



Government Relations & Public Affairs Committee

Monday, October 6, 2014, at 10:00 a.m.

SACOG Rivers Rooms, 1415 L Street, Suite 300, Sacramento, CA

The Government Relations & Public Affairs Committee may take up any agenda item at any time, regardless of the order listed. Public comment will be taken on the item at the time that it is taken up by the committee. We ask that members of the public complete a request to speak form, submit it to the clerk of the committee, and keep their remarks brief. If several persons wish to address the committee on a single item, the chair may impose a time limit on individual remarks at the beginning of the discussion. Action may be taken on any item on this agenda.

Roll Call: Directors Buckland, Davis, Hanley, Samayoa, Stallard, Wheeler, Yuill, Vice Chairs Ashby and Serna, and Chair Miklos.

Public Communications: Any person wishing to address the Committee on any item not on the agenda may do so at this time. After ten minutes of testimony, any additional testimony will be heard following the action items.

1. Minutes of the September 8, 2014, Meeting ◀
2. Metropolitan Transportation Plan/Sustainable Communities Strategy
 - A. Transportation Performance Evaluation Framework (Mr. Carpenter)
 - B. Land Use Forecast Methodology (Ms. Lizon)
 - C. Outreach Update (Ms. Hernández)
3. State Advocacy Update (Mr. Johnson)
4. Federal Advocacy Update (Mr. Johnson)
5. Update on Cap & Trade Legislation (Mr. McKeever)
6. SACOG Board Committee Attendance (Mr. McKeever)

Other Matters Adjournment

◀ Indicates Action

Prepared by:

Mike McKeever
Chief Executive Officer

Approved by:

Steve Miklos
Chair

Next committee meeting: November 3, 2014

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Winters
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Yolo County
Yuba City
Yuba County



**Item #14-10-1
Action**

Government Relations & Public Affairs Committee

September 26, 2014

Minutes of the September 8, 2014, Meeting

Issue: The Government Relations & Public Affairs Committee met on September 8, 2014.

Recommendation: Approve the minutes of the meetings as submitted.

Discussion: Attached are the minutes of the September 8, 2014, Government Relations & Public Affairs Committee meeting for approval.

Approved by:

Mike McKeever
Chief Executive Officer

MM:EJ:ts

Attachment

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247

**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
GOVERNMENT RELATIONS & PUBLIC AFFAIRS COMMITTEE**

DRAFT ACTION MINUTES

The SACOG Government Relations & Public Affairs Committee met on September 8, 2014 in the Sacramento & American Rivers rooms on the Third Floor of the Meridian Plaza Building located at 1415 L Street, Sacramento, CA at 10:00 a.m.

CALL TO ORDER: Chair Miklos called the meeting to order at 10:06 a.m.

ROLL CALL: Present: Directors Buckland, Stallard, Wheeler, Yuill, Vice Chair Ashby and Chair Miklos

Absent: Directors Davis, Hanley, Samayoa and Vice Chair Serna.

1. Minutes of the August 11, 2014, Meeting

Upon motion by Director Stallard, seconded by Director Buckland, and carried unanimously, the minutes of the August 11, 2014 Government Relations & Public Affairs Committee meetings were approved without any changes.

2. Overall Work Program Amendment #1

Upon motion by Director Stallard, seconded by Director Yuill, and carried unanimously, the Government Relations & Public Affairs Committee recommends that the Board approve Amendment #1 to the Overall Work Program (OWP) for Fiscal Year 2014/15.

3. SACOG Salutes Awards Program

Upon motion by Chair Miklos, seconded by Director Yuill, and carried unanimously, the Government Relations & Public Affairs Committee recommends to the Board of Directors that SACOG Salutes be held in conjunction with the Spring 2015 Regional Forum.

4. Update on U.S. Department of Transportation Requirement for Transit Representation in Metropolitan Planning Organization Structure

Upon motion by Chair Miklos, seconded by Vice Chair Ashby, carried unanimously, the Government Relations & Public Affairs Committee recommends that staff continue to study options for SACOG to demonstrate how it represents providers of public transportation and report back to the Board with updates.

5. Required Communication with Auditors - Statement on Auditing Standards No. 114

The Committee received and reviewed this report. David Showalter, Vavrinek, Trine, Day & Co., LLP, presented to the Committee.

6. Metropolitan Transportation Plan/Sustainable Communities Update

A. Trends in Demographics and Housing Demand

The Committee received and reviewed this report.

B. Outreach Update

The Committee received and reviewed this report.

7. Six-County Regional Active Transportation Program Funding Recommendations

The Committee received and reviewed this report.

8. Metro Chamber Study Mission

This item was held over for the next Committee meeting.

9. Regional Air Quality Planning Update

The Committee received and reviewed this report. Larry Greene, Sacramento Metropolitan Air Quality Management District, presented to the Committee.

Vice Chair Ashby arrived during discussion of this item.

10. Cap and Trade Update

The Committee received and reviewed this report

11. State Advocacy Update

The Committee received and reviewed this report.

12. State and Federal Transportation Funding Update

The Committee received and reviewed this report.

13. Amendment to Contract with URS for Downtown/Riverfront Transit Study

Upon motion by Chair Miklos, seconded by Director Stallard, and carried unanimously, the Government Relations & Public Affairs Committee recommends that the Board authorize an amendment to the contract with URS, consisting of a change order for additional work in the amount of \$29,000.

Other Matters

Adjournment

Chair Miklos adjourned the meeting at 11:30 a.m.



Government Relations & Public Affairs Committee

September 26, 2014

Transportation Performance Evaluation Framework

Issue: What methodology should SACOG use to evaluate transportation performance at the project and system-wide level?

Recommendation: None; this is an information item for discussion.

Discussion: This item will be forwarded to the Committee prior to the meeting.

The purpose of the staff report will be to seek Board input and direction on the concept of a Performance Evaluation Framework (Framework) that is primarily focused on tools and methods to analyze transportation investments at the project-level. The Framework builds upon SACOG's existing strengths in performance evaluation at the regional, or system-wide, level and responds to Board interest in project-level analysis for both planning and programming activities. Offering clear and transparent connections between technical analysis and policy development is the overall goal of the Framework.

While there is an opportunity to accomplish some Framework activities through the 2016 MTP/SCS Update process, schedule and resource constraints will require some other activities to be implemented over an extended period of time. The primary constraint is the limited time available for scenario analysis of the 2016 MTP/SCS. Staff believes, however, that we can make a good start on Framework activities this fall and that there are other opportunities, as early as the spring of 2015, for the application of project-level performance evaluation. These opportunities include the next SACOG regional funding round and the first Cap and Trade funding round from the State of California.

Approved by:

Mike McKeever
Chief Executive Officer

MM:MC:gg

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247
Matt Carpenter, Director of Transportation Services, (916) 340-6276
Bruce Griesenbeck, Principal Transportation Analyst, (916) 340-6268
Kacey Lizon, Acting Planning Manager, (916) 340-6265



Government Relations & Public Affairs Committee

September 26, 2014

2016 MTP/SCS Update: Land Use Forecast Methodology

Issue: How is the land use forecast methodology applied in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Update?

Recommendation: None. This item will be presented to all three Board committees for information and discussion.

Discussion: A major component of the MTP/SCS is a forecasted land use pattern based on a regional projection of population, employment and housing growth. This is not only a statutory requirement for the plan, but also an important step in developing the revenue-constrained transportation plan. In order to allocate the transportation budget effectively, it is important to know where housing and employment growth is most likely to occur during the planning period.

In support of the SACOG Board's policy discussions on the update of the plan, and in response to its requests for more transparency in the land use forecast of the MTP/SCS, staff brought a series of land use-related items to the Board committees through the spring and summer. An inventory was discussed of all adopted and proposed local land use plans that comprise the universe of potential development opportunities during the planning period, 2012-2036. Briefings were provided on factors that influence the timing, location, or shape of development: the status of federal entitlements and habitat conservation planning efforts, levee and flood plain mapping status, water infrastructure, airport land use compatibility constraints, and trends in demographics and housing demand.

This item is a follow-up on the question of how all of these and other factors may be applied in an update of the land use forecast of the MTP/SCS. Attachment A describes the factors and range of conditions staff has observed around the region in updating the inventory of local plans. This table was presented to the cross-stakeholder sounding board, Regional Planning Partnership, and Planners Committee for information and discussion. Staff asked for input on the usefulness and clarity of the table and received generally positive and appreciative feedback on it.

SACOG considers these factors about each potential growth area in relative terms; that is, for any given development factor, all projects and growth areas, whether infill or greenfield, are evaluated relative to each other. The regulatory, policy and market factors noted in Attachment A will be used to identify what adjustments might be made to the land use forecast to reflect the continuation of demographic and economic trends at play four years ago while addressing the passage of time and available new information.

