JOINT EXECUTIVE/ADMINISTRATIVE AND EXECUTIVE COMMITTEE AGENDA

Thursday, February 25, 2010
11 a.m. to 12:30 p.m.
Laguna Cliffs Marriott Resort & Spa
Dana I - III
25135 Park Lantern
Dana Point, CA

AGENDA HIGHLIGHTS

• SENATE BILL 375 IMPLEMENTATION
• HIGH SPEED RAIL COORDINATION
• FEDERAL TRANSPORTATION AUTHORIZATION: OPPORTUNITIES FOR COLLABORATION

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Hon. Mike Ten, South Pasadena
Mr. Randall Lewis

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District 7
District 41, 2nd Vice President
District 13, Immediate Past President
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District 62, Appointed
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District 11, Vice Chair, CEHD
District 47, Chair, CEHD
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District 5, Appointed
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North County Inland
North County Coastal
East County
South County
City of San Diego
County of San Diego

Alternates

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Hon. Matt Hall, Carlsbad
Hon. Mary Sessom, Lemon Grove
Hon. Jim Janney, Imperial Beach
Hon. Ben Hueso, San Diego
Hon. Anthony Young, San Diego
Hon. Bill Horn, San Diego County
Hon. Greg Cox, San Diego County

Representing

North County Inland
North County Coastal
East County
South County
City of San Diego
City of San Diego
County of San Diego
County of San Diego
Welcome to this SCAG/SANDAG joint meeting that will be held at Laguna Cliffs Marriott Resort & Spa. This agenda and related staff reports can be accessed at [www.scag.org](http://www.scag.org) under Meeting Agendas on the SCAG Web site, and at [www.sandag.org](http://www.sandag.org) under Meetings on the SANDAG Web site. Public comments regarding the agenda can be forwarded to SANDAG via the email comment form also available on the SANDAG Web site. E-mail comments should be received no later than 12 noon, two working days prior to the joint meeting.

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From Los Angeles
- I-5 South to Exit #79/ Pacific Coast Hwy (PCH)/ Camino Las Ramblas onto Camino Las Ramblas (CA-1) toward PCH
- Left on Dana Point Harbor Drive
- Right on Park Lantern

From San Diego
- I-5 North to Exit #79 / Beach Cities/ Camino Las Ramblas onto CA-1 toward Beach Cities
- Left on Dana Point Harbor Drive
- Right onto Park Lantern
JOINT SCAG EXECUTIVE/ADMINISTRATIVE AND SANDAG EXECUTIVE COMMITTEE
Thursday, February 25, 2010
11 a.m. to 12:30 p.m.

ITEM #  RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committees on any issue within the jurisdiction of the Committees that is not on this agenda. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

2. SENATE BILL 375 IMPLEMENTATION: CHALLENGES AND NEXT STEPS
   (Huasha Liu, SCAG; Elisa Arias, SANDAG; Colleen Clementson, SANDAG)

   DISCUSSION

   With the passage of Senate Bill 375 (Steinberg, 2008), metropolitan planning organizations (MPOs) have begun to implement and incorporate the new requirements under the legislation into their next Regional Transportation Plans (RTP). The SCAG Executive/Administrative Committee and the SANDAG Executive Committee are asked to discuss challenges with implementing this legislation and regional coordination of next steps.

3. HIGH-SPEED RAIL COORDINATION (Naresh Amatya, SCAG; Linda Culp, SANDAG)

   DISCUSSION

   The proposed California high-speed rail system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SCAG and SANDAG Executive Committees are asked to discuss possible areas where the agencies may partner and collaborate to maximize funding and coordination opportunities for the Southern California region.
+4. FEDERAL TRANSPORTATION AUTHORIZATION: OPPORTUNITIES FOR COLLABORATION (Sharon Neely, SCAG; Victoria Stackwick, SANDAG)

In preparation for the next authorization measure, both SCAG and SANDAG have adopted principles as the next federal surface transportation authorization moves through Congress. The Executive Committees for both SCAG and SANDAG are asked to discuss ways to work with Congress to provide the most opportunities in the next transportation bill for the Southern California region.

5. WORKING TO IMPROVE CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS EFFECTIVENESS (Hasan Ikhrata, SCAG; Gary Gallegos, SANDAG)

The four major metropolitan areas held a series of conversations during the past several months to discuss ways to improve the effectiveness of the California Association of Councils of Governments (CALCOG).

