



Office of the Town Council

Trip Report

Purpose: 2014 National League of Cities Summer Policy Forum

Date: July 24 - 26, 2014

Location: Saint Paul RiverCentre/Saint Paul Hotel
St. Paul, Minnesota

Attendees: Councilmember Mike Zinkin

Summary:

Over 150 mayors and council members gathered as part of the National League of Cities' annual summer policy forum to discuss a wide range of federal policy issues of significance to cities and towns. Participants met in individual steering committee meetings for educational sessions with policy experts and to formulate federal policy positions that will be considered by the membership at NLC's Congress of Cities in November. Councilmember Zinkin is a member of The Community & Economic Development Steering Committee, which is responsible for developing policy positions on issues involving housing, community and economic development, land use, recreation and parks, historic preservation, and international competitiveness.

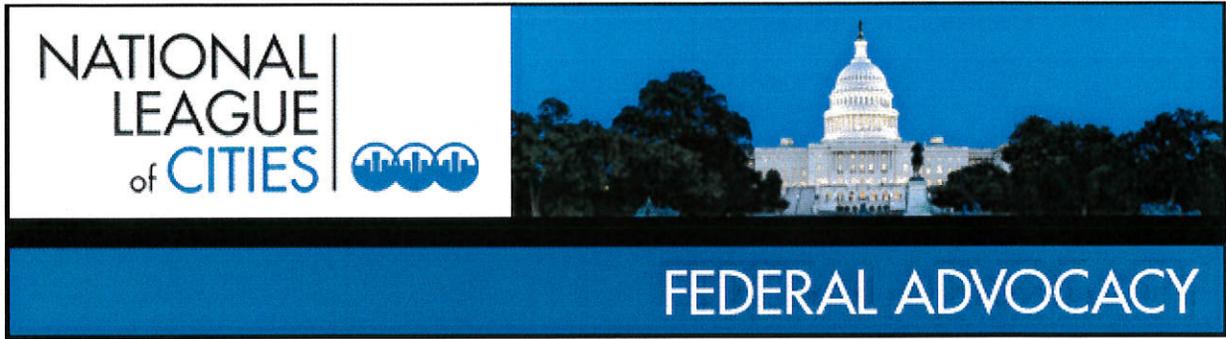
Highlights of the three-day forum included:

- A special strategy session on NLC's Policy Development Process.
- A presentation/discussion on building local capacity for community and economic development.
- A presentation/discussion on understanding HUD's proposed rule to affirmatively further fair housing.
- A session on advocacy strategy for NLC's legislative priorities during the August Congressional recess.

Conference schedule is attached.

Report submitted to the Town Clerk on July 29, 2014

Mike Zinkin
Councilmember



COMMUNITY AND ECONOMIC DEVELOPMENT
STEERING COMMITTEE

2014 SUMMER POLICY FORUM

Thursday, July 24 – Saturday, July 26, 2014

Meeting Site

The Saint Paul RiverCentre
Meeting Room 12
175 Kellogg Blvd W #501
Saint Paul, Minnesota 55102

The Honorable Michael Wojcik,
Vice Chair
Council Member
Rochester, Minnesota

The Honorable Lavonta Williams,
Chair
Council Member
Wichita, Kansas

The Honorable Craig
Thurmond, Vice Chair
Mayor
Broken Arrow, Oklahoma

NLC Staff
Michael Wallace
Program Director
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**COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE STEERING
MEETING AGENDA**

Vice Chair



Michael Wojcik
Council Member
Rochester, Minnesota

Chair



Lavonta Williams
Council Member
Wichita, Kansas

Vice Chair



Craig Thurmond
Mayor
Broken Arrow, Oklahoma

Board Liaison:

Murry Witcher, Alderman, North Little Rock, Arkansas

Steering Committee:

