios and policy issues.

SACOG also seeks funding to support a Sacramento application of the I-PLACE<sup>3</sup>S Public Health (estimates body mass index and minutes of physical activity) and greenhouse gas emissions model, which was first developed for King County, Washington. SACOG collaborated in the development of this model and would like now to re-estimate it for application in the Sacramento region.

SACOG seeks funding to develop a housing affordability model is in I-PLACE<sup>3</sup>S, which will evaluate the likely salary of jobs compared to likely cost of housing in a given area. This will build on the land economics database SACOG developed during the Blueprint process with income data to better model the impacts of demographics on jobs-housing location and balance.

Blueprint implementation continues, with a 5-year anniversary conference planned and enhancements to a 3-D visualization tool. The 5-year Anniversary Conference will update local elected officials and the public on the progress of Blueprint over the past five years and mark the introduction of the RUCS project to the broader public. The conference will

include a review of Blueprint principles, milestones in local jurisdictions, and highlight Blueprint friendly development projects around the region. The program will include a review of infrastructure cost savings from more compact land use, identify resource conservation efforts including habitat conservation plans around the region, and afford time for a brief discussion of water, energy and air quality benefits of the Blueprint.

SACOG currently provides a 3-D visualization service to its member agencies for use in infill and redevelopment planning. SACOG is going to upgrade the tool, allowing for more development, and sharing the tool with more local governments.

The Complete Streets Technical Assistance Program will help communities in the region build complete streets that are accessible and convenient for all modes of transportation. The Technical Assistance Program presents an opportunity to shift regional focus to projects and programs that consider a mix of modes that enhance regional mobility while lessening the effect of the region's transportation system on the environment and quality of life. The Technical Assistance Program will allow SACOG to partner with advocacy groups, community stakeholders, and member agencies to provide mapping and analysis services, grant support, focused seminars or workshops, and educational/outreach materials to local agency staff throughout the region. The Accessibility Index, a component of the Assistance Program, will objectively measure the potential of the bicycle and pedestrian environment within close proximity to various destinations in the region. Combined, the Complete Streets Technical Assistance Program and the Accessibility Index provide a useful framework for defining how transportation projects can facilitate and encourage implementation of Blueprint Planning Principles and the goals outlined in the MTP2035.

<b>Program</b>	<b>Funds Requested</b>
Rural-Urban Connections Strategy – I-PLACE <sup>3</sup> S augmentation for rural land use scenarios	\$300,000
I-PLACE <sup>3</sup> S Software Enhancements	\$320,000
SACSIM four-based travel model integration with I-PLACE <sup>3</sup> S (\$130,000)	
Infrastructure Costs and Fiscal Impacts Models (\$110,000)	
Sacramento Region Application of I-PLACE <sup>3</sup> S Public Health and Greenhouse Gas Emissions Model (\$30,000)	
Affordable Housing Model (\$50,000)	
Blueprint implementation	\$130,000
Blueprint 5-year anniversary conference (\$100,000)	
Enhance SACOG's 3-D Visualization Tool (\$30,000)	
Complete Streets Technical Assistance Program	\$250,000
<b>Total Cost</b>	<b>\$1,000,000</b>



## Sacramento Area Council of Governments (SACOG) Sacramento Intermodal Transportation Facility Rail Relocation Fiscal Year 2010 Transportation and Treasury Appropriations

### Request:

The Sacramento Area Council of Governments requests a \$14.6 million earmark in the Fiscal Year 2010 Transportation & Treasury Appropriations bill (Section 9002 – Federal Railroad Administration) for the Sacramento Intermodal Terminal Facility Track Relocation project in Downtown Sacramento.

### Background:

The total cost of the project is estimated at \$56.17 million. Over the past several years, SACOG has requested \$20 million in federal funds. In FY 2008, Congress appropriated \$392,000 in Section 9002 funds and the city of Sacramento subsequently submitted an application to the Federal Railroad Administration (FRA) for \$5 million of Section 9002 competitive funds. If awarded, the project budget will consist of approximately \$5.4 million in FRA funds. This year, SACOG will request an additional \$14.6 million in Section 9002 program funds for this project. The federal funds will be matched with \$36.1 million in state and local funds to pay for the full project cost (\$56.17 million). The state and local match funds will be derived from the following sources: \$20 million from the City of Sacramento which was awarded this sum in State Proposition 1B Trade Corridor Improvement Funds and \$16.17 million from the Sacramento County Local Measure A Sales Tax.

### Project Overview:

The first phase of the Intermodal Transportation Facility (Intermodal) project will relocate and straighten the mainline Union Pacific freight and passenger rail tracks, passing through the station area. The track relocation project will include new passenger platforms and pedestrian connections between the terminal and the platforms. These improvements will allow for increased capacity for both freight trains and passenger service on the shared Union Pacific line between Nevada and the Sacramento region, with additional benefits to regional rail service on the Amtrak Capitol Corridor service through Yolo and Solano counties in route to the San Francisco Bay Area. Beyond capacity improvements, separating freight and passenger rail provides enhanced safety. The track relocation will also address security concerns given the proximity of the rail line adjacent to the Robert T. Matsui United States Courthouse.

