



## Strategic Planning Committee

SACOG River Rooms  
1415 L Street Suite 300  
Sacramento, CA 94514

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

*The Strategic Planning 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 Cabaldon, Davis, Griego, Hodges, MacGlashan, Miklos, Peters, Saylor, Stallard, and Chair Cohn

**Public Communications:** Members of the public may comment on any item on the agenda at the time that it is taken up by the Board. We ask that members of the public come forward to be recognized by the Chair and keep their remarks brief.

1. Public Hearing: Unmet Transit Needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba Counties, and the Cities Therein ◀ (Ms. VaughanBechtold)
2. Submission of Applications for FY 2014-15 Caltrans Transportation Planning Discretionary Grants ◀ (Ms. Sprowls)
3. State Advocacy Principles 2014 ◀ (Mr. Johnson)
4. Federal Advocacy Principles 2014 ◀ (Mr. Johnson)

### CLOSED SESSION:

5. Public Employee Performance Evaluation: Chief Executive Officer [Government Code Sec 54957] (Mr. Trost)

### Other Matters

### Adjournment

◀ Action Requested

Prepared by:

Mike McKeever  
Chief Executive Officer

Approved by:

Steve Cohn  
Chair

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## Strategic Planning Committee

Item #14-1-1  
Action

December 20, 2013

### **Public Hearing: Unmet Transit Needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba Counties, and the Cities Therein**

**Issue:** The Transportation Development Act (TDA) requires that SACOG make annual unmet transit needs findings for the Sacramento Regional Transit District (SRTD) and for jurisdictions eligible to use TDA funds. SACOG must hold a final public hearing before the Board on January 16, 2014, prior to the Unmet Transit Needs findings being finalized at the February 21, 2014, meeting.

**Recommendation:** That the Strategic Planning Committee recommend that the Board hold a public hearing on unmet transit needs. Staff will bring the recommended SACOG Unmet Transit Needs findings back to the Board for its consideration and approval at the February 21, 2014, meeting.

**Discussion:** State TDA statute established a Local Transportation Fund (LTF) for each county. LTF revenues are derived from 1/4 cent of the state retail sales tax and are returned to each county according to the amount of tax collected. LTF funds are apportioned to jurisdictions within each county on a population basis.

In Sacramento County, the LTF apportioned to jurisdictions located within the SRTD may only be used for transit service. However, jurisdictions located outside of the SRTD may use their LTF apportionments for streets and roads projects, provided they have no transit requests that meet SACOG's adopted definition of "unmet transit need" that are "reasonable to meet."

It is the responsibility of the SACOG Board to annually make Unmet Transit Needs findings for each of the four counties and the cities therein and the SRTD. SACOG will hold the final public hearing for the FY 2013-14 Unmet Transit Needs process at the January 16, 2014, Board meeting. The final Unmet Transit Needs public hearing before the SACOG Board is being held prior to bringing the recommended findings to the Board for their review and approval in February to allow time to analyze any comments received at the final hearing.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:BVB:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Barbara VaughanBechtold, Associate Planner, (916) 340-6226  
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## Item #14-1-2 Action

### Strategic Planning Committee

December 20, 2013

#### Submission of Applications for FY 2014-15 Caltrans Transportation Planning Discretionary Grants

**Issue:** Should SACOG submit applications to Caltrans for available Transportation Planning Discretionary Grants?

**Recommendation:** That the Strategic Planning Committee recommend that the Board approve a resolution for projects to be submitted to Caltrans for discretionary funding and authorize the Chief Executive Officer to execute the funding agreements associated with these grants.

