



Sacramento Area
Council of
Governments

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/SCS projects in the transportation authorization bill or discretionary programs for transit, urban complete streets (e.g., Woodland's East Main Street and Olivehurst Ave. in Yuba County) and rural complete corridors (e.g., Yolo County Road 98 Beale Air Force Base Gateway), and major infrastructure projects, such as the Intermodal Transportation Facility, South Line and Green Line light rail extensions, West Sacramento-Sacramento Downtown-Riverfront 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 and the 5th Street bridge in Yuba City/Marysville.
- Adjust funding formulas to support rural roads and other rural infrastructure needs, including rural farm-to-market roads.
- Fund local and regional food systems to improve 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 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 open space conservation efforts, including market-based solution resource lands protections.
- 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~~, funding for light rail car rehabilitation and replacement needs; and ~~streetcars that offer a cost-effective expansion of the areas served~~ lifeline and choice bus riders through funding to replace and expand fleets and improve facilities; enhanced passenger rail service on Capitol Corridor; and new streetcar and light rail transit along corridors with supportive land uses.

Environmental Quality & Sustainability

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

- Encourage continued application of regulatory strategy with federal resource agencies that incentivize Blueprint implementation.
- Fund ~~RUCS-identified~~ innovations that ~~link~~ enhance natural resource services mitigation, and, particularly habitat valuation, on agricultural lands.
- Incentivize energy conservation, for regional efforts as well as 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 for improved public safety, with sensitivity to unique land uses and resource impacts on property owners in designated floodplains

~~while protecting local land use authority, not penalizing communities based on floodplain designations through pursuit of.~~ Pursue 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.