6. CO-HOST JUNE 2011 NARC ANNUAL CONFERENCE (Kim Kawada, SANDAG)

Staff will provide an update on the status of working with NARC to secure a meeting location for the 2011 NARC Annual Conference.

7. ADJOURNMENT

+ next to an agenda item indicates an attachment
SENATE BILL 375 IMPLEMENTATION: CHALLENGES AND NEXT STEPS

Introduction

Both SCAG and SANDAG are developing their first Regional Transportation Plans (RTPs) subject to the provisions of Senate Bill 375 (SB 375) (Steinberg, 2008). The SCAG 2012 RTP is anticipated for Regional Council adoption in April 2012 while the SANDAG 2050 RTP is scheduled for Board of Directors adoption in July 2011.

Discussion

Overview of New SB 375 Mandates

SB 375 requires that Metropolitan Planning Organizations (MPOs) prepare a Sustainable Communities Strategy (SCS) as a new element of their RTPs, along with the traditional Policy, Action, and Financial elements.

The SCS must demonstrate how the development patterns and the transportation network, policies, and programs can work together to achieve the greenhouse gas (GHG) emission reduction targets for cars and light trucks that will be established by the California Air Resources Board (CARB), if there is a feasible way to do so. If an MPO cannot meet the targets through the SCS, then the MPO is required to develop an Alternative Planning Strategy (APS) that demonstrates how the emission reduction targets could be achieved.

In essence, the SCS includes four building blocks: a land use component that accommodates regional housing needs and includes protection of habitat and farmland; transportation networks including highways, transit, and local streets and roads; transportation demand management; and transportation system management programs and policies. GHG emissions estimates from the SCS will be compared to the reduction targets to be established by CARB for 2020 and 2035.

The enacted legislation also requires broader public outreach efforts to a variety of stakeholders during the preparation and review period of the RTP and its SCS, including additional workshops and public hearings.
SB 375 Implementation Status

As stated above, SB 375 requires that CARB set GHG emission targets for cars and light trucks for 2020 and 2035 for all 18 MPOs in the state. MPOs also can recommend their own targets to CARB. As part of the target-setting process, CARB appointed the Regional Targets Advisory Committee (RTAC) to make recommendations on the factors to be considered and methodologies to be used in setting the targets. The RTAC report was submitted to CARB on September 30, 2009, and was accepted by CARB at a public meeting in Sacramento on November 19, 2009.

Collaboration among MPOs has continued following the completion of the RTAC report. MPO Executive Directors met on November 3, 2009, to discuss technical, policy, and legal issues such as data collection, scenario development and evaluation, analytical tool needs, California Environmental Quality Act requirements, and the need for ongoing coordination with respect to implementation of SB 375. As a result of the first meeting, four work groups were formed: Planning, Modeling, Legislation, and Legal. SCAG and SANDAG staffs are participating in the meetings of all work groups. CARB staff also is collaborating with the Planning work group. The MPO Executive Directors have another meeting planned for February 26, 2010.

The RTAC report recommended a seven-step target-setting process that centers on collaboration among MPOs and CARB with support from Caltrans and the California Transportation Commission (CTC) regarding modeling and regional transportation plan guidance. It also recommends a “bottom-up” and transparent process, with all data, analyses, and documents made available for public review at every step of the process.

The seven-step process is intended to ensure effective and efficient communication between CARB and the MPOs during the target-setting process to help identify the most ambitious, yet achievable GHG emission reduction strategies for 2020 and 2035. This process is ongoing and will culminate with CARB establishing draft GHG emission reduction targets by June 30, 2010, and final targets by September 30, 2010. The schedule of activities is shown below.

### Schedule for SB 375 Target-setting Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Agency</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Prepare analysis of alternative scenarios</td>
<td>MPOs</td>
<td>April 30, 2010</td>
</tr>
<tr>
<td>Submit proposed regional target</td>
<td>MPOs</td>
<td>April 30, 2010</td>
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<tr>
<td>Recommend draft targets to CARB Board</td>
<td>CARB staff</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>Provide comments on draft targets</td>
<td>MPOs</td>
<td>July – September, 2010</td>
</tr>
<tr>
<td>Approve final targets</td>
<td>CARB Board</td>
<td>September 30, 2010</td>
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Source: Regional Targets Advisory Committee Report, pp. 10 – 12.

