



Strategic Planning Committee

Item #14-1-4 Action

December 20, 2013

Federal Advocacy Principles

Issue: What policy objectives should SACOG pursue at the federal level in 2014?

Recommendation: The Federal Advocacy Principles are largely consistent with direction from the SACOG Board of Directors in 2012 and revised in 2013. Staff is seeking approval of amendments to accommodate new areas of focus, as well as strategies for achieving each goal.

Discussion: The goals in the attached draft Federal Advocacy Principles are the same as those modified last year, except as noted. Staff has also suggested strategies associated with each goal that attempt to clarify the ways staff anticipates advocating for each goal.

Congress continues to maintain an earmark ban, increasing challenges for funding hard-to-fund projects both in transportation and water authorization legislation. The 2012 adoption of a two-year surface transportation authorization bill, MAP-21, consolidated programs, increased performance-based programs, and encouraged streamlined federal review processes. Stable federal revenue dedicated to transportation was not addressed in MAP-21, so as that law expires in October 2014, Congress will need to either make dramatic funding cuts or raise revenues.

In 2013, the Senate and the House passed different versions of a Water Resources Development Act (WRDA), both of which include funding for flood control projects, including the Natomas Levee Improvement Project. A conference committee is expected to take up a final measure in January.

In light of MAP-21 expiring later in 2014, staff is recommending a new goal related to implementation of MAP-21 and a new principle related to the successor to MAP-21. In both of these, staff is carrying forward passed policies related to tying funding to performance, as well as rewarding regions that integrate transportation and land use planning. Staff has also added a principle related to broadband connectivity, which has both transportation and economic development benefits for rural communities.

Staff will continue to report to the Government Relations and Public Affairs Committee on these issues throughout the year.

Approved by:

Mike McKeever
Chief Executive Officer

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Attachment

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2014 Draft Federal Advocacy Principles

Principle	Goal	Strategies
Economic Vitality		
<i>Revenue</i>	<ul style="list-style-type: none"> Ensure stable funding sources for all modes of transportation infrastructure investments. 	<ul style="list-style-type: none"> Advocate for transportation funding reform and a sustainable revenue source for the Highway Trust Fund
<i>Transportation Authorization Implementation</i>	<ul style="list-style-type: none"> <u>Implement MAP-21 regulations in a way that support integrated transportation and land use planning.</u> 	<ul style="list-style-type: none"> Comment on regulations impacting SACOG or its members.
<i>Transportation Authorization</i>	<ul style="list-style-type: none"> <u>Reauthorize the transportation bill to provide funding and policy that supports a multi-modal transportation system, including performance-based funding and additional regulatory streamlining.</u> <u>Fund data collection and support, including development of open-source tools, that would allow for more performance-based transportation funding and support performance-based decision-making.</u> 	<ul style="list-style-type: none"> Work with Congress and the Administration on policy ideas for a long-term transportation vision. Support funding and policy measure that incentivize land use benefits from implementation of Blueprint and MTP/SCS.
<i>Spending Flexibility</i>	<ul style="list-style-type: none"> Adjust funding formulas to support rural roads and other rural infrastructure needs, including farm-to-market roads. 	<ul style="list-style-type: none"> Advocate for Farm Bill programs that provide funding for rural community infrastructure.
<i>Agricultural Infrastructure</i>	<ul style="list-style-type: none"> Fund local and regional agricultural infrastructure 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. 	<ul style="list-style-type: none"> Advocate for Farm Bill programs that provide funding for agricultural infrastructure.
<i>Emergency Routes</i>	<ul style="list-style-type: none"> Fund evacuation planning and supportive transportation infrastructure including bridges, local roads, as well as state and federal highway connections. 	<ul style="list-style-type: none"> Advocate for funding from federal agencies that would support evacuation planning and infrastructure.
<i>Broadband</i>	<ul style="list-style-type: none"> <u>Support economic development in rural communities by funding broadband connectivity.</u> 	<ul style="list-style-type: none"> Support regional efforts to expand broadband connectivity.
Equity and Choice		
<i>Complete Streets</i>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Advocate for such funding in the next transportation authorization bill.
<i>Transit</i>	<ul style="list-style-type: none"> Provide discretionary funding for a balanced transit network to support: an integrated rail network that includes funding for light rail car rehabilitation and replacement needs; 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. 	<ul style="list-style-type: none"> Advocate for such funding in the next transportation authorization bill.

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Smart Land Use		
<i>Integrated Planning Funding</i>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Advocate for such funding in the next transportation authorization bill.
<i>Blueprint Implementation</i>	<ul style="list-style-type: none"> Fund SACOG to implement the Blueprint preferred growth scenario, and continue technical assistance for cities and counties. 	<ul style="list-style-type: none"> Advocate for funding Centers of Excellence in the next transportation authorization bill.
<i>Transit-Oriented Development Funding</i>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Advocate for such funding in the next transportation authorization bill.
<i>First-Tier Suburb Revitalization</i>	<ul style="list-style-type: none"> Support the revitalization of aging suburban commercial corridors through investing in infrastructure system retrofits and context-sensitive design for infill developments. 	<ul style="list-style-type: none"> Advocate for such funding in the next transportation authorization bill.
<i>Open Space Conservation</i>	<ul style="list-style-type: none"> Support open space conservation efforts, including market-based solution resource lands protections. 	<ul style="list-style-type: none"> Ask resource agencies to support open space conservation in the region.
<i>Economic Development</i>	<ul style="list-style-type: none"> Support regional economic development planning and fund implementation. 	<ul style="list-style-type: none"> Support local efforts, such as Next Economy, to secure federal economic development funding
Environmental Quality & Sustainability		
<i>Regulatory Relief for Blueprint</i>	<ul style="list-style-type: none"> Encourage continued application of regulatory strategy with federal resource agencies that incentivize Blueprint implementation. 	<ul style="list-style-type: none"> Advocate for aligning regulatory streamlining with regional growth strategies.
<i>Habitat Conservation</i>	<ul style="list-style-type: none"> Fund innovations that enhance natural resource services, particularly habitat, on agricultural lands. 	<ul style="list-style-type: none"> Support local requests for habitat conservation funding.
<i>Energy Conservation</i>	<ul style="list-style-type: none"> Incentivize energy conservation, for regional efforts as well as local implementation. 	<ul style="list-style-type: none"> Support local efforts to use federal funding for energy conservation.
<i>Natural Resources Data</i>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Advocate for continued support from the Administration for regional natural resources data development and planning.
<i>Flood Protection</i>	<ul style="list-style-type: none"> Fund local flood protection efforts for improved public safety, with sensitivity to unique land uses and resource impacts on property owners in designated floodplains. Pursue streamlining and integrated planning opportunities with federal agencies to expedite construction of federally identified levee improvement projects as regional assets. 	<ul style="list-style-type: none"> Work with flood protection agencies in the region to advocate for federal actions that improve flood protection while not harming the economic viability of existing communities. Support regular authorization of the Water Resources Development Act, as well as annual appropriations.
<i>Engine Retrofit</i>	<ul style="list-style-type: none"> Continue eligibility for diesel engine replacement/retrofit programs. 	<ul style="list-style-type: none"> Support federal programs that fund clean goods movement.