Gilbert Lopez, Vice Mayor, City of Coolidge, Arizona
Christian Price, Mayor, City of Maricopa, Arizona
Tom Reardon, Council Member, City of Sierra Vista, Arizona
Dave Richins, Council Member, City of Mesa, Arizona
Mike Zinkin, Council Member, Town of Oro Valley, Arizona
Jackie Crabtree, Mayor, City of Pea Ridge, Arkansas
Sherry Holliman, Council Member, City of Marion, Arkansas
Jill Dabbs, Mayor, City of Bryant, Arkansas
Frank Fogleman, Mayor, City of Marion, Arkansas
Neal Andrews, Council Member, City of Ventura, California
Suzanne Lee Chan, Councilmember, City of Fremont, California
Jeff Comerchero, Council Member, City of Temecula, California
Ronald Garcia, Council Member, City of Brea, California
Andy Melendrez, Council Member, City of Riverside, California
Curren Price, Council Member, City of Los Angeles, California
Bonnie Finley, Council Member, City of Longmont, Colorado
Phil Cernanec, Mayor, City of Littleton, Colorado
Hayward Benson, Vice Mayor, City of Lauderhill, Florida
Kenneth Ruffin, Council Member, City of Riverdale, Georgia
Tony Thomas, Chairman of Council, City of Savannah, Georgia
Vince Williams, Mayor, City of Union City, Georgia
John Ostenburg, Mayor, Village of Park Forest, Illinois
James Clendenin, Council Member, City of Wichita, Kansas
Laura McConwell, Mayor, City of Mission, Kansas
Marianne Butler, Council Member, Louisville-Jefferson County Metro Government, Kentucky

Donna Crary, Council Member, City of Laurel, Maryland
Johnie Higgs, Council Member, City of Seat Pleasant, Maryland
Emmett Jordan, Mayor, City of Greenbelt, Maryland
Henry Marraffa, Council Member, City of Gaithersburg, Maryland
Dennis Carlone, City of Cambridge, Massachusetts
Susan Rowe, Councilwoman, City of Wayne, Michigan
Janice Winfrey, City Clerk, City of Detroit, Michigan
Jeff Weisensel, Council Member, City of Rosemount, Minnesota
Tom Kuntz, Mayor, City of Owatonna, Minnesota
Johnny DuPree, Mayor, City of Hattiesburg, Mississippi
Brian Ramsey, Alderman, City of Ridgeland, Mississippi
Jim Glover, Council Mmember, City of Kansas City, Missouri
John Sharp, Council Member, City of Kansas City, Missouri
Scott Wagner, Councilman, City of Kansas City, Missouri
Gerri Schroder, Councilwoman, City of Henderson, Nevada
Ellen Polimeni, Mayor, City of Canandaigua, New York
David Howard, Council Member, City of Charlotte, North Carolina
Patricia Britt, Clerk of Council, City of Cleveland, Ohio
John Warren, Council President, Village of Oakwood, Ohio
Jim Fairchild, Council Member, City of Dallas, Oregon
Marian Tasco, Councilwoman, City of Philadelphia, Pennsylvania
C. Kim Bracey, Mayor, City of York, Pennsylvania
Robert Reeder, Council Member, City of Spartanburg, South Carolina
Jacobia Dowell, Council Member, City of Nashville-Davidson, Tennessee
Karen Johnson, Council Member, City of Nashville-Davidson, Tennessee
Ron Washington, Council Member, City of Murfreesboro, Tennessee
Rick Callahan, Council Member, City of Dallas, Texas
Philip Kingston, Council Member, City of Dallas, Texas
Maher Maso, Mayor, City of Frisco, Texas
Lana Wolff, Council Member, City of Arlington, Texas
Corey Rushton, Councilmember at Large, City of West Valley City, Utah
John Holman, Council Member, City of Auburn, Washington
Glenn Rogers, City Councilmember, City of Kenmore, Washington
Paul Thornton, Council Member , City of Vienna, West Virginia

Policy and Advocacy Committee:

