



MAY 13, 2010

AGENDA ITEM # 11

SUMMARY REPORT OF 2010 METRO CHAMBER CAPITOL-TO-CAPITOL ADVOCACY PROGRAM

Action Requested: Receive and file

Key Staff: Brian Williams, Executive Director

Recommendation

Receive and file this summary report of Transportation team activities during the 2010 Sacramento Metro Chamber Capitol-to-Capitol advocacy program in Washington DC.

Discussion

The Executive Director and 2 members of the STA Board (Cohn & Hammond) traveled to Washington DC during last month's Cap-to-Cap advocacy program. The participating Board members dedicated all or part of their time to the delegation's 49-member transportation team. The transportation team pursued three key policy priorities in multiple meetings with Congressional leaders and select transportation agency administrators:

1. Reauthorization of the Federal Surface Transportation Act

The current multi-year federal surface transportation authorization (SAFETEA-LU) provided "guaranteed" cumulative funding of \$244.1 billion for highways, highway safety, and public transportation during the period 2004-2009. It expired on September 30, 2009, and has been extended multiple times. The current extension is scheduled to expire on December 31, 2010. The Cap-to-Cap transportation team advocated for the following policy priorities to ensure continuity in the flow of federal funds to regions for project delivery and construction and to promote coordinated transportation and land use planning and innovative transportation funding mechanisms:

- Make federal transportation funding more flexible and performance-based
- Streamline federal agency environmental review to expedite project delivery
- Promote congestion relief within and between metropolitan areas
- Promote safety and security, including rural road safety
- Recognize coordinated regional land use, transportation, and environmental planning when allocating federal transportation funds
- Ensure transparency in the process of appropriations and earmarking
- Continue Congestion Mitigation & Air Quality (CMAQ) as a funding program in the surface transportation reauthorization

2. Support for the Sustainable Communities Initiative

Last year, the US Environmental Protection Agency (EPA), Dept of Housing & Urban Development (HUD), and Department of Transportation launched the *Interagency Partnership for Sustainable Communities* to coordinate federal investments in housing, transportation, and related community infrastructure. The objective is to promote affordable housing, personal transportation options, and lower transportation costs while protecting the environment. The Metro Chamber

supports this effort, and Cap-to-Cap transportation team members advocated for the following associated principles:

- Develop safe, reliable, and economical transportation choices to decrease household transportation expenses, reduce dependence on foreign oil, and promote public health.
- Promote equitable and affordable housing opportunities to reduce combined household expenses for housing and transportation.
- Promote economic development by facilitating reliable and convenient access to employment centers, educational opportunities, and workers' services and by improving business access to markets.
- Provide federal assistance to existing built communities to promote mixed-use development and land recycling and to improve the efficiency of existing public works infrastructure.
- Coordinate federal transportation and housing policy to promote inter-governmental and public-private collaboration, leverage funding sources, and increase the accountability and effectiveness of planning efforts at all levels of government.
- Promote healthy, safe, and walkable neighborhoods in rural, suburban, and urban communities.

3. Goods Movement

In coordination with the Sacramento Blueprint, local jurisdictions are integrating land use and transportation decisions to accommodate the movement of goods into and through our region. Transportation team members advocated for enhanced policy support for goods movement infrastructure in federal transportation budgeting and planning processes. The objective is to create a more integrated, efficient, and safe multi-modal goods movement system and to accelerate economic development and job creation.

In addition to the three policy priorities, the transportation team advocated for FY 2011 federal appropriations for the Sacramento Blueprint and for 16 transportation projects, 9 of which are in Sacramento County:

- Blueprint implementation: \$1 million for technical assistance on Complete Streets, implementation of Rural-Urban Connections Strategy, federal regulatory reform, and smart growth incentives
- **Hazel Avenue widening: \$2 million**
- Silva Valley interchange construction (I): \$13.3 million
- **US 50 / Watt Avenue Interchange reconstruction: \$2 million**
- **White Rock Road Improvements (Sunrise Blvd to City Limit): \$2 million**
- Lincoln Bypass (II): \$4 million
- **Capital Southeast Connector (Kammerer Road & I-5/Hood-Franklin Interchange): \$5 million;**
Grant Line Road improvements: \$5 million
- I-5 / SR113 Connector: \$2.1 million
- Davis-Woodland Alternative Transportation Corridor: \$2.6 million
- **Interstate 5 Bus/Carpool Lanes: \$5 million**
- Capital Corridor Rail Track Improvements (Placer Co): \$3 million
- Port of Sacramento Channel Deepening: \$12.5 million
- **Sacramento Intermodal Transportation Facility (II): \$1.4 million**
- **South Sacramento Corridor LRT Extension (II): \$45 million (Sec 5309 New Starts)**
- **Regional Bus Replacement and Bus Maintenance Facilities Expansion: \$20.5 million & \$18.8 million respectively (Sec 5309 Bus & Bus Facility) for 38 buses & 75 paratransit vans and 1 new and 1 improved bus maintenance & fueling facility**
- **McClellan Park transportation improvements: \$4.9 million (Dept of Defense appropriations bill)**
- Yolo Freight Rail Relocation

A significant part of the message regarding these appropriations requests was that all are listed in the Metropolitan Transportation Plan (MTP) and that local transportation providers in Sacramento County contribute significant matching resources from the Measure A transportation sales tax, local development impact fee programs, and State Prop. 1B transportation bond proceeds.

In its meetings, Transportation team members also highlighted the Sacramento region's collaborative and coordinated approach to transportation, land use, and air quality planning as represented by the *Regional Blueprint*, *Metropolitan Transportation Plan*, and *RT Transit Action Plan*. Many federal officials expressed familiarity and interest in the region's planning efforts. We also reported on the region's progress in programming, obligating, and expending the federal ARRA stimulus funds.

Attachment

- *2010 Cap-to-Cap Transportation team issue papers*