### Update of the California Transportation Commission RTP Guidelines

The CTC has undertaken a statewide effort to update the RTP guidelines for consistency with SB 375. SCAG and SANDAG staffs are participating in this update process. The 2010 RTP Guidelines promote an integrated statewide approach to the transportation planning process, and set forth a uniform transportation planning framework throughout the state that identifies federal and state requirements for the development of RTPs.
The Draft 2010 RTP Guidelines will be presented to the CTC at its February meeting in Sacramento and at its April meeting in Irvine. The updated 2010 RTP Guidelines are anticipated to be adopted by the CTC in April 2010.

**SCAG Implementation Activities**

- **March 4 Board Meeting**
  - Board action on approving SB 375 Subregional Framework & Guidelines
  - Board information on SB 375/SCS technical methodologies
  - Update on subregional roundtable sessions on scenario planning and how to build the GHG reduction target-range

- **April 1 Board Meeting**
  - Board approval for CARB submittal on SB 375/SCS technical methodologies
  - Board briefing on the highlights of the joint MPO roundtable sessions noted above
  - Board action on Executive Director’s administrative authorization for the target submittal to CARB
  - Subsequent submission by April 30 to CARB on the recommended target-range with associated scenarios

- **May 6 Board Meeting**
  - General Assembly (189 cities) briefing on the proposed methodology submittal to CARB
  - Review with cities on impacts and options of target-range GHG reduction goals

**SANDAG Implementation Activities**

- **March 12 Board of Directors Policy Meeting**
  - Board briefing on SB 375 Target Setting process being conducted with MPOs and CARB
  - Board discussion of scenario planning effort to address options for GHG reduction

- **May 14 Board of Directors Policy Meeting**
  - Board discussion on initial network options for development of the 2050 RTP
  - Board discussion on the RTP Environmental Impact Report and the implications of CEQA provisions outlined in SB 375

**Areas for Joint Collaboration**

Based on the overview of SB 375 implementation issues outlined in this report, staff suggests the following areas where both agencies could collaborate on issues of mutual interest to the Southern California region:
1. How can we collaborate on the proposed target-setting strategy? For example, should GHG targets be established as ranges?

2. How can we work together to further the collaboration with CARB during the target-setting process and throughout the development of the SCS?

3. Should SCAG and SANDAG send a joint letter to CARB requesting that the SCS technical methodology allow for flexibility by permitting “credit” for voluntary GHG reduction efforts requested by business and local jurisdictions?

4. Should SCAG and SANDAG take a position on the pending legislative budget proposal that would grant authority to regional agencies to impose a fee at the regional level to pay for public transportation and SB 375 implementation?

Next Steps

Over the next few months, SCAG and SANDAG staffs will continue to participate in the SB 375 GHG target-setting process with CARB, Caltrans, and other MPOs in the state. Both SANDAG and SCAG also will seek direction from elected officials and input from the public on this process and the RTP/SCS development through regular meetings and outreach activities.

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HIGH-SPEED RAIL COORDINATION

File Number 3000500

Introduction

Los Angeles to San Diego via the Inland Empire

In 1996, the state legislature authorized the formation of the California High-Speed Rail Authority (CHSRA). CHSRA has spent the past 15 years planning and designing a two-phase High-Speed Train program, eventually linking San Francisco and Sacramento with Los Angeles, Anaheim, and San Diego. An updated Business Plan was presented to the California Legislature in December 2009.

In 2005, CHSRA published a final programmatic Environmental Impact Report/Environmental Impact Statement (PEIR/EIS), and in 2008, the state’s voters approved $9.95 billion for the project via Proposition 1A. Last month, the Federal Railroad Authority (FRA) awarded another $2.25 billion in American Recovery and Reinvestment Act (ARRA) grants to the project. All of these funds are programmed for the first phase of the project, connecting San Francisco with Anaheim.

The Los Angeles to San Diego via Inland Empire section is 160 miles long, running through four counties and three Caltrans’ districts (Attachment 1). Currently, 17 million people reside in this multicounty region, which is forecast to increase to 23 million by 2030.