Staff seeks committee members' questions and comments on Attachment A. This is being brought to the committees for information in advance of a Preferred Scenario Framework, which will include recommendations on how the land use forecast of the current MTP/SCS should be updated.

Approved by:

Mike McKeever
Chief Executive Officer

MM:KT:gg
Attachment

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247
Matt Carpenter, Director of Transportation Services, (916) 340-6276
Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Kacey Lizon, MTP/SCS Manager, (916) 340-6265
Jennifer Hargrove, MTP/SCS Project Coordinator, (916) 340-6216

DISCUSSION DRAFT

Attachment A: Factors Considered in Updating the MTP/SCS Land Use Forecast

	Regulatory/Policy and Market Factors	Description of projects assumed to have the highest likelihood to build within 20 years	Middle range of conditions	Description of projects assumed to have the lowest likelihood to build within 20 years
REGULATORY	Local Entitlements	Specific Plan approved, Annexation complete (if required), Tentative Map(s) in process	Range of conditions includes: projects that are approved but still need annexation; projects approved but no tentative maps submitted; projects approved but have unsettled lawsuit; projects currently in process; projects in pre-application	No current entitlement activity; identified by general plan or SOI as future growth area
	State/Federal Entitlements	Approved	Range of conditions includes: projects that are not yet approved but in process; projects participating in an HCP or NCCP; projects with no significant resource issues	Significant, unresolved resource issues
POLICY	Air Quality	In SCS with lower VMT than average for Developing Communities	Range of conditions includes: projects that are in the SCS with average VMT; projects in the SCS with higher than average VMT; projects not in the SCS with lower than average VMT; projects not in the SCS with average VMT	Not in SCS with above average VMT for Developing Communities
	Regional Plans and Policies	Consistent with 2012 MTP/SCS and Blueprint	Range of conditions includes: projects in MTP/SCS and partially consistent with Blueprint; projects in MTP/SCS and not consistent with Blueprint; projects consistent with Blueprint and not MTP/SCS; projects partially consistent with Blueprint and not in MTP/SCS	Not consistent with 2012 MTP/SCS or Blueprint
MARKET	Proximity to Job Centers	Close proximity to a regional jobs center	Range of conditions includes: projects partially within 4 miles of a regional job center; projects within 4 miles of a secondary job center; partially within 4 miles of a secondary job center	Significant distance from any job center(s)
	Housing Mix	Mix of housing types including mostly small-lot and attached	Range of conditions includes: projects that have a mix of housing types including small-lot and attached housing at varying amounts; projects that are primarily large-lot residential because they are in more rural areas	All large-lot single-family where higher densities could be supported (i.e more urban or suburban locations)
	Market Area Saturation	Historically high market demand and limited number of approved or pending projects in market area	Range of conditions includes: projects in areas with high market demand and high number of approved or pending projects in market area; projects in areas with average market demand and a high number of approved or pending projects in market area; projects in area with lower market demand and a high number of approved or pending projects in market area, but have a unique factor that could significantly change the market demand for the area	Historically low market demand and a high number of approved or pending projects in market area
	Adjacency	Adjacent to existing urban development or has significant borders with a city boundary or areas designated for future urban development	Range of conditions includes: projects that are adjacent to existing development at varying rates	Less than 10% adjacent with existing urban development, a city boundary or areas designated for future urban development
	Developer Activity	Very active, single ownership or experienced ownership partnerships, multiple completed projects in region	Range of conditions includes: very active to active, single or multiple ownerships with no development history; single or multiple ownerships with varying levels of activity and some projects completed in the region; single or multiple ownerships with varying levels of activity and no history of completed projects in or outside the region	Not active, single or multiple ownership, no completed projects in the region
	Transportation Infrastructure	No major or regional infrastructure needed or infrastructure is fully funded	Range of conditions includes: projects that have some infrastructure, but need more; projects that can build some before significant infrastructure investment is needed; projects that need significant infrastructure and have funding	Significant infrastructure needed and not funded or not yet defined
	Other Infrastructure (sewer, water, flood control, etc)	No major or regional infrastructure needed or infrastructure is fully funded	Range of conditions includes: projects that have some infrastructure, but need more; projects that can build some before significant infrastructure investment is needed; projects that need significant infrastructure and have funding	Significant infrastructure needed and not funded or not yet defined



Item #14-10-2C

Government Relations & Public Affairs Committee Information

September 26, 2014

2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Outreach

Issue: SACOG will be hosting eight public workshops in October and November.

Recommendation: None, this is for information only.

Discussion: As required by state and federal guidelines, SACOG will host eight public workshops for the 2016 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The workshops are one component of public input for this plan update that will be considered with research and analysis by the Board in developing a framework for a draft preferred scenario. Attachment A includes workshop fliers by county and one flier with all workshops listed. As described in August, staff has engaged in regional outreach efforts for the workshops and appreciates the SACOG Board's support in reaching out to local constituencies.

On September 19, staff held a sounding board meeting to gather input on the current research for the Transportation Project Phasing Analysis, Economic Analysis, and the Land Use Forecast Methodology. Staff also provided MTP/SCS public workshop information and solicited the sounding board as outreach partners to the sectors they represent. Attachment B is the sounding board meeting summary and evaluation.

Approved by:

Mike McKeever
Chief Executive Officer

MM:MH:gg

Attachment A: MTP/SCS Workshop Fliers
Attachment B: September Sounding Board Meeting Summary

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247
Matt Carpenter, Director of Transportation Services, (916) 340-6276
Sharon Sprows, Senior Program Specialist, (916) 340-6235
Kacey Lizon, MTP/SCS Project Manager, (916) 340-6265
Monica Hernández, Public Information Officer, (916) 340-6237



FREE EVENT | ACTIVITIES FOR KIDS | PARTICIPANTS WILL BE ENTERED INTO A DRAWING FOR A CHANCE TO WIN AN IPAD® MINI

**How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:**

October 1

5–8 p.m.

Elk Grove Food Truck Mania

Elk Grove Blvd & Railroad Ave
Old Elk Grove

October 4

9 a.m.–1 p.m.

Davis Farmers Market

Central Park
401 C Street, Davis

October 9

11 a.m.–7 p.m.

**American River College
Community Rooms**

4700 College Oak Drive
Sacramento

October 23

5–8 p.m.

Rocklin Food Truck Mania

Johnson Springview Park
5480 Fifth Street, Rocklin

October 2

4–8 p.m.

**Teegarden House
Farmers Market & Vendor Faire**

731 Plumas Street, Yuba City

October 6

3–7 p.m.

**Yuba County Government
Services Building**

915 8th Street, Marysville

October 11

10 a.m.–1 p.m.

**MARRS Building Midtown
Farmers Market & 2nd Saturday**

20th & J Streets, Sacramento

November 5

4–8 p.m.

**County Fair Grounds
Marshall Building**

100 Placerville Drive
Placerville



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How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:

November 5

4–8 p.m.

County Fair Grounds

Marshall Building

100 Placerville Drive, Placerville



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How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:

October 23

5–8 p.m.

Rocklin Food Truck Mania

Johnson Springview Park

5480 Fifth Street, Rocklin



FREE EVENT | ACTIVITIES FOR KIDS | PARTICIPANTS WILL BE ENTERED INTO A DRAWING FOR A CHANCE TO WIN AN IPAD® MINI

How should we balance the transportation needs and wants of a growing region?
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October 1
5–8 p.m.

Elk Grove Food Truck Mania
Elk Grove Blvd & Railroad Ave
Old Elk Grove

October 9
11 a.m.–7 p.m.

**American River College
Community Rooms**
4700 College Oak Drive
Sacramento

October 11
10 a.m.–1 p.m.
4–8 p.m.

**MARRS Building Midtown
Farmers Market & 2nd Saturday**
20th & J Streets, Sacramento



FREE EVENT | ACTIVITIES FOR KIDS | PARTICIPANTS WILL BE ENTERED INTO A DRAWING FOR A CHANCE TO WIN AN IPAD® MINI

How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:

October 2

4–8 p.m.

Teegarden House

Farmers Market & Vendor Faire

731 Plumas Street, Yuba City



FREE EVENT | ACTIVITIES FOR KIDS | PARTICIPANTS WILL BE ENTERED INTO A DRAWING FOR A CHANCE TO WIN AN IPAD® MINI

How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:

October 4
9 a.m.–1 p.m.
Davis Farmers Market
Central Park
401 C Street, Davis



FREE EVENT | ACTIVITIES FOR KIDS | PARTICIPANTS WILL BE ENTERED INTO A DRAWING FOR A CHANCE TO WIN AN IPAD® MINI

How should we balance the transportation needs and wants of a growing region?
Attend an open house and let your voice be heard:

October 6
3–7 p.m.

