



Item #09-12-12  
Consent

## SACOG Board of Directors

December 9, 2009

### Approve Federal Advocacy Principles for 2010

**Issue:** Update on federal advocacy and consideration of advocacy principles for 2010.

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board approve the attached principles as direction for staff and SACOG's lobbyist to advocate on the Board's behalf in 2010.

**Committee Action/Discussion:** SACOG's federal lobbyist, Mike Miller, prepared the attached memo.

The proposed principles build on this year's principles and reflect input from the committee, as well as staff's recommendation for areas of focus in the coming year. The principles recommended for 2010 are largely consistent with those for 2009 with stronger emphasis on transportation authorization, rural-urban connections, water and other natural resource issues. Worth noting is an explicit statement that funding is key to implementing any of these principles, and staff and SACOG's federal advocate will seek sufficient funding along with any legislation or regulations.

Approved by:

Mike McKeever  
Executive Director

MM:RS:EJ:sb

Attachments

Key Staff: Rebecca Sloan, Director of External Affairs & Member Services, (916) 340-6224  
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Attachment A

Date: November 24, 2009  
To: Sacramento Area Council of Governments  
From: Mike Miller  
Re: Federal Update

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**Appropriations.** President Obama signed the FY 2010 Interior Appropriations Act on October 30; that bill includes a continuing resolution providing funding for the US Department of Transportation through December 18, 2009. Congress is scheduled to reconvene after the Thanksgiving holiday to consider FY10 appropriations legislation. Only five of the twelve annual appropriations bills have been enacted and the federal government is well into the first quarter of the fiscal year. Most observers feel fairly confident that the remaining appropriations bills – including Transportation – will be enacted prior to December 18. The House version of the Transportation Appropriations bill includes \$40 million for the south corridor project and \$950,000 earmark for the Sacramento Intermodal Transportation Facility Rail Line Relocation Project. The Senate version also includes the \$40 million earmark.

Looking forward to FY11, the Obama Administration has sent early indications that the President's budget request will focus on deficit reduction which could be expressed in across-the-board cuts in federal programs. TFG is following this issue closely.

**Transportation Authorization.** Congress also extended SAFETEA-LU through December 2009. The House, Senate, and Administration are at odds over the length of the next extension, but it appears that a compromise will be achieved and SAFETEA-LU will be extended for six months through June 2010. It is unclear whether Congress will be able to pass a new six-year bill at that time if only because committees responsible for revenue provisions are still at the earliest stages of developing proposals. There is a good chance SAFETEA-LU will be extended beyond the 2010 midterm elections.

**Census.** The 2010 Census process is underway. Several California jurisdictions have already reported that proposed groupings of census areas will adversely impact transportation funding. Specifically, some smaller jurisdictions report that new groupings will result in new categorizations and less discretion in using federal transportation funding for operations. Member agencies should monitor the progress of the Census closely.

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## **DRAFT**

### **SACOG 2010 Federal Advocacy Principles**

The principles outlined below help support SACOG's work in linking transportation, air quality, and land use. SACOG will work with Congress and the Administration 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.

**Transportation Authorization** — Seek to influence authorization of the next surface transportation bill. Continue to advocate for California Consensus Principles. Advocate for inclusion of hard-to-fund, large-scale MTP2035 projects, such as the Intermodal Transportation Facility, South Line Light Rail Extension, Downtown-Natomas-Airport Light Rail Extension, and bridges at the American River near Truxel and Sacramento River near Broadway. Advocate for incentives for linking transportation and land use planning, support for regional planning tools for modeling and data gathering, and ongoing public education and engagement related to travel behavior. Additionally, advocate for evacuation planning and funding, continued eligibility for diesel engine replacement/retrofit programs, and goods movement infrastructure for local food access and national food security.

**Blueprint Implementation** — Seek funding for SACOG to implement the Blueprint preferred growth scenario, and continue technical assistance for cities and counties. Seek to influence legislation or administrative rules that would provide flexible funding for smart growth planning. Continue to work with the Army Corps of Engineers on a regulatory strategy which incentivizes Blueprint implementation. Continue education and advocacy efforts regarding Senate Bill 375, ongoing efforts linking transportation and land use planning, the unique impact the California Environmental Quality Act (CEQA) has on planning in California, and the relationship between National Environmental Quality Act (NEPA) and CEQA.

**Rural-Urban Connections** — Seek to influence legislation or administrative rules, including adjusting funding formulas, that support rural roads and other infrastructure needs, including rural farm-to-market roads. Seek funding for 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—local, international, and everywhere in between. Seek to influence legislation and work to acquire funds which will support RUCS-identified innovations which link natural resource mitigation and habitat valuation on agricultural lands.

**Complete Streets & Safe Routes** — Seek to influence legislation or administrative rules that supports planning and funding streets designed to accommodate cars, transit, bicyclists, and pedestrians including education, encouragement and infrastructure for Safe Routes to School.

**Discretionary Transit Funding** — Continue to seek discretionary funding for a balanced transit network. To support light rail: planned extension projects, Northeast and Folsom light rail double tracking, and passenger railcar rehabilitation. To support buses: continue to pursue funding for bus replacements and bus facilities. To support regional rail: seek funding for enhanced passenger rail service on Capitol Corridor.

**Energy/Climate Change/Air Quality** — Seek to influence legislation or administrative rules addressing climate change, especially those dealing with transportation, land use, and air quality. Continue to advocate for greenhouse gas reduction measures that support Blueprint and MTP2035 objectives, with criteria and funding that favor land uses and transportation projects in the region. Seek funding for energy efficiency, for regional efforts as well as grants for local implementation.

**Natural Resources** — Continue to seek funding from the Army Corps of Engineers and other federal partners for natural resources data development, including implementation of the Six-County Aquatic Resources Inventory, and overall planning to support habitat conservation plans in the region.

**Flood Management and Water Resources** — Seek to influence legislation or administrative rules addressing flood protection and water resources. Work to ensure that public safety is improved and additional funding for local flood protection efforts is secured. Work to ensure cities and counties maintain control over local land use authority. Advocate against any efforts to restrict federal funding based on floodplain designation.