Ben Reed, Council Member, City of Gadsden, Alabama
Thomas Moore, Council Member, City of Demopolis, Alabama
Gary Hammon, Council Member, City of Decatur, Alabama
Mark Wimpee, Council Member, City of Kingman, Arizona
Craig Barnes, Council Member, Town of Queen Creek, Arizona
Celia Barotz, Vice Mayor, City of Flagstaff, Arizona
Joe Smith, Mayor, City of North Little Rock, Arkansas
Thomas McCarthy, Council President, City of Bridgeport, Connecticut
Doug Tuttle, Council Member, City of Newark, Delaware
Hanifa Shabazz, Council Member, City of Wilmington, Delaware
Matthew Surrency, Vice Mayor, City of Hawthorne, Florida
Rusty Paul, Council Member, City of Sandy Springs, Georgia
Tony Thomas, Chairman of Council, City of Savannah, Georgia

Greg Goodnight, Mayor, City of Kokomo, Indiana
Matthew Goodman, Council Member, City of Ames, Iowa
David Cartmell, Mayor, City of Maysville, Kentucky
Gerald Raynor, Council Member, City of Seat Pleasant, Maryland
Elroy Brittingham, Vice-President, Town of Berlin, Maryland
Tito Jackson, Councillor, City of Boston, Massachusetts
Janice Winfrey, City Clerk, City of Detroit, Michigan
Patricia Lockwood, Council Member, City of Fenton, Michigan
Debbie Goettel, Mayor, City of Richfield, Minnesota
Rick Cannata, Mayor, City of Hibbing, Minnesota
Elizabeth Knight, Council Member, City of Brooklyn Park, Minnesota
Raenne Danielowski, Council Member, City of Big Lake, Minnesota
Dave Roeser, Councilmember, City of Lino Lakes, Minnesota
Sandra Means, Council Member; President Pro-Tem, City of Rochester, Minnesota
Aaron Wittnebel, Mayor, City of Lake Park, Minnesota
Terry Schneider, Mayor, City of Minnetonka, Minnesota
Amy Schmidt, Associate City Attorney, City of Bloomington, Minnesota
Jim Pepper, Council Member Ward 2, City of O'Fallon, Missouri
Mary Homan, Trustee, Village of Los Ranchos De Albuquerque, New Mexico
Ken Sanchez, Councillor, City of Albuquerque, New Mexico
Richard Cordova, Mayor, Village of Eagle Nest, New Mexico
Harold Troy, Mayor Pro Tem, City of Whiteville, North Carolina
Judy Blankenship, Councilmember, City of Huber Heights, Ohio
Terrell Pruitt, Council Member, City of Cleveland, Ohio
Edward Kraus, Council Member, City of Solon, Ohio
Ray Poland, Mayor, Town of Jones, Oklahoma
John Campbell, Treasurer, City of Harrisburg, Pennsylvania
William McLaughlin, Council President, Borough of Chambersburg, Pennsylvania
Edwin Pawlowski, Mayor, City of Allentown, Pennsylvania
Boyd Jones, Mayor Pro Tem, City of West Columbia, South Carolina
Ann Davis, Council Member, City of Athens, Tennessee
Douglas Athas, Mayor, City of Garland, Texas
Rebecca Viagran, Council Member District 3, City of San Antonio, Texas
W. Pate, Council Member, City of Beaumont, Texas
Jerry Davis, Council Member, City of Houston, Texas
Sharon Scott, Council Member, City of Newport News, Virginia

**COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE STEERING
MEETING AGENDA**

Thursday, July 24

12:00 p.m. – REGISTRATION
5:00 p.m. The Saint Paul Hotel, 350 Market Street
Promenade Foyer

**1:00 p.m. – SPECIAL STRATEGY SESSION: NLC’S POLICY DEVELOPMENT
4:00 p.m. PROCESS**
The Saint Paul Hotel, 350 Market Street
Promenade Ballroom

- **Elizabeth Bailey**
Principal, 2B Communications

NLC Governance Task Force work began in 2009 to review organizational structure and process, resulting in series of recommendations. That work, along with additional extensive research and discussion last year as part of our strategic plan development process, provide important insights as we take action to implement the Strategic Plan. In addition, NLC conducted a survey of Policy Committee members this month specifically around our policy development process – an area identified in both 2009 and in 2013 research as in need of improvement. In this session, those survey results will be presented to and discussed by the Policy Committee members and the NLC Board’s Policy and Legislative Committees Members.