Los Angeles and Orange counties also are connected to the high-speed train network via the Anaheim to Los Angeles and Los Angeles to Palmdale sections, both of which are included in the Phase 1 CHSRA project. The Los Angeles to San Diego via Inland Empire section is in Phase 2.

Discussion

Southern California Inland Corridor Group

In December 2008, SCAG, SANDAG, Riverside County Transportation Commission, San Bernardino Associated Governments, and the San Diego County Regional Airport Authority signed a Memorandum of Understanding (MOU) with CHSRA, regarding cooperative planning for the Los Angeles to San Diego via the Inland Empire section of the CHSRA High-Speed Train (HST) program.

The second phase of the HST program extends the system’s first phase to the north and to the south. A new line would connect Sacramento to Merced, and another would connect Los Angeles to San Diego via the Inland Empire. Currently, the project-level environmental phase is underway for
this section, with funding subject to the state’s annual budget process. No construction funds have currently been identified.

The partners of this MOU, in conjunction with LA Metro, have established a working group known as the Southern California Inland Corridor Group (SoCal ICG). This group holds two monthly meetings, one for technical staff and one for outreach and public affairs staff. These meetings facilitate coordinated planning and outreach efforts, and allow the SoCal ICG to provide input to the CHSRA consultant team.

Accomplishments and Challenges

Over the last year, the CHSRA consultant team carried out a comprehensive scoping process that culminated in release of a draft Scoping Report in January 2010. An alternatives analysis to further refine potential alignments and station locations is already underway. The Los Angeles to San Diego via Inland Empire section is on schedule to finish environmental review within the next two to three years contingent upon availability of funding. As a first step in this environmental review, alternatives analysis is scheduled for completion this December.

Because it is considered part of the Phase 2 effort, funding is a concern for the Los Angeles to San Diego via Inland Empire section. The $2.25 billion in ARRA funds received from the FRA will be dedicated to Phase 1. The Governor’s draft FY 2010-11 state budget identifies a total of $9 million for planning and environmental work on the three Phase 2 sections, including the Los Angeles to San Diego via Inland Empire corridor. While the budget does not specify how these funds would be distributed among the three sections, staff has received indications that they will be evenly split. If this is the case, it could hinder this section’s schedule to have an environmental document by 2013.

The CHSRA consultant team has conducted dozens of meetings with stakeholders, including elected officials at the local, state, and federal levels. Additionally, the outreach team has conducted a series of technical working groups and public meetings in each county along the corridor.

The scoping process helped to identify additional alignments and station options to be considered in the Alternatives Analysis phase currently underway, including:

- Five potential alternatives to access Los Angeles Union Station
- Two alternatives in Riverside County, either Interstates 15 or 215
- Six potential alternatives to access the downtown San Diego/Lindbergh Field Intermodal Transportation Center
- The expectation that HST stations could be potentially located in a number of corridor cities weighed against the mandated travel time of 1 hour and 20 minutes between Los Angeles and San Diego
- Ensuring that the proposed HST system will enhance and complement rather than compete with the existing rail services (e.g., Metrolink commuter rail service)
In order to assist in narrowing down both the station locations and alignment alternatives as quickly as possible, one of the early requests made by the chief executive officers (CEOs) of SoCal ICG members was to expedite the preparation of a Regional Purpose and Need statement along with broad performance objectives applicable to this corridor, which could serve as the objective basis to settle broad alignment and station location issues. The SoCal ICG played an important role in assisting CHSRA to draft this statement, which will help guide the selection of alignments and stations.

Other Considerations

Both SCAG and SANDAG fully support the Los Angeles to San Diego via Inland Empire HST section development efforts, though the two agencies may differ on timing. SCAG recognizes that this is inherently a long-term goal, particularly in light of the fact that capital funds have yet to be identified for this corridor. SCAG believes in pursuing a steady long-term path towards completion of the proposed HST system, while taking into consideration the near-term needs of this corridor. While SANDAG recognizes this as a long-term goal and acknowledges the challenges with funding, the agency is working to move this corridor up in the CHSRA priority list. In previous CHSRA ridership forecasting efforts, this section has ranked as the second busiest corridor, as it connects the state’s most populated and second most populated cities.