**Yuba County Government
Services Building**
915 8th Street, Marysville

For more information visit: sacog.org/mtpscs ? workshops@sacog.org [@sacog](https://twitter.com/sacog) #TravelChoice

Sounding Board Meeting Summary

September 19, 2014

Meeting Attendees:

AIA Central Valley	Sacramento Housing Alliance
BREATHE CA	Sacramento Metro Chamber
Brookfield Land Co.	Safe Routes to School National Partnership
CA Rural Legal Assistance	SMUD
Economic & Planning Systems (EPS)	VCS Consulting
Environmental Council of Sacramento	Wade & Associates
Health Education Council	WALKSacramento
National Safe Routes to School Partnership	Yocha Dehe Wintun Nation
League of Women Voters	Yolo Housing Authority
Resources for Independent Living	

Meeting Agenda

Welcome & Introductions, Monica Hernández
Update on SACOG Board Actions since June, Kacey Lizon
Public Workshop Update, Monica Hernández
Phasing Analysis, Part II, Binu Abraham
Economic Analysis, Matt Carpenter
Land Use Forecast Methodology, Kacey Lizon

Public Workshop Update

Theme: Accessibility

- What are you doing for non-English speakers?
- Are all of your locations ADA accessible?

Theme: Outreach

- What are your strategies to engage non-English speakers and/or environmental justice communities?

Phasing Analysis

Theme: Application of Phasing Analysis

- To what extent does SACOG provide technical assistance to communities or groups on smarter growth for infill sites and new development? This type of assistance aligns with the Strategic Growth Council and other national efforts on planning for infill across different community types, (i.e. rural infill, suburban infill, and urban infill).
- What exactly does the Phasing Map show?
- Is the map simply reporting what agencies are telling you?
- Is the Phasing Map the adopted 2012 MTP?

- The Phasing Map should include clear information on why projects are included in as early, mid, or late year projects.
- What portions of these projects are “well planned”? How much do you assess the feasibility to get all the funding to complete a project?
- There is some danger in showing historical investment and where funding is planned.
- Is this showing decisions already made by the SACOG Board and staff, or representing an interpretation of when things will happen?
- This doesn’t show the trade-off or investment choice that goes along with all these projects. Investment trade-offs should be part of the conversation with the SACOG Board.

Theme: *Transit Phasing and Mapping*

- Rural transit appears to not improve service; there is a social justice issue there.
- There are unique transit needs in rural communities that are, or are developing into tourist destinations (Winters, Camino)
- You should map transit with the underlying land use. It is very important to see the relationship of land use and transit, you cannot separate them.

Theme: *Social Justice/Equity and Rural Community Needs*

- What is missing in this approach is that you don’t see what type of transit is there (frequency) and how affordable it is.
- SACOG is reactive, but we would like to see how the SACOG Board can address the gaps in Environmental Justice communities. There are lots of people who will ask about road maintenance, but do not ask about affordable transit. SACOG (and transit agencies) need to take an affirmative role in addressing transit access in low income areas, and ask the jurisdictions to be more proactive.
- The region has areas where residents don't know that they are transit dependent. Many areas have very poor residents who could depend on transit to improve their current conditions, but it isn’t available.
- SACOG needs to pay special attention to rural areas and their transit need, and ensuring that rural communities are not being left out of competitive funds from State and Federal resources that are intended for GHG reduction.

Theme: *Bike and Pedestrian Funding*

- How do you ascertain the benefits and timing of bike and pedestrian projects? How do you project the funding for bike and pedestrian projects?
- Can you portion out the amount of investment for Complete Streets that is retrofit compared to new development?
- Are Complete Street projects mapped?

Economic Analysis

Theme: Expanding Beyond Traditional Measures

- This is good, and you need to continue the research for better metrics, quantification, and analysis for public health and the environment. A first good step is to look at MTC, and apply their methodology to the Metropolitan Transportation Implementation Program (MTIP).
- You can measure the cost of poor health, affordable housing, and not getting to jobs/schools. With that information you can do some imperfect analysis to start the important work of affirmatively addressing low income community needs and the economic benefit of doing so.
- It is important for everyone to understand that you are trying to get in “all the issues” with reliable information and then make decisions about what is "most" important.
- Your approach here is good. Nationally, MTC is currently the best in action. Addressing internal rate of return is challenging.
- Is there anything about private investment as drivers for additional investments?
- When looking at investment the key is that you look at net new investment for an analytic measure.

Theme: Social Equity, Public Health, and Human Impacts

- Traditional economic analysis misses the needs and/or analysis of the underserved populations.
- You need to look at the benefits in terms of better schools, health, increased access to employment, and affecting the ability to provide more decent affordable housing?
- You should take an approach that considers the economic benefit to improve a community by putting in transit.
- The needs of low income communities have to expressly be addressed and on the table of this economic analysis.
- Commit to spending time and money on getting smarter on the equity analysis for SACOG’s Benefits Cost Analysis. There is a lot happening around equity investment (e.g. Social Impact Calculator, Social Impact Bonds, etc.), work to stay up on current trends.
- It is understood that there are really distinct differences on health outcomes by income and race. How do you measure for things like that?

Theme: Cross-sector Input

- As you develop this approach, it will evolve overtime, be diligent about allowing all interested parties in the community to have their say on what should be included and considered, and then the SACOG board has the policy discussion about the methodology.
- Are you looking at the UC Davis Center for Regional Change's Regional Opportunity Index?

Land Use Forecast Methodology

Theme: Data Limitations

- The VMT assessment could be problematic. How do you evaluate for a single project? Do you use more generic categories in SACSIM? Depending on the characteristics included, you can really affect the VMT.
- Fuel switching is going to make a difference in air quality in the future, and it will play out in the infrastructure being built. The years 2020-2025 are the breaking point for electrification of vehicles.
- The future of electrification will change analyses from VMT to investment to support fuel switching. The demand in future housing will see growth in electrical vehicle charging.

Theme: Air Quality and Vehicle Miles Travelled Analysis

- In the assessment, proximity to services should be explicit, the proximity impacts the per capita GHG and larger climate change issues.

Theme: Land Use Assumptions & Market Demand

- When you look at market area saturation, you have to consider the areas that are about 1/3 built out since mid-2000. Policies and visions for those projects have likely changed. Are you considering how approved, partially built-out, and pending projects change in the future due to market shift?
- How do the needs of low income communities fit into market saturation?
- When assessing for market saturation, looking at market demand and response, you likely have something else going on, it can be zoning entitlements, approvals, there may be a missing piece.
- When looking at segmentation be certain to consider affordability and demographic change.

Meeting Evaluation

RANKING:

5. Strongly Agree

4. Agree

3. Neutral

2. Disagree

1. Strongly Disagree

This meeting was well organized. **4.5**

The length of the meeting was appropriate to get through the material: **4.1**

I was able to express issues and/or concerns about the Phasing Analysis: **4.5**

I was able to express issues and/or concerns about the initial findings of the Economic Analysis: **4.5**

I was able to express issues and/or concerns about the Land Use Forecast: **4.5**

I was able to express issues and/or concerns about the draft approaches for conducting public workshops: **4**

The meeting was beneficial to me: **4.5**

I have a good understanding of the 2016 MTP/SCS process, and how my input is being considered: **4.1**

Were there any parts of the meeting that should be avoided in the future?

- Need to keep discussions on point. Some parts should be taken offline.
- Need a paper agenda, give out evaluations at the beginning.

What should be done next time to make the presentations more effective?

- Presenters should try to speak slowly.
- Even with this group, a little more contextualization of the role of SACOG's analysis is needed— regional strategy vs. local implementation
- Limit questions spiraling out of control.



**Item #14-10-3
Information**

Government Relations & Public Affairs Committee

September 26, 2014

State Advocacy Update

Issue: Update on state advocacy issues related to SACOG.

Recommendation: None, this is for information only.

Discussion: The Governor is in the process of reviewing legislation sent to him by the Legislature. He has until September 30 to act. Attached is a list of the legislation he has acted upon as of this writing. Staff will send an update to the Committee prior to the meeting.