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5:30 p.m. – NLC WELCOME RECEPTION
6:30 p.m. The Saint Paul Hotel, 350 Market Street
M Street Café

6:30 p.m. DINNER ON YOUR OWN

Please note that the Friday and Saturday portion of the Summer Policy Forum will take place at the Saint Paul RiverCentre, 175 West Kellogg Blvd.

Friday, July 25

7:30 a.m. – BREAKFAST
8:30 a.m. The Saint Paul RiverCentre, 175 Kellogg Blvd
Ballroom A\B

9:00 a.m. WELCOME AND INTRODUCTIONS
Meeting Room 12

- **The Honorable Lavonta Williams, Chair**

Council Chair, City of Wichita, Kansas

9:00 a.m. – 10:30 a.m. PRESENTATION AND DISCUSSION: Building Local Capacity for Community and Economic Development

- **Brooks Rainwater**
Director, City Solutions and Applied Research, National League of Cities, Washington, DC
- **Representatives**
AmeriCorps Vista Program
NLC Corporate Partners

City leaders seek to build and maintain quality of life in their communities. In the fields of housing, economic development, land use, and transportation, city officials have control of specific leverage points that help set the conditions for increasing equality. This session is for the committee to learn about programs and resources that help local officials grow capacity for successful community and economic development programs. Committee members may also share great programs, ideas, or experiences from their own cities.

10:45 a.m. – 12:00 p.m. PRESENTATION AND DISCUSSION: Understanding HUD’s Proposed Rule to Affirmatively Further Fair Housing

Meeting Room 12

- **Representatives**
Minnesota Housing Agencies

Last year, HUD issued a proposed regulation that clearly defined steps local and state governments that receive HUD funding must take to examine housing segregation based on race and show they are in line with the Fair Housing Act. The proposal includes a new planning process under which HUD grantees must use data provided by the federal government on segregation, racially concentrated areas of poverty, access to education, employment, transportation and environmental health to set housing and development priorities. Cities have split on the issue, with some in favor and some opposed. This discussion will bring in stakeholders to discuss how the rule may impact housing practices locally.
Additional information on the rule is on page 8 of this agenda.

12:00 p.m. – 1:00 p.m. LUNCH
Ballroom Concourse

1:00 p.m. – 2:00 p.m. JOINT SESSION: AUGUST RECESS ADVOCACY STRATEGY
Ballroom A/B

Moderator:

- **Angelina Panettieri**, *Senior Associate, Grassroots Advocacy, National League of Cities, Washington, DC*

With Congress in recess for the month of August, city officials will have an

opportunity to advocate at home for NLC's legislative priorities. In this session, all Steering Committee members will learn about NLC's August recess advocacy strategy and how you can be a part of advancing our legislative priorities with your House and Senate members.

Special Remarks:

- **Clarence Anthony**, *Executive Director, National League of Cities, Washington, DC*

2:30 p.m. – CED: REFINING YOUR ADVOCACY MESSAGE

3:00 p.m. *Meeting Room 12*

3:00 p.m. BREAK

3:15 p.m. *The CED Committee will meet at the Ballroom Concourse to walk to the Union Depot - 15 minutes from the Saint Paul RiverCentre.*

3:45 p.m. – JOINT TOUR: TRANSIT ORIENTED DEVELOPMENT AND MULTI-MODALISM IN SAINT PAUL (optional)