The Sacramento Intermodal project involves revitalization of the city's historic rail depot building in Downtown Sacramento and creation of a premier regional transportation hub. The Intermodal station will serve the region's wide range of transportation modes with regional and statewide service benefits. The Intermodal project encompasses 16 acres of the 240-acre railyard development area and will serve an anticipated 15 million patrons by 2025. The city of Sacramento has secured private reinvestment in the properties surrounding the Intermodal station to maximize the land use, transportation and air quality benefits of this significant infrastructure investment.

The greater Sacramento region, including the counties of Sacramento, Placer, El Dorado, Yuba, Sutter and Yolo, and the 22 cities within them, recognize the regional asset represented by completion of the Intermodal project. Currently the Sacramento Valley Station, or Depot, is the regional transportation link for Amtrak and the Capitol Corridor commuter rail service. With 16 daily roundtrip trains connecting Sacramento and the San Francisco Bay Area, this is the third busiest intercity passenger rail route in the United

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Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

Sacramento Intermodal Transportation Facility  
Rail Relocation  
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States. The planned Intermodal station will be a central connection point for intercity and local buses, light rail transit, passenger rail, and future regional rail service for the six-county metropolitan region.



## Sacramento Area Council of Governments (SACOG) Sacramento Region Economic Recovery Act Projects

### Requested Action:

The Sacramento Area Council of Governments (SACOG) has identified \$441 million in transportation projects that are ready to go within 90 days and \$421 million ready to go within 180 days in the Sacramento region to help create between 18,000 and 47,000 jobs and provide much-needed road and transit improvements.

### Background:

SACOG began soliciting potential projects in November, and has refined the list several times to align with the criteria identified by Congress and President Obama. The SACOG Board of Directors has approved moving this project list forward, and will refine the list once more in February, based on final criteria from Congress and a final check for project readiness. The Sacramento Metropolitan Chamber of Commerce is coordinating the list of non-transportation projects in the region.

### Summary of Ready-To-Go Projects\*:

	Project Type	90 days	Value of 90 day projects*	180 days	Value of 180 day projects*	365 days	Value of 365 day projects*	unknown ready date	Value of unknown day projects	Total Projects	Total Value*
<i>Auburn</i>											
<i>Citrus Heights</i>											
<i>Colfax</i>											
<i>Davis</i>	Highway State	0	\$0	5	\$82,414	6	\$181,428	0	\$0	11	\$263,842
<i>El Dorado County</i>	Highway Local	5	\$18,109	2	\$56,000	7	\$102,450	0	\$0	14	\$176,559
<i>Elk Grove</i>	Local										
<i>Folsom</i>	Transportation	26	\$78,976	26	\$79,399	16	\$111,266	4	\$1,669	72	\$271,310
<i>Galt</i>	Local										
<i>Isleton</i>	Rehabilitation	56	\$137,403	19	\$74,260	16	\$57,767	4	\$489	95	\$269,918
<i>Lincoln</i>	Transit	22	\$163,791	14	\$77,287	2	\$15,300	2	\$1,116	40	\$257,494
<i>Live Oak</i>	Bike/Ped	29	\$39,939	27	\$51,463	10	\$20,970	6	\$6,076	72	\$118,447
<i>Loomis</i>	Air Quality	2	\$2,794	0	\$0	0	\$0	3	\$918	5	\$3,712
<i>Marysville</i>	<b>Total</b>	<b>140</b>	<b>\$441,012</b>	<b>93</b>	<b>\$420,823</b>	<b>57</b>	<b>\$489,180</b>	<b>19</b>	<b>\$10,267</b>	<b>309</b>	<b>\$1,361,282</b>

\*Notes: projects do not need NEPA/CEQA exemption; all values are in thousands

### Overview:

The list of transportation projects contains a balance of transit, road maintenance, local street and highway projects.

For road funds, SACOG staff is proposing that 100 percent of Surface Transportation Program (STP) funds be spent on road rehabilitation, with projects being prioritized at the county level to move the funding along as quickly as possible. The STP represents approximately 45 percent of the funds in H.R. 1 allocated to the state. SACOG would pursue funding for the ready-to-go projects summarized above through the other 55 percent (the distribution is still being determined by Caltrans).

Transit funds would be allocated using three existing funding mechanisms. Transit Capital Assistance funds would use the Federal Transit Administration's (FTA's) Section 5307 formula. Fixed Guideway Infrastructure Investment funds would be allocated according to the FTA's Section 5309(a) formula. Capital Investment Grant funds would be subject to discretionary allocation.

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*Citrus Heights*  
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*Rocklin*  
*Roseville*  
*Sacramento*  
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*West Sacramento*  
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