SCAG and SANDAG also are coordinating efforts to make improvements to the coastal rail corridor, which will provide important connections and feeder rail services to high-speed trains in Anaheim and at Los Angeles Union Station. Known as the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, it is the nation’s second busiest intercity rail corridor. LOSSAN corridor projects in Los Angeles, Orange, and San Diego counties also received $51 million in ARRA recently announced by FRA.

A major near-term concern in the region is the issue of commuter rail safety and efficiency. Fortunately, SCAG and SANDAG are collaborating on several passenger rail efforts. SANDAG has taken a strong leadership role in the LOSSAN Corridor Joint Powers Authority (JPA), and SCAG continues to participate in this group. A crucial issue for this corridor in the coming years will be implementing Positive Train Control (PTC), as Metrolink, the North County Transit District, and Amtrak all seek to comply with federal mandates. While the federal mandate requires implementation of PTC systems by 2015, to date there has been only $50 million in federal appropriation nationwide to implement PTC. The ability to maximize leveraging these funds depends on the ability to garner broad support from local and regional transportation partners as well as legislators, and requires forging strong partnership across regions within California.

The LOSSAN JPA also has developed a long-term service vision for the corridor, which includes a number of short- and long-term improvements ranging from consolidated sources of customer information to possible integration of the corridor’s three passenger rail services. A job announcement for a Program Manager to oversee the integration work over the next 18 months was recently posted to the www.lossan.org website.

Areas of Joint Collaboration

- What joint efforts could SANDAG and SCAG undertake to increase the Los Angeles to San Diego via Inland Empire section’s position for funding consideration by the CHSRA?
• How can the agencies work effectively with the new Executive Director of CHSRA to ensure revisions to CHRSA Business Plan address funding needs for Southern California HST corridors?

• Should SANDAG and SCAG develop a joint agency letter to congressional leaders supporting FY 2011 federal transportation appropriations request for PTC regional funding for LOSSAN, Metrolink, and North County Transit District systems?

Attachment: 1. Post Scoping Map

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FEDERAL TRANSPORTATION AUTHORIZATION:
OPPORTUNITIES FOR COLLABORATION

Introduction

The federal surface transportation authorization legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), (Public Law 109-59) expired on September 30, 2009. Subsequent SAFETEA-LU extensions have been introduced, and the latest extension is set to expire February 28, 2010. One of the main issues that must be addressed is how best to fund the next multiyear transportation measure. The Highway Trust Fund (HTF), which has been the primary source of funding, continues to face solvency issues as gas tax revenues have continued to decline. The Administration is reiterating its support for an 18-month extension of surface transportation programs through March 2011. The President’s FY 2011 budget assumes that the 18-month extension will be agreed to and approximately $20 billion will be transferred from the general fund of the Treasury to the HTF to allow it to fund transportation programs through March 2011.

This report summarizes the authorization priorities that each agency, SANDAG and SCAG, has adopted in anticipation of the next federal surface transportation bill. It also discusses where there are overlapping areas of focus in which joint collaboration in advocacy efforts may be beneficial to both regions and their respective member agencies.

Discussion

California Consensus Principles

Through the California Department of Transportation (Caltrans), the California Business, Transportation, and Housing Agency developed a set of consensus principles for California to advocate for the next federal transportation authorization. A set of seven principles was developed that capture the state’s priorities (Attachment 1). These principles were developed through a series of open meetings that began in December 2007. Input was provided from the state’s metropolitan planning organizations, regional transportation planning agencies, cities, counties, the private sector, and other transportation stakeholders. The seven consensus principles include:

1. Ensure the financial integrity of the federal highway and transit funds
2. Rebuild and maintain transportation infrastructure in a good state of repair
3. Establish goods movement as a national economic priority

4. Enhance mobility through congestion relief within and between metropolitan areas

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access

6. Strengthen comprehensive environmental stewardship

7. Streamline project delivery

The principles were adopted by both the SANDAG Board of Directors and SCAG on March 27, 2009, and February 5, 2009, respectively.

**SANDAG Federal Reauthorization Priorities**

On March 27, 2009, the SANDAG Board of Directors also approved more specific priorities (Attachment 2) that reflect the policy and infrastructure needs of the San Diego region. Below is a summary of the key areas of emphasis:

- **Funding Levels** – Support for federal program investment levels that would help fund the $57 billion SANDAG 2030 Regional Transportation Plan (RTP).