5:00 p.m. *Union Depot and Green Line Development*

- **Rafael Ortega**
Commissioner, Ramsey County, Minnesota and Chair, Ramsey County Regional Rail Authority

Cities of all sizes are incorporating multi-modal transportation, mixed-income housing, and mixed-use in their planning and development. Often called “transit-oriented development” or “sustainable development,” these concepts have been successful in helping cities and towns stretch the value of scarce public dollars. The EENR, CED, FAIR and TIS Committees will hear from stakeholders in Saint Paul’s newest development during a walking tour of Union Depot. *An article on Union Depot is on pages 6-7 of this agenda.*

6:00 p.m. – NLC GROUP DINNER

8:30 p.m. *Science Museum of Minnesota
120 West Kellogg Blvd.*

Saturday, July 26

7:30 a.m. – BREAKFAST

8:30 a.m. *Saint Paul RiverCentre
Meeting Rooms 4-5-6*

9:00 a.m. – FEDERAL UPDATE

10:00 a.m. *Meeting Room 12*

- **Michael Wallace**
Program Director, Federal Advocacy, National League of Cities, Washington, DC

Committee members will hear an update on NLC's legislative priorities and issues before Congress and the Administration related to CED.

10:00 a.m. – NLC Policy and Resolutions

11:00 a.m. *Meeting Room 12*

- **Michael Wallace**
*Program Director, Federal Advocacy, National League of Cities,
Washington, DC*

The committee will propose and discuss changes to NLC's National Municipal Policy. A list of proposed topics will be provided to the committee.

11:00 a.m. – OTHER BUSINESS

12:00 p.m.

- **Michael Wallace**
*Program Director, Federal Advocacy, National League of Cities,
Washington, DC*

Committee members may bring up any other business before the committee, including logistics for CED's fall meeting. The Board's representatives to the CED Committee may also address the committee during this time.

12:00 p.m. ADJOURN

12:00 p.m. – LUNCH

1:30 p.m. *Ballroom Concourse*

Is the Twin Cities' New Light-Rail Line an Urban Planner's Dream?

Civic leaders in Minneapolis and St. Paul hope a new train will attract billions of dollars in economic growth.

By Sophie Quinton
National Journal, June 11, 2014

ST. PAUL, Minn.—Starting this Saturday, for the first time in generations, it'll be possible to ride a train from downtown St. Paul to downtown Minneapolis. Test trains are already gliding up and down the new light-rail line, which runs past the state Capitol, past immigrant-owned businesses and vacant lots along University Avenue, and through the University of Minnesota campus.

The Green Line, also known as the Central Corridor, has been over 30 years in the making. The mayors of the Twin Cities hope the nearly \$1 billion project will attract many billions more in private development and lure residents and businesses to the region's urban core. They want to prove that transit can be about growing neighborhoods, not just speeding commuters past them.

“Central Corridor is going to prove that public investment attracts private investment. It already has,” Peter Wagenius, Minneapolis Mayor Betsy Hodges’s policy director, told transit advocates gathered at a Minneapolis craft-beer bar last week. According to the Metropolitan Council, the regional planning agency, developers, and contractors have already spent \$2.5 billion in construction and redevelopment projects over the past five years within a half-mile of the new line.

From the beginning, civic leaders thought of this train as more than just an engineering project. That's why planners wanted the line to run through urban neighborhoods in the first place rather than along the highway. And because the train runs through several miles of low-income neighborhoods, the respective mayors were both focused on equitable growth. For the Green Line to really succeed, in the eyes of the two mayors, it will have to generate economic opportunity for the people already living along the line.

The Green Line will bring the region’s total number of rail transit lines to three. There’s a light-rail line connecting Minneapolis to its southern suburbs and the Mall of America that opened in 2004, and a commuter train connecting Minneapolis to its northern suburbs that opened in 2009. The region is planning an expansion of light rail and fast buses that will be focused more on downtown areas. The new line will be a leisurely, urban train with lots of local stops—not exactly the approach the sprawling Twin Cities have embraced before.