**Discussion:** Caltrans issued a call on November 21, 2013, for projects for its discretionary transportation planning grant programs. A summary of the FY 2014-15 grant program is shown in Attachment A. There are several notable changes to the grant program this year:

- The deadline is two months earlier than in prior years – February 3, 2014, instead of early April.
- Caltrans has put a one-year hiatus on the Environmental Justice and Community-Based Transportation Planning grant programs.
- The FY 2014-15 cycle includes three grant programs: Partnership Planning for Sustainable Transportation; Transit Planning for Sustainable Communities; and Transit Planning for Rural Communities, which also includes the former Transit Planning Student Internship grants.
- Only Metropolitan Planning Organizations and Regional Transportation Planning Agencies are allowed to submit applications. Cities, counties, transit agencies, and others are only eligible to apply as sub-applicants.

On December 9, 2013, SACOG issued guidance to transit operators and member agencies requesting information on any projects for which they might want SACOG to submit a Caltrans grant application on their behalf. Pass-through grant proposals from outside agencies are reviewed by SACOG staff to ensure that the proposals fit the purpose of the grant programs. Because of the short timeframe this cycle, SACOG asked for all potential project concepts no later than January 3, 2014.

The list of potential applications will be provided to the Strategic Planning Committee at the January 6, 2014, meeting. During early January, SACOG staff will continue to work with any sub-applicants on potential applications. A final list of grant applications being moved forward, including brief summaries of each of the proposed planning projects, will be provided to the Board at its January 16 meeting, pending Board approval.

Attachment B contains the resolution authorizing the Chief Executive Officer to submit the grant applications.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:SS:gg  
Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Sharon Spowls, Senior Program Specialist, (916) 340-6235  
Barbara VaughanBechtold, Associate Planner, (916) 340-6226

# Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<b>Partnership Planning for Sustainable Transportation</b>	Federal Highway Administration— State Planning and Research, Part 1 State Highway Account <b>Budget</b> Federal and State funds \$2,500,000 <b>Grant Cap</b> \$300,000	Fund transportation planning studies of multi-regional and statewide significance, in partnership with local agencies that align with Sustainable Communities Strategy implementation.	<p><b>The following are eligible to apply as a direct applicant:</b></p> <ul style="list-style-type: none"> <li>• Metropolitan Planning Organizations and Regional Transportation Planning Agencies</li> <li>• Caltrans District 4 Only: Transit Agencies; Cities and Counties; Native American Tribal Governments</li> </ul> <p><b>The following are eligible to apply as a sub-applicant:</b></p> <ul style="list-style-type: none"> <li>• Transit Agencies</li> <li>• Universities and Community Colleges</li> <li>• Native American Tribal Governments</li> <li>• Cities and Counties</li> <li>• Community-Based Organizations</li> <li>• Non-Profit Organizations (501.C.3)</li> <li>• Other Public Entities**</li> </ul>	20% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an in-kind contribution. Additional local funds above the minimum local match are desired.
<b>Transit Planning for Sustainable Communities</b>	Federal Transit Administration Section 5304 <b>Budget</b> Federal funds \$1,800,000 <b>Grant Cap</b> \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.		11.47% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an in-kind contribution.
<b>Transit Planning for Rural Communities</b>	Federal Transit Administration Section 5304 <b>Budget</b> Federal funds \$1,000,000 <b>Grant Cap</b> \$100,000	Fund public transportation planning studies in rural or small urban areas of California (transit service area with population of 100,000 or less).  Transit Planning Student Internships are also eligible within this program (\$50,000 cap).		

\* For in-kind contribution requirements, refer to the [Grant Program Overview](#) section in this Guide.

\*\* Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the State (Government Code Section 811.2). **Redevelopment agencies are not eligible applicants or sub-applicants.**

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# Partnership Planning for Sustainable Transportation

## Funding

The Partnership Planning for Sustainable Transportation grant program is funded by the Federal Highway Administration (State Planning and Research, Part I). The Federal Highway Administration has authorized Caltrans to distribute these grant funds.

Approximately \$2.5 million will be available for the fiscal year 2014-15 grant cycle. The maximum amount per grant cannot exceed \$300,000.

