

# CALCOG 2010 PRIORITY ACTIONS

ADOPTED NOVEMBER 30, 2009

1. Work with a broad coalition to provide for stable, adequate, and long-term funding for transportation infrastructure, including highways, transit, high-speed and passenger rail, local streets and roads, and transportation demand management, in order to meet increased population capacity, safety, and goods movement needs.

- Seek a constitutional amendment to lower the vote requirement for local sales tax measures for transportation and local infrastructure bonds.
- Support State budget reforms and constitutional amendments that protect public transit and other transportation funds at risk of diversion to the State General Fund.
- Seek State and Federal legislation to increase and index the Fuel Tax.
- Support State budget reforms to reduce the pressure to divert public transit, local streets and road funds, and which can lead to more adequate, reliable State and local funding.
- Seek State and Federal legislation to allow for innovative financing tools and project delivery mechanisms.
- Continue to support legislation to authorize High Occupancy Vehicle (HOV) or Toll (HOT or Express) Lanes as well as support authority for design/build, expanded authority for public/private partnerships, and other innovative financing and operations opportunities.
- Ensure that Federal transportation planning funds are available to regional agencies throughout the year without regard to delays in enacting the State Budget.
- Preserve and enhance truck, heavy rail, and short haul rail as vital tools for the movement of goods and the improvement of air quality throughout the State.

2. Work with Caltrans and other interested parties to advocate for the *California Consensus Principles and Priorities* in the next Federal Surface Transportation Authorization. Also advocate for transportation infrastructure funding in any future economic stimulus legislation.

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Include the preservation of long-range transportation planning along with adequate funding to maintain the existing system. Also expand and improve transportation systems consistent with regional plans, including the needs of smaller metropolitan areas.

Recognize the role that California plays in the movement of goods throughout the nation, and support the establishment of a dedicated Freight Trust Fund. Create new incentives and pilot demonstration funding programs to support green projects and environmental sustainability. Include reforms that lead to more efficient and effective project delivery in goods movement.

Develop a draft set of recommendations on national greenhouse gas emissions legislation or a greenhouse gas transportation-related element that could be inserted into the federal transportation financing bill. Convene a working group of State officials, regional agencies, and other key stakeholder groups.

3. Work with the State Legislature, State agencies, local governments, and other key stakeholders on the implementation of SB 375, including funding and regulations.

- Work with Caltrans, other State agencies, and stakeholders to develop guidance, follow up actions, or legislation to utilize the SB 375 regional plan environmental analysis to reduce the analytical requirements for individual transportation projects.
- Pursue legislation to extend CEQA streamlining provisions to transportation projects and seek clarification on exemption for voter-approved projects.
- Seek legislation to better synchronize the timing of the Regional Transportation Plans (RTP) and Regional Housing Needs Assessment (RHNA).
- Provide legislative oversight through reports on implementation of AB 32, SB 375, and SB 732.
- Work to ensure that, where a Regional Blueprint has been adopted, consistency with Regional Blueprints is a consideration in allocation of discretionary funds from State agencies that affect land development or preservation.
- Secure funding for Regional Blueprint implementation.
- Provide for local authority and flexibility in climate change legislation and State agency policies.

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- Ensure that COGs, MPOs, and other affected regional planning agencies receive adequate funding to fulfill requirements of SB 375 through dedicated State funding sources such as from Proposition 84.
- Seek to restore public transit operations funding in State budgets, and ensure that any future funding for SB 375 implementation include funding for public transit operations since public transit is critical to implementation of SB 375.
- Seek permanent funding to enable regional agencies such as COGs, MPOs, and County Transportation Commissions to prepare for expanded RTP and RHNA obligations in compliance with SB 375 requirements.
- Seek funding from the California Greenhouse Gas Emissions Cap-and-Trade Program in accordance with AB 32 to support public transit services and SB 375 implementation by regions, cities, and counties.

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