Approved by:

Mike McKeever
Chief Executive Officer

MM:EJ:ts
Attachment

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247

SACOG State Legislative Report

	Author	Title	Urgency	Location	Summary
AB	380 Dickinson (D)	Spill Response For Railroads	no	To Governor	Requires a rail carrier to report specified information regarding the transportation of hazardous materials to the Office of Emergency Services. Requires each rail carrier to maintain a response management communications center. Requires each rail carrier to provide the office with a summary of the rail carrier's hazardous materials emergency response plan. Requires the office to provide a copy of each summary report to each unified program agency. Prohibits divulging the plan to those unauthorized.
AB	471 Atkins (D)	Redevelopment: Successor Agencies	yes	Enacted	Authorizes a infrastructure financing district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area. Authorizes a successor redevelopment agency to schedule Recognized Obligation Payment Schedule payments beyond the payment cycle upon a showing that a lender requires cash on hand beyond that cycle. Authorizes the use of estimates and projects to support payments. Relates to housing administrative costs funding.
AB	1193 Ting (D)	Bikeways	no	Enacted	Requires the Department of Transportation to establish and update minimum safety design criteria for each type of bikeway, with consideration for the safety of vulnerable populations. Requires the publishing of the new criteria by a specified date. Authorizes a local agency to utilize other minimum safety criteria if adopted by resolution at a public meeting. Repeals related requirements of the Department to include a report to the Legislature about the steps taken to implement certain requirements.
AB	1399 Medina (D)	Taxation: Insurance Tax: Credits: New Market Tax Credit	no	To Governor	Allows a credit under the Personal Income and Corporation Tax Laws, and a credit against the retaliatory tax imposed on an insured, in conformity with a federal New Markets Tax Credit, for investments in low-income communities. Imposes specified duties on the State Competes Tax Credit Committee and GO-Biz with regard to the application for, and allocation of, the credit. Requires fees for application to a New Markets Tax Credit Fund that will defray the costs of the program.
AB	1447 Waldron (R)	Global Warming Solutions Act of 2006	no	To Governor	Relates to moneys in the Greenhouse Gas Reduction Fund under the Global Warming Solutions Act of 2006. Authorizes moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure component if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions-reductions targets and metrics to evaluate the project's effect.
AB	1471 Rendon (D)	Water Quality, Supply, and Infrastructure Improvement	yes	Chaptered	Repeals provisions that creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the Water Quality, Supply, and Infrastructure Improvement Act of 2014 to authorize the issuance of bonds in a specified amount pursuant to the State General Obligation Bond Law to finance a water quality, supply, and infrastructure program. Reallocates a specified portion of the funds for the purposes of for specified propositions for the same purposes.
AB	1690 Gordon (D)	Local Planning: Housing Elements	no	To Governor	Authorizes a city or county to accommodate the very low and low-income housing need on sites designated for mixed uses if those sites allow a total residential use and require that residential use occupy 50% of the total floor area of a mixed use project.
AB	1720 Bloom (D)	Vehicles: Bus Gross Weight	no	Enacted	Amends existing law that prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axis exceeds a specified weight. Extends the provision that exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class. Authorizes a transit system to procure a transit bus of a certain weight if it is incorporating a new fleet class expansion.
AB	1739 Dickinson (D)	Groundwater Management	no	Enacted	Provides specific authority to a groundwater sustainability agency to impose certain fees. Authorizes the provision of technical assistance to entities that extract or use groundwater to promote water conservation and protect groundwater resources. Requires the publication on a Web site of sustainable management of groundwater best management practices. Authorizes inspections and related warrants. Designates probationary basins. Establishes groundwater reporting requirements.
AB	1957 Dickinson (D)	State Highway Route 16	no	Enacted	Authorizes the Transportation Commission to relinquish to the City of Sacramento the portion of State Highway Route 16 that is located within the city limits of that city and to relinquish to the County of Sacramento a specified portion of State Highway Route 16 that is located within the unincorporated area of that county under certain conditions.

SACOG State Legislative Report

AB	2013 Muratsuchi (D)	Vehicles: High-Occupancy Vehicle Lanes	no	Enacted	Increases the number of identifiers that the Department of Motor Vehicles is authorized to issue under provisions authorizing the issuance of such identifiers to certain vehicles permitted to use high-occupancy vehicle lanes. Relates to a vehicle that meets the enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard or transitional zero-emission vehicle (TZEV) standard.
AB	2040 Garcia (D)	Elected Officials Compensation: Reports and Disclosure	no	To Governor	Requires a local agency to report to the Controller the annual compensation of its elected officials, officers, and employees. Requires such agency required to report and that maintains an Internet Web site to post that information on the Controller's Government Compensation in California Internet Web site. Requires the Controller to display the financial reports and the public official compensation on that Web site. Requires the entities to consult regarding the reporting requirements for such disclosure.
AB	2119 Stone (D)	Local Transaction and Use Taxes	no	Enacted	Authorizes the board of supervisors of a county to levy, increase, or extend a transaction and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, if levied on the unincorporated area of the county, requires tax revenues to only be used within the area for which the tax was approved by the qualified voters.
AB	2135 Ting (D)	Surplus Land: Affordable Housing	no	To Governor	Requires an entity proposing to use local surplus land for developing low- and moderate-income housing to agree to make available less than a specified percentage of the total number of units developed on the parcels at affordable housing cost of affordable rent for a minimum number of years to lower-income households. Requires a local agency to give priority to entities that agree to these requirements. Provides requirements must be in a related recorded covenant. Provides for a lower development total.
AB	2170 Mullin (D)	Joint powers Authorities: Common Powers	no	Enacted	Provides that parties involved in a joint powers authority agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax.
AB	2280 Alejo (D)	Community Revitalization and Investment Authorities	no	To Governor	Authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, to carry out provisions of the Community Redevelopment Law. Provides for the financing of these activities by the issuance of bonds serviced by tax increment revenues. Provides for periodic audits of the authority with respect to affordable housing.
AB	2398 Levine (D)	Vehicles: Pedestrians and Bicyclists	no	To Governor	Amends provisions of existing law that provides fines for violations by drivers of specified offenses of the road that causes bodily injury or great bodily injury to another person who is a vulnerable road user. Provides for an increase in a related fine range.
AB	2413 Perez J (D)	The Office of Farm to Fork	no	To Governor	Creates the Office of Farm to Fork to work with the agricultural industry and other organizations involved in promoting food access and to increase the amount of agricultural products available to underserved communities and schools in the state. Requires the office to identify urban and rural communities that lack access to healthy food. Creates the Farm to Fork Account in the Department of Food and Agriculture Fund. Requires an overview of the account's income and expenditures.
AB	2414 Ting (D)	Parking Facilities: Electric Vehicle Charging	no	Enacted	Specifies that the use of electricity by state government and other government entities, state officers and employees, or other persons for the charging of an electric vehicle in a department maintained or joint use motor vehicle parking facility is not a gift of public funds that is prohibited by the California Constitution.
AB	2707 Chau (D)	Vehicles: Buses: Bicycle Transportation Devices	no	Enacted	Amends an existing law which imposes a limitation on the length of vehicles that may be operated on the highways, and which exempts from the limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, used in transit system service, and provides an exemption therefor. Increases the lengths described in the exemption.
HR	29 Gomez (D)	Outsourcing Public Services		Adopted	Opposes outsourcing of public services and assets, which harms transparency, accountability, shared prosperity, and competition, and supports processes that give public service workers the opportunity to develop their own plan on how to delivery cost-effective, high-quality services.