- **Transit Investments** – Support for federal funding programs for transit operations and to maintain and rehabilitate existing commuter and intercity rail, bus infrastructure, grade separations, and New Starts projects. The region’s priorities also include seeking federal full funding agreements for the Mid-Coast Corridor Project and other Bus Rapid Transit and Rapid Bus initiatives in the TransNet Early Action Program. Transit reforms include streamlining the New/Small Starts processes and consolidation of rural and urban transit formula funding programs.

- **Goods Movement** – Support for a national freight trust fund and federal funding programs that support international land ports of entry and address the needs of freight rail and small ports of entry.

- **Process Improvements** – Support the continuation of the National Environmental Policy Act delegation authority to states, support changes to enable comprehensive state environmental processes to fulfill federal environmental requirements, and establish process to allow low risk projects to advance to design and construction ahead of formal technical environmental analysis.

**SCAG Federal Reauthorization Priorities**

The SCAG Board, encompassing a jurisdiction of six counties, 189 cities, and more than 19 million people, adopted three priorities to use when advocating for the next federal surface transportation authorization. In addition to supporting the California principles noted above, SCAG determined that they could maximize funding resources for the region if they focused on the three below areas:

- **Creation of a National Freight Trust Fund to improve goods movements and mitigate goods movement related to air quality impacts.**
The lack of a formal federal policy addressing goods movement funding has created an “unfunded federal trade mandate” resulting in severe congestion, air quality, and safety impacts on Southern California residents and businesses. The National Freight Trust Fund should be a dedicated, firewalled funding program based on a combination of sources to fund only goods movement projects based on national need, performance, and merit. This priority is consistent with the national Coalition for America’s Gateways and Trade Corridors’ (CAGTC) legislative goal and other key Southern California stakeholder agencies.

- Provide new incentive-based funding programs for a cleaner environment (including funding for retrofitting existing equipment and new demonstration programs).

Investment in our transportation future should be accompanied by development of technologies designed to reduce greenhouse gases, reduce our dependence on foreign oil, and improve air quality. Capital programs that are designed to enhance capacity while reducing congestion have a positive impact on greenhouse gas emissions as well as the economic viability of the nation. Efficient and comprehensive public transit systems that complement expanded, improved, and less congested roadways enable citizens to choose when it is right for them to drive or take an alternative mode of transportation. Therefore, greater funding for capital projects of national significance in major metropolitan areas that will measurably reduce congestion is recommended.

- Revise existing funding programs to ensure funding equity for non-attainment areas.

Equitable funding for newer systems - Current rail modernization formula disproportionally benefits older ‘Tier 1’ systems (70% of funds for only 11 systems) and fails to consider the increasing maintenance needs of ‘newer’ rail systems that though not as old, are not new. Revised formula should consider population, congestion, and credit for nonattainment areas.

Revise high-density formula - This new program was added in the last bill to include high-density formula using 370 persons/per square mile/state. Our agencies received $0 dollars despite the fact that the Southern California region has a population density of over 2,300 persons per square mile in the urban areas. The persons per square mile language should be revised to delete undeveloped/mountain areas in order for California to receive its fair share under this program.

Areas for Joint Collaboration

SANDAG and SCAG staffs have reviewed both sets of principles and suggest the following areas where both agencies could collaborate on issues important to the Southern California region:

1. How can we collaborate to define the federal goods movement role to provide dedicated freight funding to address goods movement and border crossing infrastructure needs and to mitigate impacts to surrounding communities?

2. How can we collaborate to ensure federal climate change and greenhouse gas reduction proposals provide incentive based funding for transportation related planning and implementation programs?
3. How can we work together to seek robust investment in transportation that addresses safety needs, capacity improvements, and ongoing maintenance and operations, and at the same time ensures a fair share of funds comes to Southern California?

2. SANDAG Proposed Priorities for the Next Federal Surface Transportation Authorization
3. 2009 SCAG Federal Reauthorization Priorities

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In 2008, Congress will have an opportunity to pass legislation that can meaningfully affect the concerns Americans care about most. The economy and jobs, national security, energy policy, gas prices, environmental stewardship and climate change. That opportunity is Congressional action on new transportation legislation.