This budget includes a one-time increase of \$1 million in State Highway Account funds from the Environmental Justice and Community-Based Transportation Planning grant program hiatus.

## Grant Specific Program Objective

The objective of the Partnership Planning for Sustainable Transportation Program is to encourage or strengthen multi-agency and/or government-to-government partnerships. The projects must have a statewide and/or regional benefit and may include partnering with local agencies to develop plans that align with SB 375 SCS implementation. The anticipated benefits of the project must ultimately result in improvements to the statewide or regional transportation system.

### Example Project Types

- Studies that lead to SB 375 SCS implementation
- Studies that identify regional, inter-county, and/or statewide mobility and access needs
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

# Transit Planning

## Funding

The Transit Planning Grant Program is funded by the Federal Transit Administration (Section 5304). The Federal Transit Administration has authorized Caltrans to distribute these grant funds. Funding distribution will depend on the quality and amount of applications for each Transit Planning program.

## Transit Planning for Sustainable Communities

An estimated \$1.8 million will be available for the fiscal year 2014-15 grant cycle. The maximum amount per grant cannot exceed \$300,000.

## Grant Specific Program Objective

The objective of the Transit Planning for Sustainable Communities Grant Program is to address transit planning issues of statewide or regional significance. The proposed planning studies are intended to improve transit services and to facilitate congestion relief by offering a sustainable alternative to the single occupant vehicle.

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### **Example Project Types**

- Identification of policies and procedures to integrate transit into the transportation system planning process
- Statewide transit planning surveys and research
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Projects that evaluate accessibility and connectivity of the multi-modal transportation network

### **Transit Planning for Rural Communities**

An estimated \$1,000,000 will be available for the fiscal year 2014-15 grant cycle. The maximum amount per grant cannot exceed \$100,000. The maximum grant amount for student internships is \$50,000.

### **Grant Specific Program Objective**

The objective of the Transit Planning for Rural Communities Grant Program is to help with the technical planning for the operation and maintenance of a sustainable transit system. The intent is to support transit and/or intermodal planning studies that show benefit to rural or small urban service areas with a population of 100,000 and less.

Student internships in transit planning at public transportation agencies may be applied for under this grant program. The objective of student internships is to provide students an opportunity to gain work experience in transit planning at public transportation agencies. The intent is to foster the education of university and community college students with an interest in the field of transit planning. Internships are for students only. The application, including the project scope of work and timeline, should strike a balance between administration of the internship program and the specific intern assignments to be completed.

### **Example Project Types**

- Short-range transit development plans
- Transit marketing plans
- Site selection studies
- Transit service implementation plans
- Ridership surveys
- Social service improvement studies
- Student Internships



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

**RESOLUTION NO. X – 2014**

**APPROVING CALTRANS TRANSPORTATION PLANNING GRANT APPLICATIONS FOR FISCAL YEAR 2014-15 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE THE FUNDING AGREEMENTS FOR AWARDED GRANTS**

**WHEREAS**, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization and one of the Regional Transportation Planning Agencies responsible for transportation planning in the Sacramento region; and

**WHEREAS**, the California Department of Transportation (Caltrans) is offering an opportunity for SACOG and sub-applicants through SACOG to apply for the FY 2014-15 cycle of Caltrans Transportation Planning Grants; and

**WHEREAS**, approval is requested for grant applications to be submitted by February 3, 2014, and for the Chief Executive Officer to execute funding agreements between SACOG and the State of California Department of Transportation;

**NOW THEREFORE, BE IT RESOLVED**, that the SACOG Board of Directors authorizes the Chief Executive Officer to submit Caltrans Transportation Planning Grant applications for FY 2014-15, and authorizes the Chief Executive Officer to execute any grant agreements necessary to receive grant funds, or other funds that may be available, for the purpose of developing and implementing the grant application projects in the Sacramento Region.

