



## SACOG Board of Directors

## Item #12-3-11 Action

March 8, 2012

### Approve Federal Advocacy Principles for 2012

**Issue:** What policy objectives should SACOG pursue at the federal level in 2012?

**Recommendation:** Staff is bringing forward the 2011 federal advocacy principles with proposed revisions for continued advocacy in 2012.

**Committee Action/Discussion:** Federal authorization will continue to be a primary focus in 2012, as was noted in the February Federal Advocacy Update to the board. The House and Senate are considering two distinct legislative packages. Senate Bill 1813 continues through the amendment process. On March 7, the Senate limited the number of allowable amendments to approximately 30 and is anticipated to continue with votes on the amendments this week. Significant progress on House Resolution 7 has stopped. At this point, House leadership is looking for a way forward. While not giving up on a House-generated bill, they may consider the Senate bill as a starting point. Significant difference between the two bills continues to be the term of authorization: two years for S. 1813 and five years for HR. 7. Staff continues to monitor action on both proposals with federal advocate, Mike Miller, and will provide an update at the board meeting.

Staff proposes continuing with four focus areas for 2012: authorization, grants, appropriations, and other relevant legislation.

#### Changes between 2011 and 2012 Advocacy Principles

Each year, the board adopts state and federal advocacy principles that identify broadly the priorities of the agency. Based on these principles, staff brings forward specific bills for information or a support/oppose position. Attached are suggested revisions to the federal advocacy principles (Attachment A). The policy objectives remain aligned under four relevant MTP principles. Specific edits are noted in ~~strikeout~~. Going forward, staff recommends maintaining the advocacy principles until future changes are warranted for additional board direction.

More explicit in the proposed 2012 principles are the specific advocacy points for flexible and stable funding for all modes of travel and opportunities for incentives or competitive funding opportunities in the absence of earmarks or appropriations for hard-to-fund programs and activities. With limited opportunities for larger projects, staff recommends continuing to pursue any opportunities in transportation authorization to fund projects such as interchanges, streetcars, light rail expansions, and bridges.

The proposed advocacy principles continue to reflect support for integrated planning and maintaining federal funding for planning. Staff will continue to pursue program and grant support for continued work on the Rural-Urban Connections Strategy from the U.S. Department of Agriculture. SACOG will also continue to represent public sector interests in the private sector initiated Next Economy effort. Next Economy is developing a Regional Comprehensive Economic Development Strategy, which could open up U.S. Department of Commerce funding to the region and local communities.

Approved by:

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Chief Executive Officer

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Attachment

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## SACOG 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.*

- Ensure stable funding sources for all modes of transportation infrastructure investments.
- Include hard-to-fund, MTP~~2035~~ 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, ~~West~~ 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 including bridges, local roads, as well as state and federal highway connections.

### 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 MTP/SCS ~~2035~~-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.
- Support the revitalization of aging suburban commercial corridors through investing in infrastructure system retrofits and context-sensitive design for infill developments.
- Support regional economic development planning and fund implementation.

### 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 fund~~ replacements and bus facilities to serve both lifeline and choice riders. To support regional rail: ~~seek funding for fund~~ 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.*

- Encourage continued application of ~~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~~ Fund RUCS-identified innovations that link natural resource mitigation and habitat valuation on agricultural lands.
- ~~Seek incentives for~~ Incentivize 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 through pursuit of streamlining and integrated planning opportunities with federal agencies to expedite construction of federally identified levee improvement projects as regional assets.
- Continue eligibility for diesel engine replacement/retrofit programs.

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