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, transportation officials from across California have united on a basic set of principles that we ask our delegation in Washington D.C. to consider in the upcoming debate on a future of this nations transportation policies.

Above all, we urge California's Congressional Delegation to be bold and set forth a new and comprehensive agenda to meet the needs of everyday Americans on the issues that affect their daily lives.

Five decades ago, Congress created an age of prosperity while also meeting the national defense and security interest at that time when it approved the Interstate Highway System, the largest and most effective public works project in the history of the world. With the Interstate system now substantially completed, and with new challenges facing America, its time again for bold action to create a new era in America.

California urges Congress to pass comprehensive legislation that reinforces the strong federal role and outlines a clear strategic vision to guide transportation policy making at the national level that focuses on these major themes:

- Restoring our neglected infrastructure to a good state of repair.
- Ensuring efficient goods movement, particularly at global gateways, as a national economic priority.
- Establishing reliable mobility within and between congested metropolitan areas.
- Appropriate pricing of certain transportation facilities is encouraged.
- All citizens have efficient travel options - from cities to small town to rural areas.
- A balanced national system of roads, rails and public transit as a national priority.
- Safety is assured; a reduction of highway injuries and fatalities and appropriate security on our nation’s public transit systems.
- A national transportation policy that integrates climate change and renewed environmental stewardship.
- Rational and streamlined regulatory policies prevail.

California has invested heavily at the state and local level in a transportation system is responsible for benefits that ripple throughout the economies of every other state in the nation. Over 40 percent of containers moving into and out of America use California’s highways, railroads, ports and airports. With 12 percent of the nation’s population, California is responsible for almost 14 percent of nation’s Gross Domestic Product.

However, California cannot do it alone. We urge Congress to enact visionary legislation, with a bold funding plan that meets the challenges of today. The federal Highway Trust Fund is barely solvent enough to fund currently authorized funding levels. And the National Surface Transportation Policy and Revenue Study Commission has reported that the nation faces a $140 B annual investment shortfall to maintain existing transportation assets and expand our road and transit systems to handle future growth. If we want a better transportation system, we are going to have to pay for it. That’s what our grandparents and parents did for us in building the Interstate system. We owe our children and grandchildren no less.
Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation’s transportation policies.

1. **Ensure the financial integrity of the Highway and Transit Trust Funds.**
   The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation’s transportation infrastructure.
   - Maintain the basic principle of a user-based, pay-as-you-go system.
   - Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
   - Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
   - Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
   - Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. **Rebuild and maintain transportation infrastructure in a good state of repair.**
   Conditions on California’s surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.
   - Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
   - Continue the historic needs-based nature of the federal transit capital replacement programs.

3. **Establish goods movement, as a national economic priority.**
   Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation’s ability to remain globally competitive and generate jobs.
   - Create a new federal program and funding sources dedicated to relieving growing congestion at America’s global gateways that are now acting as trade barriers and creating environmental hot spots.
   - Ensure state and local flexibility in project selection.
   - Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
   - Include adequate funding to mitigate the environmental and community impacts associated with goods movement.
4. **Enhance mobility through congestion relief within and between metropolitan areas.**

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. **Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.**

California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the state’s roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs — speed, occupant restraint, driving under the influence of alcohol or drugs, and road sharing — through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation’s transportation systems, including public transit.

6. **Strengthen comprehensive environmental stewardship.**

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.

7. **Streamline project delivery.**

Extended processing time for environmental clearances, federal permits and reviews, adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for National Environmental Policy Act, air quality conformity, and transit projects.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.
PROPOSED PRIORITIES FOR NEXT
FEDERAL SURFACE TRANSPORTATION AUTHORIZATION

Funding Levels

- Support federal program investment levels that would help fund the $57 billion SANDAG 2030 Regional Transportation Plan (RTP) (Current Revenue Constrained RTP is $41 billion)

Goods Movement

- Work with California and San Diego regional partners, as well as national partners like the Coalition for America’s Gateways and Trade Corridors, to develop a national freight trust fund
- Ensure goods movement funding proposals provide support for international land ports of entry and address the needs of freight rail and small ports of entry, such as the Tenth Avenue and National City Marine Terminals