SACOG State Legislative Report

SB 486	DeSaulnier (D)	Department of Transportation: Goals and Performance	no	To Governor	Authorizes the State Transportation Commission to prescribe study areas for analysis and evaluation by the Department of Transportation and to establish guidelines for the State Transportation Plan. Requires the Department to submit to the Commission an interregional transportation strategic plan directed at a high-functioning and balanced interregional transportation system and to prepare an assess management plan to guide for state highway operation and protection including budgeting.
SB 628	Beall (D)	Enhanced Infrastructure Financing Districts	no	To Governor	Authorizes a local government body to establish an enhanced infrastructure financing district to finance capital facilities and other project to include brownfield restoration, projects on a former military base, and low and moderate income housing. Requires specific events to occur before the district can implement a financing plan. Authorizes projects through tax increment financing. Authorizes projects that are located or overlap in a redevelopment area or a former redevelopment project area.
SB 674	Corbett (D)	CEQA: Exemption: Residential Infill Projects	no	To Governor	Relates to California Environmental Quality Act exemptions for residential infill projects, exempts as residential a use consisting of residential units and primary neighborhood-serving goods, services, and retail uses that do not exceed a specified percentage of the total building square footage of the project.
SB 969	DeSaulnier (D)	Public Works	no	To Governor	Authorizes provisions of existing law to be known and cited as the Public Works Project Oversight Improvement Act. Defines a megaproject as a specified transportation project. Requires the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves. Requires project-related information to be posted on an agency's Web site.
SB 1077	DeSaulnier (D)	Vehicles: Road Usage Charge Pilot Program	no	To Governor	Requires the Chair of the State Transportation Commission to create a Road Usage Charge Technical Advisory Committee to study the charge alternatives to the gas tax and make recommendations on the design of a pilot program. Authorizes the Committee to make recommendations on the criteria to be used to evaluate the program. Requires the preparation and submission of a program related report to Legislative committees. Requires the Commission to include same in its annual report to the Legislature.
SB 1129	Steinberg (D)	Successor Agencies to Redevelopment Agencies	no	To Governor	Relates to the procedures of an successor redevelopment agency regarding the receipt of a finding of completion of a project entered into by the previous redevelopment agency. Relates to the recalculation of the accumulated on the remaining balance of a loan. Relates to the rejection of an enforceable obligation from a recognized obligation payment scheduled for a successor agency that has received a finding of completion. Provides an agency officer or employee may acquire an interest in project property.
SB 1168	Pavley (D)	Groundwater Management	no	Enacted	Relates to groundwater management. Requires the development of prioritization criteria for identifying groundwater basins and subbasins that should be prioritized based on impacts to habitat and surface water resources. Prohibits the adoption of groundwater management plans by local agencies after a specified date. Provides for sustainability plans and for the authority of local agencies that elect to become groundwater sustainability agencies. Provides for inspections and warrants.
SB 1183	DeSaulnier (D)	Surcharge for Bicycle Infrastructure	no	Enacted	Authorizes a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge for bicycle infrastructure purposes. Requires the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues to the local agency. Requires the local agency to use the revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails, and for associated maintenance purposes. Requires related reports.
SB 1236	Monning (D)	Transit Districts: Transit Offenses and Enforcement	no	Enacted	Authorizes transit district employees or security officers to enforce State laws regarding prohibited acts on or in public transportation systems or property, facilities, or vehicles. Prohibits giving false information to district employees or security officers and violating district rules regarding having bicycles on district vehicles.
SB 1312	Steinberg (D)	Transportation Commission: Annual Report	no	Enacted	Amends existing law requiring California Transportation Commission to adopt an annual report for submission to the Legislature. Deletes the provision relating to the loan and transfer summary and discussion that was to be included in the reports submitted between certain calendar years.

SACOG State Legislative Report

SB 1319 Pavley (D)	Hazardous Materials: Railroad Tank Cars	no	Enacted	Creates the Regional Railroad Accident Preparedness and Immediate Response Force in the Office of Emergency Services. Designates this force as being responsible for providing regional and onsite response capabilities in the event of a release of hazardous materials from a railroad tank car or a railroad accident involving a tank car. Requires an accident preparedness and immediate response plan. Requires a schedule of fees for transportation through the state.
SB 1353 Nielsen (R)	Local Government: Williamson Act	no	Enacted	Amends the Williamson Act, which authorizes a city or county to enter into contracts with owners of land devoted to agricultural use, whereby the owners agree to continue using the property for that purpose, and the city or county agrees to value the land accordingly for purposes of property taxation. Authorizes a county to utilize the process for revising or entering into contracts to specify certain terms indefinitely and to utilize the process for revising or entering into contracts for certain farmland.
SB 1433 Hill (D)	Local Agency Public Construction: Design-Build Contract	no	To Governor	Relates to the Local Agency Public Construction Act. Extends the authorization for a transit operator to enter into a design-build contract and to submit required information.



**Item #14-10-4
Information**

Government Relations & Public Affairs Committee

September 26, 2014

Federal Advocacy Update

Issue: Update on federal advocacy.

Recommendation: None, this is for information only.

Discussion: Attached is a monthly update from SACOG's Federal Policy Services consultant, Transportation for America.

Approved by:

Mike McKeever
Chief Executive Officer

MM:EJ:ts
Attachment

Key Staff: Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247

TO: Sacramento Area Council of Governments
FROM: Transportation for America
RE: September Report

WHAT TO WATCH

U.S. DOT Launches Initiative to Enhance Pedestrian and Bicycle Safety

After being confirmed as the Secretary of Transportation, Secretary Foxx indicated improving pedestrian and bicycle safety was a priority he wanted to advance. On September 10th the Secretary took another step to advance pedestrian and bicycle safety by announcing an 18-month campaign to make roadways safer for bicyclists and pedestrians. The campaign will begin with road safety assessments conducted by U.S. DOT field offices in every state, and will produce multiple resources to help communities build streets that are safer for people walking, bicycling and taking public transportation.

MAP-21 Implementation

U.S. DOT Releases Notice of Proposed Rulemaking (NPRM) Surrounding Implementing MAP-21 Provision to Strengthen the Link Between State Planning and Environmental Reviews

MAP-21 included a provision allowing the Federal Highway Administration and the Federal Transit Administration to use planning products developed by States, MPOs and other agencies during the transportation planning process in the environmental review process required under National Environmental Policy Act (NEPA). On September 10th, U.S. DOT released a NPRM surrounding implementation of this provision.

Under the NPRM, a Federal lead agency would be able to use planning products in determining if a project qualifies for a categorical exclusion, in the preparation of an environmental assessment or environmental impact statement, or other documents prepared under NEPA. The NPRM sets out specific criteria the planning products must meet to be able to be used for this purpose. Specifically, the planning product must be a detailed decision, analysis or study that is the result of an evaluation carried out during the transportation planning process, intended to be carried into the project development phase and has been approved by the State, relevant MPOs, local and tribal governments where the project is located.

Planning decisions that may be adopted as part of the NPRM include whether tolling or other special financial assistance are necessary to implement the project, modal choice, description of environmental setting, methodologies for analysis and an identification of programmatic level mitigation for potential impacts the agency leading the NEPA review believes are most effectively addressed at a regional or national program level. Planning analysis that may be adopted as part of the NPRM include studies related to travel demands, regional development and growth, local land use, population and employment, natural and built environmental conditions, environmental resources and environmentally sensitive areas, potential environmental effects, and mitigation needs for proposed action.

Comments are due by November 10, 2014. The NPRM said that depending on the timing of completion of a final Statewide and Nonmetropolitan Transportation Planning, Metropolitan Transportation Planning and this NPRM these three could be combined into one final rule.

DOT Releases Final Regulation to Implement MAP-21 Provision Allowing States to Take Charge of NEPA

On September 16th U.S. DOT released the final rule implementing a section of MAP-21 giving State governments the chance to take charge of federally required environmental reviews for highway, rail and transit projects. This expands a pilot program, included in SAFETEA-LU that allowed up to five states, to assume the responsibilities of review of highway projects under NEPA. Only CalTrans participated in the pilot program created by SAFETEA-LU.

Under the regulation, any state will be able to seek to assume the role generally reserved for the Federal Highway Administration and other branches of DOT in preparation of environmental assessments, environmental impact statements and consultations with other federal agencies. Under the new regulations, states would be required to show they have the money and manpower to do the reviews on their own, waive sovereign immunity and open themselves up to lawsuits challenging the resulting decisions. To qualify states also must prove to federal transportation officials that they can handle the job and accept federal court jurisdiction. They must also demonstrate that their states have public records laws comparable to the Freedom of Information Act. U.S. DOT expects less than 10 states to apply.

Congressional Update

Congress Passes Continuing Resolution

Congress passed a continuing resolution the week of September 15th to fund the government through December 11, 2014. Congress will have to return after the election to pass either another continuing resolution to fund the government into the next Congress or an omnibus appropriations bill to fund the government for through the end of fiscal year 2015. The Chairs of the House and Senate Appropriations Committee have indicated they will seek to wrap up work on the fiscal year 2015 spending in the lame-duck session. During the Congressional recess, they will work on consolidating the 12 unfinished spending bills into one package they can present to Congressional leaders in November.

Debate surrounding the continuing resolution was complicated by the President's request for funding to train and arm Syrian rebels that oppose the Islamic State. As the legislation was structured, the President has this authority through December 11th. It is expected that Congress will continue its debate on this issue during the lame duck session of Congress.

House Transportation and Infrastructure Committee Releases the Passenger Rail Reform and Investment Act

On September 11th, the Chair and Ranking Member of the House Transportation and Infrastructure Committee along with the Subcommittee Chair and Ranking Member of the Railroads, Pipelines and Hazardous Materials Subcommittee Chair and Ranking Member introduced H.R. 5449, the Passenger Rail Reform and Investment Act. The legislation would run from fiscal year 2015 to fiscal year 2018. The legislation reflects a compromise between members of the Committee who would like to see significant privatization and reform at Amtrak, and those who prefer greater investment in a national passenger rail system. Also, the legislation reflects a compromise between those members who would like to prioritize investment on the Northeast Corridor and those that support continued investment in long distance routes.