At the craft-beer bar, the first question from the audience was about speed. It'll take the Green Line almost hour to complete its 11-mile length, a journey that can take 20 minutes in a car. (The Metropolitan Council argues that most people aren't going to be riding the Green Line all the way from one city to another).

Wrangling over this line took years. State funding only came through after the 2007 collapse of the I-35 bridge, a tragedy that spurred lawmakers to increase funding for transportation infrastructure. The Legislature authorized the metropolitan area to raise taxes to pay for transit.

(A 0.25 percent sales tax across a five-county area paid for 30 percent of the Green Line's cost; federal grants paid for 50 percent; and other state and local sources covered the rest.)

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Still, some longtime residents in those communities were skeptical. They remember the chaos caused by construction of Interstate 94, which ripped Rondo, a historically African-American neighborhood, in two. "Once that community was destroyed, disrupted, folks displaced, houses torn down, businesses dissolved—that community never really recovered," says Nieeta Presley, head of the Aurora St. Anthony Neighborhood Development Corporation, a community development agency.

Initial plans for the Green Line didn't include stations for three low-income St. Paul neighborhoods dependent on transit. ASANDC joined some 20 other groups to lobby for their addition. It took time, but advocates found supporters all the way from City Hall to the Department of Transportation; in 2010, the federal agency changed its funding rules to allow for the extra stops.

Twelve local and national foundations also had formed the Central Corridor Funders Collaborative. To date, the group has spent \$10 million on convening civic leaders and funding their strategies for supporting people and businesses along the corridor. One example: the creation of a forgivable loan fund to help fragile small businesses survive the line's construction. CCFC, the city of St. Paul, and the Metropolitan Council made more than \$3.5 million in loans to more than 200 small businesses. In the end, more businesses opened than closed during the construction period.

CCFC has also worked to make it easier for developers to start affordable-housing development along the line, and to connect students living along the line to internships. Presley is cautiously optimistic that with so much planning, the train will benefit—rather than disrupt or displace—Rondo and neighborhoods like it. "I feel we're somewhat ahead of the curve," she says.

If civic leaders can nudge investment along the Green Line in the direction of shared prosperity, rather than gentrification, they really will be able to point to the project as a singular success for urban transportation.

Article (and a video) online at: <http://www.nationaljournal.com/next-economy/america-360/is-the-twin-cities-new-light-rail-line-an-urban-planner-s-dream-20140611>

HUD's Notice of Proposed Rulemaking on Affirmatively Furthering Fair Housing

Local governments and States that receive Community Development Block Grants (CDBG), HOME Investment Partnerships (HOME), Emergency Solutions Grants (ESG), and Housing Opportunities for Persons With AIDS (HOPWA), as well as public housing agencies (PHAs) are required to affirmatively further the purposes of the Fair Housing Act. To better facilitate this obligation, as well as address issues raised by the Government Accountability Office, HUD proposes an improved structure and process whereby HUD would provide these program participants with guidance, data, and an assessment template from which they would complete an assessment of fair housing (the AFH). This assessment would then link to Consolidated Plans, PHA Plans, and Capital Fund Plans, meaningfully informing resulting investments and related policies to affirmatively further fair housing.

The AFH focuses program participants' analysis on four primary goals: improving integrated living patterns and overcoming historic patterns of segregation; reducing racial and ethnic concentrations of poverty; reducing disparities by race, color, religion, sex, familial status, national origin, or disability in access to community assets such as education, transit access, and employment, as well as exposure to environmental health hazards and other stressors that harm a person's quality of life; and responding to disproportionate housing needs by protected class. HUD would provide all program participants with nationally uniform data on these four areas of focus as well as outstanding discrimination findings. Once program participants have analyzed the HUD data, as well as local or regional information they choose to add, they would identify the primary determinants influencing fair housing conditions, prioritize addressing these conditions, and set one or more goals for mitigating or addressing their determinants.