**PASSED AND ADOPTED**, this 16<sup>th</sup> day of January 2014, by the following vote of the Board of Directors:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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Mary Jane Griego  
Chair

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Mike McKeever  
Chief Executive Officer



## Strategic Planning Committee

## Item #14-1-3 Action

December 20, 2013

### State Advocacy Principles

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

**Recommendation:** Staff is proposing two new goals in the State Advocacy Principles and strategies for achieving each goal; otherwise, the existing principles cover the issues of interest to SACOG and its members that staff anticipates in 2014.

**Discussion:** Many issues from 2013 will carry forward to the second year of the legislative session. The attached draft State Advocacy Principles are the same as those modified last year, except for the addition of a goal to solve the pension-related labor issue between the U.S. Department of Labor and California transit agencies, and increasing the state of good repair for transit vehicles. Staff has also suggested strategies associated with each goal that attempt to clarify the ways staff anticipates advocating for each goal.

For 2014, key legislative issues of interest to SACOG include cap-and-trade revenues from fuels, a replacement financing mechanism for community redevelopment, a statewide water bond, and new transportation revenues.

To deliver approximately \$2.9 billion in new revenues annually for transportation, the California Alliance for Jobs and Transportation California have submitted a request for a title and summary to the Attorney General for a statewide ballot initiative, The California Road Repairs Act. This measure would increase the vehicle license fee by 1 percent of assessed value. The organizations have not decided whether to gather signatures, but instead, are trying to keep their options open. The revenue from the California Road Repairs Act would be allocated as follows:

- 25 percent to cities distributed on a formula allocation based on population;
- 25 percent to counties based on a formula allocation equal to 75 percent of fee-paying vehicle and 25 percent road miles;
- 40 percent to the State Highway System based on a formula allocation of ½ allocated 60 percent to Southern California, 40 percent to Northern California, and ½ allocated on a “highest need” basis statewide; and
- 10 percent to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.

Staff will bring additional updates to the Government Relations and Public Affairs Committee as these issues move forward.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:EJ:gg  
Attachment

Key Staff: Kirk E. Trost, Chief Operating Officer/General Counsel, (916) 340-6210  
Erik Johnson, Government Affairs Team Manager, (916) 340-6247



## 2014 Draft State Advocacy Principles

Principle	Goal	Strategies
<b>Financial Stewardship</b>		
<i>Revenue</i>	<ul style="list-style-type: none"> <li>Give regions and local governments additional revenue options and protections, including transferring legal control of state funds to local governments for transportation</li> <li>Restructure the state budget to help stabilize transportation funding</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for funding for transportation through cap-and-trade revenues</li> <li>Support new ways to fund transportation needs</li> </ul>
<i>Financing</i>	<ul style="list-style-type: none"> <li>Offer regions and local governments tools for community revitalization and infrastructure, and provide them with additional financing options</li> </ul>	<ul style="list-style-type: none"> <li>Support tax-increment financing through enhanced Infrastructure Financing Districts or another method such as Sustainable Communities Investment Authorities</li> </ul>
<i>Spending Flexibility</i>	<ul style="list-style-type: none"> <li>Provide local governments more flexibility and options, particularly for transit operations/capital and road maintenance/rehabilitation, in both rural and urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for increased flexibility</li> </ul>
<i>Government Structure</i>	<ul style="list-style-type: none"> <li>Modify representation on state boards and commissions to provide equitable representation for those entities that directly impact SACOG or its members, and where appropriate, a dedicated Sacramento region representative</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for representation from the Sacramento region on state bodies</li> </ul>
<b>Economic Vitality</b>		
<i>Goods Movement</i>	<ul style="list-style-type: none"> <li>Fund goods movement improvements in the Sacramento region</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for goods movement funding</li> </ul>
<i>Rail</i>	<ul style="list-style-type: none"> <li>Fund rail freight improvements and regional air quality programs, and coordinate state passenger rail planning</li> </ul>	<ul style="list-style-type: none"> <li>Support implementation of the San Joaquin Corridor JPA</li> <li>Seek funding for intercity rail improvements</li> </ul>
<i>Rural Roads</i>	<ul style="list-style-type: none"> <li>Fund improvements on rural farm-to-market roads</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for farm-to-market road improvements</li> </ul>
<b>Smart Land Use</b>		
<i>SB 375/AB 32 Implementation</i>	<ul style="list-style-type: none"> <li>Protect assets and tools that help existing communities of all sizes and support smart growth, Senate Bill 375 implementation, and Assembly Bill 32 implementation</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Administration on tools to assist regions and local governments</li> </ul>
<i>Affordable Housing</i>	<ul style="list-style-type: none"> <li>Amend housing element law and/or administrative procedures to give jurisdictions flexibility to provide affordable housing that is appropriate for their community, and remove disincentives and regulatory obstacles to providing affordable housing, including devolution of decision making from HCD to regions and local governments</li> </ul>	<ul style="list-style-type: none"> <li>Work with other regions and local governments to come up with improvements to existing law/procedures that meet the objective of providing affordable housing</li> </ul>
<i>SB 375 Implementation Funding</i>	<ul style="list-style-type: none"> <li>Create performance-based funding for local governments and regions to implement Senate Bill 375.</li> </ul>	<ul style="list-style-type: none"> <li>Ask the Administration and the Legislature to create funding for regions and local governments to effectively implement SB 375 requirements</li> </ul>
<i>SB 375 Technical Assistance</i>	<ul style="list-style-type: none"> <li>Help local governments and regions use CEQA benefits from Senate Bill 375</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Administration on tools and implementation of CEQA benefits (e.g., SB 743, SB 226) to assist regions and local governments</li> </ul>