Congress currently funds Amtrak under two programs: operating, and capital/debt service. In FY14, Congress funded these two programs at \$1.39 billion. H.R. 5449 restructures these programs into a Northeast Corridor Improvement Fund and a National Network Account, with authorized funding level of \$1.495 billion. While this authorization level is consistent with Amtrak's recent appropriations, they represent a 40 percent reduction in the authorized funding levels in PRIIA 2008.

The bill also authorizes two competitive grant programs, one for the Northeast Corridor and one for the National Network. These programs are authorized at \$150 million each over the next four years.

The bill requires Amtrak to prepare a report on options to enhance development around Amtrak stations through such means as better multimodal connections and value capture. The provision does not address the many stations along the network that are owned by entities other than Amtrak.

The bill makes several changes to the Railroad Rehabilitation and Improvement Financing Program intended to make the program easier to use. It allows railroads to use future state of local funding or other dedicated revenue as collateral for the loan, and adds deadlines for approval or disapproval by the federal agencies involved. It makes positive train control – which will be required to in use by most railroads by next year – explicitly eligible for RRIF financing. Finally, it sets aside 40% of available RRIF loan authority for projects on the NEC.

The bill also establishes a “State-Supported Route Advisory Committee,” composed of Amtrak, USDOT and seven states that sponsor Amtrak routes, to better coordinate planning and operations of those routes. Amtrak would be required to provide quarterly updates on costs and ridership.

Finally, for any grant above \$1 billion, the legislation requires the applicant to show that the local or state match is committed and available within the proposed project schedule, that the sources of state or local match for any later phases of the project have been identified, and that the project will produce intercity passenger rail benefits. Due to the large grant size (far above any grant that could be funded from the authorization levels in this bill), this provision appears intended for projects that have outstanding funding from the high-speed rail program in the 2009 Recovery Act.

House Transportation and Infrastructure Committee Marks Up the Passenger Rail Reform and Investment Act

On September 17th, the House Transportation and Infrastructure Committee marked up H.R. 5449, the Passenger Rail Reform and Investment Act, with unanimous support from members of the Committee. Chairman Shuster and Ranking Member Rahall both highlighted the importance of a bipartisan bill and indicated the legislation would be a starting point to continue consideration of reauthorizing PRIIA next Congress.

No amendments were considered during the mark up. Congressman Petri (R-WI) talked about his intention to introduce legislation surrounding duty time for rail crews and he is going to introduce it as a marker bill as well. Under FRA safety rules surrounding rail crews their on duty time is regulated. Apparently, a rail crew hit the max time while crossing a highway in Petri's district and had to stop the train causing a major back up in traffic. His amendment and legislation would provide flexibility for federal hours-of-service regulations for rail crews. He only talked about the amendment, not calling for a roll call vote.

Senate Commerce, Science and Transportation Committee Introduce S. 2777, the Surface Transportation Board (STB) Reauthorization Act

Chairman Rockefeller and Ranking Member Thune introduced legislation on September 8th to reauthorize the STB. The legislation would increase the STB's investigation authority so it can launch its own investigations before a complaint is filed. Also, sponsors of the legislation argue it will increase the efficiency of the STB by improving rate review timelines, making it easier for Board members to communicate and improve alternative dispute resolution practices. Finally, the legislation would advance important STB proceedings including reviewing revenue adequacy determinations, examining mandatory competitive switching and determining whether contract bundling has had a adverse impact on the ability of shippers to bring rate cases.

House Transportation and Infrastructure Committee Release Report “Public Private Partnerships: Balancing the Needs of the Public and Private Sectors to Finance the Nation’s Infrastructure”

The House Transportation and Infrastructure Committee’s special panel on public-private partnerships released a report culminating the work of the panel over the past nine months and making recommendations on spurring greater use of public-private partnerships. Their recommendations focused on improving public sector capacity, breaking down barrier to consideration, and ensuring transparency and accountability.

Senate Commerce, Science and Transportation Committee Marks Up Legislation to Reauthorize the Surface Transportation Board

On September 17th, the Senate Commerce, Science and Transportation Committee marked up S. 2777, the Surface Transportation Board Reauthorization Act. The legislation received broad bipartisan support and members of the Committee talked about the legislation as a great starting point for further discussion surrounding reauthorization of the Surface Transportation Board next Congress.

Hearings

House Transportation and Infrastructure Committee – “Surface Transportation Infrastructure Projects Case Studies of the Federal Environmental Review and Permitting Process”

On September 9th, the House Transportation and Infrastructure Committee held a hearing to review the federal environmental review and permitting process for transportation projects. Witnesses included:

- The Honorable Carlos Craceras, Executive Director, Utah Department of Transportation
- The Honorable Lynn Peterson, Secretary, Washington State Department of Transportation
- Mr. Carlos Swonke, Director, Environmental Affairs Division, Texas Department of Transportation
- Mr. Michael Kraman, Acting Chief Executive Officer, The Transportation Corridor Agencies

The focus of the hearing was on states’ experience with the permitting requirements under NEPA. Congressman Petri (R-WI), the Chair of the Highways and Transit Subcommittee, focused his opening statement and line of questioning on looking at ways to encourage agencies to collaborate across bureaucratic lines in reviewing and permitting major road projects. The witnesses from the state DOTs generally agreed with this line of thinking but two state DOT witnesses also highlighted the importance of the NEPA process to giving state DOTs and impacted communities the opportunity to develop a solution that works for everyone. Michael Kraman, with the Transportation Corridor Agencies, recommended several reforms to NEPA, including allowing projects in state with stringent environmental review procedures to count toward meeting federal environmental reviews, environmental review should be integrated and have a parallel work flow, Federal agencies should be prohibited from changing an opinion without new information and NEPA reviews should be sped up and strict deadlines for NEPA environmental review process should be enforced. Democrats on the committee pushed back against a number of these recommendations.

Senate Commerce, Science and Transportation Committee Hearing – “Freight Rail Service: Improving the Performance of America’s Rail System”

On September 10th, the Senate Commerce, Science and Transportation Committee held a hearing focused on rail service throughout the country, including congestion and locomotive and railcar shortages. Witnesses included:

- Mr. Arthur Neal, Deputy Administrator of the Transportation and Marketing Program at the Agricultural Marketing Service on the U.S. Department of Agriculture
- Mr. Jerry Cope, Vice President of Marketing, Dakota Mill & Grain, Inc. on behalf of the National Grain and Feed Association
- Mr. Calvin Dooley, President and CEO, American Chemistry Council
- Mr. Shane Karr, Vice President of Federal Government Affairs, Alliance of Automobile Manufacturers
- Mr. Ed Hamberger, President and CEO, Association of American Railroads

The hearing focused on rail service issues throughout the country, including congestion and locomotive and railcar shortages. Members of the Commerce Committee used the hearing to promote their legislation to reauthorize the STB and highlight the shipping challenges facing farmers in the Dakotas as a result of competing with crude oil to move their goods to market.

Recently Introduced Legislation

S. 2858, the Toxics by Rail Accountability Act

Senator Menendez (D-NJ) introduced S. 2858, the Toxics by Rail Accountability and Community Knowledge (TRACK) Act on September 18th. This legislation would implement a number of recommendations made by the National Transportation Safety Board earlier this year. Specifically, the legislation would require U.S. DOT to issue rulemakings regarding commodity flow data, movable train crossing procedures and emergency response hazmat disclosure. The bill would also require U.S. DOT, in collaboration with others, to develop a route risk assessment tool and require the railroad carrier to monitor public health assessments and to renegotiate legal settlements with individuals affected by hazardous materials leaks. Finally, the legislation would require U.S. DOT to issue a rule stating that railroads carrying hazardous materials must create, implement and update public education programs for communities along their routes.

S. 2891, the Innovation in Surface Transportation Act

Senators Booker (D-NJ) and Wicker (R-MS) introduced S. 2891, the Innovation in Surface Transportation Act, on September 18th. This legislation would set-aside a portion of a state’s allocation under the core highway programs for merit-based grants to local communities with the goal of helping these communities realize homegrown visions to solve their unique transportation challenges. A panel of representatives from local and state jurisdictions would award the grants, ensuring that funds go to well-conceived projects with strong local support and potential for high return on investment.

The legislation takes into account states like California that sub-allocate a larger portion of federal funding than is required under MAP-21. Specifically, the legislation includes a provision that would exempt funding that is either sub-allocated, competed or directed to recipients of FTA’s Urbanized Area Formula Program from being included in the state’s program. In California, this mean CMAQ, which CalTrans sub-allocates 100% of currently, would not provide any funding for the new competitive grant program so long as the funding distribution stays the same.

H.R. 5638

Congressman Petri (R-WI) introduced legislation on September 18th to allow exceptions to federal hours of service regulations when they contribute to a train blocking an intersection. The legislation would allow train

operators to move a train off a road intersection even if they have reached their federal hours-of-service limits.