The proposed rule encourages local governments, States, and PHAs to work together on the AFH, and also facilitates regional AFHs that cover regions that need not be contiguous and may even cross state boundaries. The AFH would also reflect substantial public input through community participation and stakeholder consultation.

Once program participants have completed the AFH, they would submit the AFH to HUD on the same cycle as they complete their Consolidated Plan or, for PHAs, either on a similar timetable (if the AFH is completed collaboratively with the relevant jurisdiction) or annually. Program participants would submit their initial AFH at least 270 days before the start of the program year, a time frame that would be shortened to at least 195 days for subsequent AFHs. HUD may return the AFH, or a portion of the assessment, if it violates fair housing or civil rights laws or is substantially incomplete, which includes priorities or goals that are materially inconsistent with the data provided by HUD. The AFH would be deemed accepted 60 calendar days after the date that HUD receives the AFH, unless before that date HUD provides notification that HUD does not accept the AFH, the reasons why HUD has not accepted the AFH, and the actions that the jurisdiction may take to address these reasons.

Once HUD accepts the AFH, program participants will incorporate the AFH findings into subsequent plans. The Con Plan would describe how the priorities and specific objectives of the jurisdiction would affirmatively further fair housing by setting forth strategies and actions consistent with the goals and other elements identified in the AFH, and the annual Action Plan would specify actions to be taken during the next year that address fair housing issues identified in the AFH. Similarly, PHAs would indicate how they would address fair housing issues and determinants in its programs that reflect the AFH. HUD has published an in-depth [User Friendly Guide](http://www.huduser.org/portal/publications/pdf/affht_userFriendlyGuide.pdf) at: http://www.huduser.org/portal/publications/pdf/affht_userFriendlyGuide.pdf

THE ART OF ADVOCACY



TOP TIPS FOR ADVOCATES

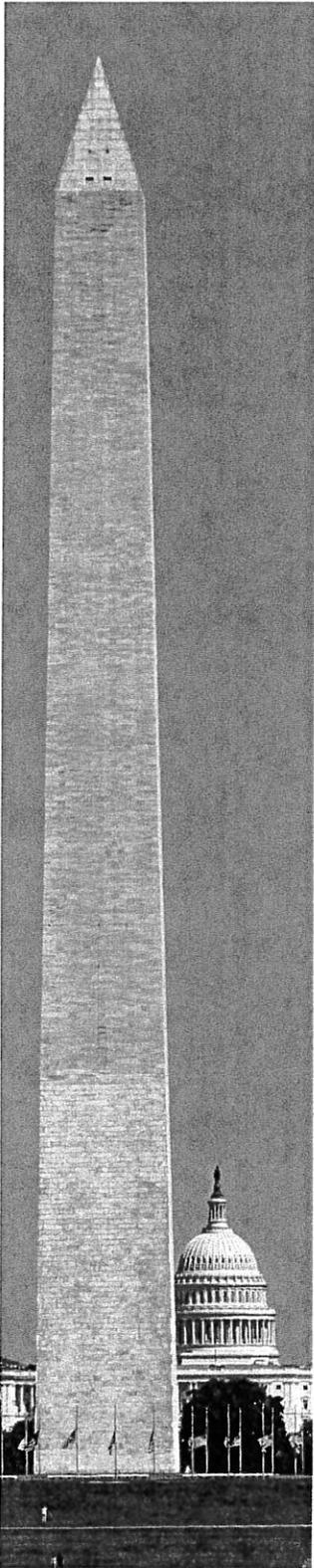
1. **All Politics Is Local.** You serve the same constituents as your legislators, and they want to know about the local impact of federal or state policy. You have influence as a representative of your city.
2. **Set Goals for Your Advocacy.** You have many demands on your time as a city leader. Setting “S.M.A.R.T.” (Specific, Measurable, Attainable, Realistic, and Timely) goals for your advocacy work helps keep you focused, efficient, and effective.
3. **Advocacy Comes in Many Forms.** Think outside the DC or state capital meeting. Connect with your legislators through local events, tours of city sites, publications in local media, and even social media outreach.
4. **Know Your Audience.** Research your legislators – and key staff members – to understand their backgrounds, positions on issues, and committee roles to better influence their decisions.
5. **Don’t Give Up.** The policy making process can often take a very long time, stretching across years. Good advocates are persistent, and don’t get discouraged by setbacks or delays.