Transit

Investment

- Ensure capital investment programs provide sufficient levels to maintain existing rail and transit infrastructure, including commuter rail and light rail improvements and rail bridge replacement and rehabilitation
- Support federal funding for operating existing transit systems, both rail and bus services
- Support funding for intercity rail needs in Los Angeles-San Diego Rail Corridor Agency (LOSSAN), coastal corridor (Pacific Surfliner is second busiest intercity rail corridor after Northeast corridor)
- Pursue full funding grant agreement for Mid-Coast Corridor Project and funding to advance other transit projects included in the TransNet Early Action Program (e.g., Interstate 15 [I-15] and South Bay Bus Rapid Transit projects and Mid-City Rapid Bus)
- Support program flexibility to fund grade separation and grade crossing improvements along existing rail corridors
- Support continuation of federal programs that address the transportation needs for people with disabilities, and commuting needs for individuals with limited means (e.g., New Freedom and Job Access and Reverse Commute [JARC] programs)

Reforms

- Support streamlining New/Small Starts processes, and ensure light rail transit (LRT) and bus rapid transit (BRT) are given equal consideration
- Ensure high-occupancy toll (HOT) lanes continue to be counted as fixed guideway miles for the purpose of transit formula program apportionments
• In urbanized counties like San Diego, consolidate urban and rural transit formula programs, and allow metropolitan planning organizations the ability to allocate the funds consistent with approved plans

**Process Improvements**

**Environmental**

• Support the continuation of the National Environmental Policy Act (NEPA) delegation authority to states

• Support changes to enable comprehensive state environmental processes like the California Environmental Quality Act (CEQA) to fulfill federal environmental NEPA requirements

• Establish an environmental risk assessment process that allows low risk projects to advance to design and construction ahead of formal technical analysis

**Data Collection**

• Support funding for data collection and training to improve transportation modeling and planning processes used to support the RTP

**Climate Change**

• Monitor federal climate change and greenhouse gas reduction proposals for their effects on transportation planning and funding processes

**Non-Motorized Transportation**

• Support Rails-to-Trails Conservancy’s 2010 Campaign for Active Transportation which would provide 40 cities nationwide with $50 million each to fund non-motorized projects and programs

**Tribal Transportation Planning**

• Support funding for tribal transportation planning and Indian reservation road programs
2009 SCAG Federal Reauthorization Priorities

The Southern California Association of Governments (SCAG), encompassing a jurisdiction of six counties, 188 cities, and over 19 million people, supports the following three priorities for inclusion into the 2009-10 surface transportation authorization legislation:

1) Creation of a National Freight Trust Fund to improve goods movement and mitigate goods movement-related air quality impacts.
   - Southern California is the nation’s ‘loading dock’, handling 43% of all waterborne container trade in the U.S. The lack of an adequate federal policy addressing goods movement funding has created an “unfunded federal trade mandate” resulting in severe congestion, air quality, and safety impacts on Southern California residents and businesses.
   - A National Freight Trust Fund should be a dedicated, firewalled funding program based on a combination of sources (e.g. gas tax, user fees, bill of lading, customs fees, etc.) to fund only goods movement projects based on national need, performance, and merit.
   - Goal is consistent with the national Coalition for America’s Gateways and Trade Corridors’ (CAGTC) legislative goal and other key Southern California stakeholder agencies.

2) Provide new funding programs for a cleaner environment.
   - President Obama, Chairman Waxman and Chairwoman Boxer have all indicated that greater sustainability is a national goal in the next bill.
   - Investment in our transportation future should be accompanied by development of technologies designed to reduce greenhouse gases, reduce our dependence on foreign oil and improve air quality.
   - Funding incentives should be provided rather than further regulation.

3) Revise existing funding programs to ensure funding equity for non-attainment areas.
   - Equitable funding for newer systems- Current rail modernization formula disproportionally benefits older ‘Tier 1’ systems (70% of funds for only 11 systems) and fails to consider the increasing maintenance needs of ‘newer’ rail systems that though not as old, are not new. Revised formula should consider population, congestion and credit for non-attainment areas.
   - Revise high density formula- This new program was added in the last bill to include high density formula using 370 persons/per square mile/state. Our agencies received $0 dollars despite the fact that the Southern California region has a population density of over 2,300 persons per square mile in the urban areas. The persons per square mile language should be revised to delete undeveloped/mountain areas in order for California to receive its fair share under this program.

SCAG supports Mobility 21 and Caltrans principles