BILL TRACKER

Introduced in House of Representatives

Bill No.	Title	Lead Sponsor(s)	Summary	Status
HR 787	Infrastructure Jobs and Energy Independence Act	Murphy	Generates revenue through sale of oil/gas leases; 60% goes to fund highways, transit, and water projects	7 cosponsors; referred to House Committees (Natural Resources; Judiciary; Energy & Commerce; Rules; Budget; T&I)
HR 949	Invest in American Jobs Act of 2013	Rahall	Enhancements to Buy America provisions for highways, transit, rail, Amtrak, wastewater, FEMA, other infrastructure	62 cosponsors; referred to House Committees (T&I; Financial Services)
HR 974	MOVE Freight Act of 2013	Sires	Establishes competitive grant program to fund freight improvements; makes MAP-21's National Freight Network multimodal; makes voluntary state freight plans mandatory	18 cosponsors; referred to House T&I Committee
HR 1544	National High Performance Rail Transportation-Oriented Development Act	Petri/Lipinski	Requires DOT to provide incentives to rail projects that capture value from transportation-oriented development	1 cosponsor; referred to House T&I Committee
HR 1906	Safe Highways and Infrastructure Preservation Act	McGovern	Prohibits a state prescribing or enforcing any regulation that allows a property-carrying unit longer than 53 feet, except for a fire-fighting unit, to operate on the National Highway system	11 cosponsors. Referred to T&I Committee.
HR 2428	SAFE Bridges Act	Rahall	Authorizes \$2.75 billion for bridge repair annually	28 cosponsors; referred to House T&I Committee
HR 2468	Safe Streets Act	Matsui	Requires states and MPOs to adopt "complete streets" policies	47 cosponsors; referred to House T&I Committee
HR 2553	National Infrastructure Bank Act	DeLauro	Establishes an infrastructure bank	103 cosponsors; referred to House Committees (Energy & Commerce, T&I, Financial Services, Ways & Means)

Bill No.	Title	Lead Sponsor(s)	Summary	Status
HR 2958	Clean Ports Act	Nadler	Declares that federal preemption of state and local law shall not apply to the authority of state, local government, or multistate authorities from adopting requirements for motor carriers providing services at port facilities related to environmental pollution, traffic congestion, and highway safety	22 cosponsors. Referred to T&I Committee
HR 3040	Safe Freight Act	Michaud	Prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals, one of whom is certified by the FRA as a locomotive operator and the other as train conductor	82 cosponsors. Referred to House T&I Committee
HR 3182	Safe and Secure Border Infrastructure Act	Peters (CA)	Creates a safe and secure border infrastructure grant program available to MPOs located along the international border with Canada and Mexico to construct transportation infrastructure improvements at existing and new international crossings	2 cosponsors. Referred to House T&I Committee
HR 3486	Transportation Empowerment Act	Graves (GA)	Decreases federal gas tax over 5 years to 3.7 cents and converts federal program into block grant to states	Companion to S. 1702; 54 cosponsors; referred to House Committees (T&I, Budget, Ways and Means)
HR 3494	Bicycle and Pedestrian Safety Act	Blumenauer/ Coble	Requires USDOT to establish motorized and non-motorized safety performance measures for planning and programming	Companion to S. 1708; 98 cosponsors; referred to House T&I Committee
HR 3551	Railway Inspection and Transparency Act	Andrews	Directs the FRA to require each railroad to arrange for an independent inspection by a professional engineer of all railroad bridges biennially, and all railroad signals and switches at semiannually	Referred to House T&I Committee
HR 3597	Safety, Efficiency, Accountability in Transportation Projects Through Public Inspection Act	Edwards	Requires public employees to perform construction inspections on all surface transportation projects receiving federal funding	Referred to House T&I Committee
HR 3620	Local HIRE Act	Bass	Allows States to establish local hiring bid	12 cosponsors. Referred

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			specifications or consider the hiring of local workers in the evaluation of bids and proposals for transportation projects	to House T&I Committee
HR 3634	Commuter Rail Passenger Safety Act	Maloney	Allows installation of positive control systems to be eligible for railroad rehabilitation and improvement direct loans and loan guarantees, and extends the railroad safety technology grants program for FY2014-2018	15 cosponsors. Referred to House T&I Committee
HR 3636	Update, Promote, and Develop America's Transportation Essentials Act	Blumenauer	Phases in a 15 cent gas and diesel tax increase starting in 2014, and indexes the gas tax to inflation	Referred to the House Ways & Means Committee
HR 3638	Road Usage Fee Pilot Program Act	Blumenauer	Directs the Secretary of Treasury to establish a competitive grant program to study mileage-based fee systems	Referred to House Committees (Ways & Means, T&I, Energy & Commerce)
HR 3893	Responsible Rail and Deferring Deficiency Act	Denham	Would prevent any federal funding from being used for California High Speed Rail	14 cosponsors, Referred to House Committee on T&I
HR 3978	New Opportunities for Bicycle and Pedestrian Funding Act	Sires	Creates a low-interest long-term loan program for communities to build biking and walking network. Requires 25% of the funding to be spent in low-income communities. The funding is an \$11 million set aside from the TIFIA.	58 cosponsors, Referred to House T&I Committee
HR 3872	State Transportation and Infrastructure Financing Act	Hanna	Revises and reauthorizes the state infrastructure bank program for FY2013 and FY2014	5 cosponsors, Referred to House T&I Committee. House companion to S 1553
HR 4507	Pedestrian Fatalities Reduction Act	Crowley	Requires SHSP to include statistics on pedestrian injuries and fatalities as well as require states to demonstrate how they will address any increase in these incidents at both the state and county levels	7 cosponsor, Referred to House T&I Committee.
HR 4848	Repeal and Rebuild Act	DeFazio	Repeals the gas tax and replaces it with a per barrel tax on oil processed into gasoline and indexes it for inflation.	Referred to the House Ways and Means Committee.
HR 5638		Petri	Would allow exceptions to federal hours of service regulations when they contribute to a train blocking an	2 cosponsors. Referred to the House

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			intersection. Would allow train operators to move a train off a road intersection even if they have reached their federal hours-of-service limits.	Transportation and Infrastructure Committee.

Introduced in Senate

Bill No.	Title	Lead Sponsor(s)	Summary	Status
S 163	A bill to prohibit GHG Emission Reduction regulations	Vitter	Prohibits any regulation of carbon dioxide or other GHG emission reduction in the US until China, India, and Russia implement similar reductions	1 cosponsor. Referred to EPW Committee
S 332	Climate Protection Act	Sanders	Requires EPA Administrator to impose a carbon pollution fee on any manufacturer, producer, or importer of a carbon polluting substance	1 cosponsor. Referred to EPW Committee
S 387	American Infrastructure Investment Fund	Rockefeller/ Lautenberg	Authorizes \$10 billion infrastructure bank and \$600 million TIGER grant program	1 cosponsor. Referred to Commerce, Science, and Transportation Committee
S 823	Project of National and Regional Significance	Whitehouse	Authorizes \$500 million annually for Projects of National and Regional Significance	Referred to Senate EPW Committee
S 880	Safe Highways and Infrastructure Preservation Act	Lautenberg	Prohibits a state prescribing or enforcing any regulation that allows a property-carrying unit longer than 53 feet, except for a fire-fighting unit, to operate on the National Highway system	3 cosponsors. Referred to EPW Committee.
S 1264	Clean Vehicle Corridors Act	Casey	Requires DOT to designate at least 5 Clean Vehicle Corridors to encourage the addition of cleaner alternative fuel options and supporting infrastructure throughout the corridor	Referred to EPW Committee
S 1435	Clean Ports Act	Gillibrand	Declares that federal preemption of state and local law shall not apply to the authority of state, local government, or multistate authorities from adopting requirements for motor carriers providing services at port facilities related to environmental pollution,	1 cosponsor. Referred to Commerce, Science, and Transportation Committee