CONTACT NLC’S FEDERAL ADVOCACY STAFF

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NATIONAL
LEAGUE
of CITIES 



HOW TO HAVE A GREAT ADVOCACY MEETING

Meetings with your legislators can be a highly effective advocacy tool. However, a meeting can do more harm than good unless you observe the “five P’s” for a good advocacy meeting:

- Be prepared. Do some background research on your legislator before you get there, and be familiar with the policy process, your message, and talking points for your “ask.”
- Be punctual. Give yourself enough time to get to your meeting ten minutes early, and call if you will be late.
- Be polite. Even if you disagree, treat your legislator (and their staff) as you would like to be treated.
- Be personal. Your legislator wants to talk to you because you represent your community’s interests. Make sure you relate your policy issue to the impact on your city’s residents.
- Be persistent. After your meeting is over, you still have work to do. Follow up with a thank you note, and keep in touch with relevant staff members to provide updates on your issue of concern periodically.

NLC RESOURCES

NLC is here to help your advocacy go farther. Use these resources as part of your advocacy work:

- NLC Staff can answer questions, help you find information, and connect you with other city leaders.
- NLC University offers courses on the skills you need to be an effective city leader, including advocacy skills. Learn more at <http://www.nlc.org/university>.
- NLC’s website hosts background information on legislative priorities, talking points, and material you can share with your legislators: <http://www.nlc.org/advocacy>.

INVEST IN LOCAL
TRANSPORTATION PRIORITIES



NLC urges Congress to authorize a new, long-term multi-modal federal surface transportation program that supports the central role of transportation to metropolitan and regional economies and puts local voices at the forefront of transportation policy, funding and programs.



REQUEST FOR CONGRESS AND THE ADMINISTRATION

- **Authorize a new, comprehensive federal surface transportation program** that acknowledges the central role of transportation to metropolitan and regional economies, includes the local voice in planning and project selection, and allows local involvement in choosing the best mix of transportation options to fit regional needs.
- **Provide full funding for federal transportation programs and initiatives** that support bridges, roads, highways, transit, and passenger rail, and give priority to projects that promote long-term mobility options, protect the environment, create jobs, and support economic growth.

BACKGROUND

The current federal surface transportation program authorization, Moving Ahead for Progress in the 21st Century (MAP-21), signed in 2012, funds highway, transit, and other surface transportation programs through the end of FY2014. However, the law did not address long-term funding challenges facing federal surface transportation funding. **The Highway Account of the Highway Trust Fund is expected to encounter a shortfall before the end of FY2014**, coinciding with the expiration of the current transportation spending program.

Any delay in solving the funding shortfall will be harmful to local economies. The time has come for Congress and the Administration to authorize a new, lasting transportation plan that includes local decision making authority, invests in long term equitable transportation solutions, supports sustainable multimodal choices, and maintains a strong federal role.

The federal government must continue its role in shaping the nation's transportation goals and priorities. A national program needs focus on sustainable solutions to mobility and safety, maintain the national role as leader in data, adapting successful technological approaches, and promote innovative transportation solutions.

Investment in local infrastructure creates jobs and boosts local economies. With adequate funding and innovative financing solutions, local leaders can train and hire thousands of workers to carry out both immediate fixes and long-term road, bridge, transit, and rail projects. A comprehensive funding solution will allow local leaders to make the long-term investments and planning decisions their communities need.

www.nlc.org for additional resources