## 2014 Draft State Advocacy Principles

Principle	Goal	Strategies
<b>Environmental Quality &amp; Sustainability</b>		
<i>Ag Land Preservation</i>	<ul style="list-style-type: none"> <li>Strengthen the Williamson Act, and provide additional resources and tools for local governments to preserve farmland and open space through public or private programs</li> </ul>	<ul style="list-style-type: none"> <li>Support legislation that would allow local governments to preserve agricultural lands</li> </ul>
<i>Regulatory Reform</i>	<ul style="list-style-type: none"> <li>Reform regulations to streamline review and approval of transportation and smart land use projects with low environmental impacts and positive benefits to state regional and local goals</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Administration and the Legislature on regulatory and legislative improvements to the regulatory process</li> </ul>
<i>Flood and Water Resources</i>	<ul style="list-style-type: none"> <li>Involve regional and local governments in flood management and water resources</li> </ul>	<ul style="list-style-type: none"> <li>Serve as a convener and assist with educating local officials about water and flood management issues</li> </ul>
<i>Flood Protection</i>	<ul style="list-style-type: none"> <li>Support local flood protection efforts with funding and administrative support.</li> </ul>	<ul style="list-style-type: none"> <li>Support local requests for state funding for flood protection</li> </ul>
<i>Habitat Conservation</i>	<ul style="list-style-type: none"> <li>Fund innovations that link natural resource mitigation and habitat valuation on agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Encourage the Administration and the Legislature to provide such funding</li> </ul>
<b>Access &amp; Mobility</b>		
<i>Complete Streets</i>	<ul style="list-style-type: none"> <li>Support complete streets designed to accommodate cars, transit, bicyclists, and pedestrians including education, encouragement, and infrastructure for Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>Support legislation and regulations that encourage and fund multi-modal infrastructure</li> <li>Advocate for improving the process for planning and implementing bicycle and pedestrian infrastructure</li> </ul>
<i>Transit Operations</i>	<ul style="list-style-type: none"> <li><u>Solve the PEPR labor issue between the U.S. Department of Labor and California transit agencies</u></li> </ul>	<ul style="list-style-type: none"> <li>Support legislation and regulatory actions to create a permanent solution</li> </ul>
<i>Transit Asset Management</i>	<ul style="list-style-type: none"> <li><u>Increase the state of good repair for transit vehicles</u></li> </ul>	<ul style="list-style-type: none"> <li>Encourage the Administration to provide statewide support for transit maintenance</li> </ul>