Bill No.	Title	Lead Sponsor(s)	Summary	Status
			traffic congestion, and highway safety	
S 1462	Railroad Safety and Positive Control Extension Act	Thune	Extends deadline until December 31, 2020 for Class I railroads and entities providing regularly scheduled public rail transportation from submitting positive train control (PTC) implementation plans, and directs USDOT to revise and extend PTC regulations for Class II & III railroads	15 cosponsors. Referred to Commerce, Science, and Transportation Committee
S 1504	Off-system bridges	Casey/Blunt	Increases the amount of STP funds that need to be used for off-system bridges from 15% of the former bridge program apportionment to 25% of the former bridge apportionment program	2 cosponsors; referred to Senate EPW Committee
S 1553	State Infrastructure Bank Reauthorization Act	Ayotte	Revises and reauthorizes the state infrastructure bank program for FY2013 and FY2014	Referred to Commerce, Science, and Transportation Committee
S 1702	Transportation Empowerment Act	Lee	Decreases federal gas tax to 3.7 cents and converts federal program into block grant to states	Companion to H.R. 3486; 6 cosponsors; referred to Senate Finance Committee
S 1708	Bicycle and Pedestrian Safety Act	Merkley/Ayotte	Requires USDOT to establish motorized and non-motorized safety performance measures for planning and programming	Companion to H.R. 3494; 18 cosponsors; referred to Senate Commerce Committee
S 1716	The Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act	Warner/Blunt	Establishes an Infrastructure Financing Authority with \$10 billion for loans, loan guarantees and other credit instruments for surface transportation and water projects	12 cosponsors; referred to Senate Commerce Committee
S 1957	Partnership to Build America Act	Bennet	Creates infrastructure fund to finance projects funded by repatriated profits	Companion to H.R. 2084; 14 cosponsors; referred to the Senate Finance Committee
S 2004	Safe Streets Act	Begich	Requires states and MPOs to adopt "complete streets" policies	17 cosponsors; referred to Senate EPW Committee
S 2275	Transit Oriented Development Infrastructure Financing	Schatz	Provide lost-cost financing in the form of loans or loan guarantees under the TIFIA program for the public infrastructure	3 cosponsors; referred to Senate EPW

Bill No.	Title	Lead Sponsor(s)	Summary	Status
	Act		associated with transit-oriented development, including sidewalks, lighting and other utilities, parking facilities and streets	Committee
S 2284	Pedestrian Safety Act	Gillibrand	Require Strategic Highway Safety Plans to include statistics on pedestrian injuries and fatalities as well as require states to demonstrate how they will address any increase in these incidents at both the state and county levels	3 cosponsors; referred to Senate Commerce Committee
S 2891	Innovation in Surface Transportation Act	Booker	Sets aside a portion of a state's allocation under the core highway programs for merit-based grants to local communities with the goal of helping these communities realize homegrown visions to solve their unique transportation challenges.	4 cosponsors; referred to Senate Environment and Public Works Committee



Government Relations & Public Affairs Committee

**Item #14-10-5
Information**

September 26, 2014

Update on Cap & Trade Legislation

Issue: What is the status of Cap & Trade legislation?

Recommendation: None; this item is for information and discussion.

Discussion: Staff will present a verbal update at the meeting.

Approved by:

Mike McKeever
Chief Executive Officer

MM:gg



**Item #14-10-6
Information**

Government Relations & Public Affairs Committee

September 26, 2014

SACOG Board Committee Attendance

Issue: Attendance by SACOG Board Members to Committee meetings.

Recommendation: None, this is for information only. There will not be a staff presentation.

Discussion: The Government Relations & Public Affairs (GRPA) Committee serves as the administrative committee for the SACOG Board. In July, the GRPA Committee had a discussion about the challenges of achieving a quorum and requested an attendance report for Board Committees for this year, because some committee meetings have not been able to act on items due to the lack of a quorum. Attached is a summary of attendance to date for all committees as well as meetings of the Board of Directors.

Approved by:

Mike McKeever
Chief Executive Officer

MM:EJ:ts

Attachment

Key Staff: Kirk Trost, Chief Operating Officer/General Counsel, (916) 340-6210
Erik Johnson, Acting Manager of Policy and Administration, (916) 340-6247

SACOG Board & Committee Attendance for 2014

Legend:

X = Present

O = Absent

X (Name) = Alternate attended

Government Relations and Public Affairs Committee

Name	February	March	April	May	June	August	September
Chair Steve Miklos	X	O	X	O	X	X	X
1st Vice Chair Phil Serna	X	X	X	O	X	X	X
2nd Vice Chair Angelique Ashby	X	X	X	X	X	X	X
John Buckland	X	X	X	X	X	X	X
Gary Davis	O	O	O	O	O	X	X
Kevin Hanley	O	X	O	X	O	O	O
Ricky Samayoa	O	O	O	O	O	O	O
Tom Stallard	X	X	X	X	O	O	O
Dave Wheeler	X	O	X	O	X	X	X
Scott Yuill	X	X	X	X	X (Diana Ruslin)	X	X

Land Use and Natural Resources Committee

Name	February	March ²	April	May	June	August	September
Chair Roberta MacGlashan	X		X	X	X	X	X
1 st Vice Chair Rick West	X		X	O	X	O	X
2 nd Vice Chair Cecilia Aguiar-Curry	X		X	X	O	X	X
Stan Cleveland	X		X	X	X	X	X
Robert Jankovitz	X		X	X	X	O	X
Susan Rohan	X		X	O	X	X	X
Don Saylor	X		X	X	X	X	X
Brian Veerkamp	O		O	X	O	O	X
Lucas Frerichs ¹						X	O

¹ Assumed SACOG Office in August

² March LUNR committee meeting was canceled due to light agenda and low attendance.

SACOG Board & Committee Attendance for 2014

Transportation Committee

Name	February	March	April	May	June	August	September
Chair David Sander	x	x	o	x	x	o	x
1 st Vice Chair Christopher Cabaldon	x	o	x	x	x	x	o
2 nd Vice Chair Diane Hodges	x	x	x	x	x	x	o
Steve Cohn	x	x	x	x	x	x	o
Mark Crews	x	o	x	o	x	x	x
Mary Jane Griego	x	x	o	x	x	x	x
Carl Hagen	x	x	x	x	x	x	x
Tony Hesch	x	x	x	x	x	o	x
Jim Holmes	o	x	o	x	o	o	x
Paul Joiner	x	x	x	o	x	x	x
Joe Krovoza ³	x	o	x	x			
Susan Peters	x	x	x	o	x	x	x
Jeff Slowey	x	x	o	x	x	x	x
Ex Officio Jody Jones	x	o	x (Marlon Flournoy)	x (John Rodrigues)			
Ex Officio Amarjeet Benipal ⁴					x (John Rodrigues)	x (John Rodrigues)	x (John Rodrigues)

³ Left SACOG office in June

⁴ Replaced Ex Officio Jody Jones as Caltrans District Director

SACOG Board & Committee Attendance for 2014

Board of Directors

Name	February	March	April	May	June	August	September
Chair Steve Cohn	x	x	x	x	x	x	x
Vice Chair Don Saylor	x	x	x	x	x	x	x
Cecilia Aguiar-Curry	x	x	x	x	x	x	x
John Buckland	x	o	o	x	x	x	x
Christopher Cabaldon	x	x	x	x	o	X (Chris Ledesma)	x
Stan Cleveland	x	x	x	x	x	X (James Gallagher)	x
Mark Crews	x	x	x	x	o	x	x
Gary Davis	x	x	o	o	x	x	x
Jack Duran	x	o	o	o	x	x (Jim Holmes)	x
Lucas Frerichs ⁵						x	x
Mary Jane Griego	x	x	o	x	x	x	x
Carl Hagen	x	x	x	x	x	x	x
Kevin Hanley	o	x	x	x	o	x	o
Tony Hesch	x	o	x	x	x	x	x
Diane Hodges	x	x	x	x	x	x	o
Robert Jankovitz	x	x	x	o	x	x	x
Kevin Johnson (Ashby)	o	x	o	x	o	x	o
Paul Joiner	x	x	x	x	x	x	x
Joe Krovoza ⁶	x	x	x	x			
Roberta MacGlashan	x	x	x	x	x	x	x
Steve Miklos	x	x	x	x	x	X (Andy Morin)	x
Susan Peters	o	x	x	x	x	x	x
Susan Rohan	x	x	x	x	x	o	x
Ricky Samayoa	o	x	o	o	o	o	x
David Sander	x	X (Linda Budge)	X (Linda Budge)	x	x	x	x
Phil Serna	o	x	x	x	x	x	o
Jeff Slowey	x	x	x	x	x	x	x
Tom Stallard	X (Jim Hilliard)	x	x	x	x	x	x
Brian Veerkamp	x	x	x	x	x	x	o
Rick West	x	o	o	o	x	x	x
Dave Wheeler	x	x	x	x	o	x	x
Scott Yuill	x (Diana Ruslin)	x	X (Diana Ruslin)	x	x	o	x
Ex Officio Amarjeet Benipal ⁷					o	o	X (Marlon Flournoy)
Ex Officio Jody Jones ⁸	o	x	o	x			

⁵ Assumed SACOG office in August

⁶ Left SACOG office in June

⁷ Replaced Ex Officio Jody Jones as Caltrans District Director

⁸ Ex Officio Jody Jones left office in June