## 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

MM:EJ:gg  
Attachment

Key Staff: Erik Johnson, Government Affairs Team Manager, (916) 340-6247

## 2014 Draft Federal Advocacy Principles

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

## 2014 Draft Federal Advocacy Principles

Smart Land Use		
<i>Integrated Planning Funding</i>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for such funding in the next transportation authorization bill.</li> </ul>
<i>Blueprint Implementation</i>	<ul style="list-style-type: none"> <li>Fund SACOG to implement the Blueprint preferred growth scenario, and continue technical assistance for cities and counties.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for funding Centers of Excellence in the next transportation authorization bill.</li> </ul>
<i>Transit-Oriented Development Funding</i>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for such funding in the next transportation authorization bill.</li> </ul>
<i>First-Tier Suburb Revitalization</i>	<ul style="list-style-type: none"> <li>Support the revitalization of aging suburban commercial corridors through investing in infrastructure system retrofits and context-sensitive design for infill developments.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for such funding in the next transportation authorization bill.</li> </ul>
<i>Open Space Conservation</i>	<ul style="list-style-type: none"> <li>Support open space conservation efforts, including market-based solution resource lands protections.</li> </ul>	<ul style="list-style-type: none"> <li>Ask resource agencies to support open space conservation in the region.</li> </ul>
<i>Economic Development</i>	<ul style="list-style-type: none"> <li>Support regional economic development planning and fund implementation.</li> </ul>	<ul style="list-style-type: none"> <li>Support local efforts, such as Next Economy, to secure federal economic development funding</li> </ul>
Environmental Quality & Sustainability		
<i>Regulatory Relief for Blueprint</i>	<ul style="list-style-type: none"> <li>Encourage continued application of regulatory strategy with federal resource agencies that incentivize Blueprint implementation.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for aligning regulatory streamlining with regional growth strategies.</li> </ul>
<i>Habitat Conservation</i>	<ul style="list-style-type: none"> <li>Fund innovations that enhance natural resource services, particularly habitat, on agricultural lands.</li> </ul>	<ul style="list-style-type: none"> <li>Support local requests for habitat conservation funding.</li> </ul>
<i>Energy Conservation</i>	<ul style="list-style-type: none"> <li>Incentivize energy conservation, for regional efforts as well as local implementation.</li> </ul>	<ul style="list-style-type: none"> <li>Support local efforts to use federal funding for energy conservation.</li> </ul>
<i>Natural Resources Data</i>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for continued support from the Administration for regional natural resources data development and planning.</li> </ul>
<i>Flood Protection</i>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Support regular authorization of the Water Resources Development Act, as well as annual appropriations.</li> </ul>
<i>Engine Retrofit</i>	<ul style="list-style-type: none"> <li>Continue eligibility for diesel engine replacement/retrofit programs.</li> </ul>	<ul style="list-style-type: none"> <li>Support federal programs that fund clean goods movement.</li> </ul>



## Strategic Planning Committee

Item #14-1-5  
Closed Session

December 20, 2013

### **Public Employee Performance Evaluation: Chief Executive Officer**

**Issue:** Annual review of the Chief Executive Officer

**Recommendation:** Review Chief Executive Officer's evaluation summary and discuss during closed session.

**Discussion:** The employment contract with the Chief Executive Officer calls for an annual performance review. The Chief Executive Officer's ninth anniversary was December 17, 2013. Evaluation questionnaires were sent out to all the SACOG Board members.

A summary of the evaluations will be presented at the committee meeting.

Approved by:

Kirk Trost  
Chief Operating Officer/General Counsel

KT:gg