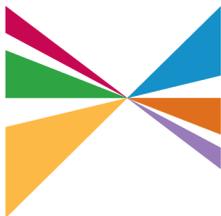


MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

Tuesday, February 21, 2012

8:30 a.m. -10:00 a.m.

SCAG Offices

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Policy Committee Room B

Los Angeles, CA 90017

(213) 236-1800

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3403 10th Street, Suite 805

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Teleconference Also Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email moreno@scag.ca.gov

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

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Legislative/Communications and Membership Committee

March 2012

Judy Mitchell, District 40
Gene Daniels, District 24

Chair
Vice-Chair

Member

Barrows, Bruce
Becerra, Glen
Carroll, Stan
Clark, Margaret
Daigle, Leslie
Finlay, Margaret
Glaab, Paul
Martinez, Michele
McCallon, Larry
Nelson, Shawn
O'Connor, Pam
Pettis, Greg
Viegas-Walker, Cheryl

Representing

District 23
District 46
District 31
District 32
District 15
District 35
District 12
District 16
District 7
Orange County
District 41
District 2
District 1

Teleconference Locations

Hon. Margaret Clark
San Gabriel Basin WQA
1720 W. Cameron Avenue, #100
West Covina, CA 91790

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA FEBRUARY 21, 2012

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Judy Mitchell, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes, per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

1. Minutes of January 17, 2011 Meeting **Attachment 1**

ACTION ITEMS

Attachment 5

2. SCAG Sponsorship of Annual Events:

- University of California, Los Angeles 2012 Complete Streets for California Conference, **March 2, 2012** (\$1,250);
- Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony, **April 11, 2012** (\$1,000);
- California Transportation Commission Reception, **February 22, 2012** (\$500)

(Sharon Neely, Deputy Executive Director)

3. Congressional Letter – Anaheim-Ontario Maglev Project

Attachment 7

(Sharon Neely, Deputy Executive Director)

INFORMATION REVIEW/DISCUSSION ITEMS

4. Safe, Clean, and Reliable Drinking Water Supply Act of 2012 Bond Proposition **Attachment 13**

(Sharon Neely, Deputy Executive Director)

**LEGISLATIVE/COMMUNICATIONS &
MEMBERSHIP COMMITTEE
AGENDA
FEBRUARY 21, 2012**

5. Government Performance and Accountability Act
(Jim Mayer, Executive Director) **Oral Update**
6. Comparison of House (HR 7) & Senate (MAP 21) Transportation
Reauthorization Legislation
(Sharon Neely, Deputy Executive Director) **Attachment 16**
7. 2012-2035 RTP/SCS Public Outreach Update
(Sylvia Patsaouras, Interim Director) **Attachment 27**

FEDERAL AND STATE LEGISLATIVE UPDATE **Oral Update**
(Sharon Neely, Deputy Executive Director)

REGIONAL SERVICES & PUBLIC AFFAIRS UPDATE **Oral Update**
(Sylvia Patsaouras, Interim Director)

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, March 20, 2012 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 17, 2011
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AND/OR DISCUSSIONS BY THE LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE. AUDIO OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S DOWNTOWN LOS ANGELES OFFICE.

The Legislative/Communications & Membership Committee held its January 17, 2011 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Stan Carroll, District 31 (**Teleconference**)
Hon. Margaret Clark, District 32 (**Teleconference**)
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35 (**Teleconference**)
Hon. Michele Martinez, District 16 (**Teleconference**)
Hon. Larry McCallon, District 7 (**Videoconference**)
Hon. Judy Mitchell, District 40
Hon. Pam O'Connor, District 41 (**Teleconference**)
Hon. Greg Pettis, District 2
Hon. Cheryl Viegas-Walker, District 1 (**Videoconference**)

CALL TO ORDER

The meeting was called to order by Councilmember Judy Mitchell at 8:30 a.m. There was a quorum.

PUBLIC COMMENT PERIOD

There were no public comments.

CONSENT CALENDAR

A motion was made (Finlay) to approve the Consent Calendar. The motion was **SECONDED** (Daniels) and **APPROVED** by roll call vote.

1. Minutes of December 15, 2011 Meeting

ACTION ITEM

2. SCAG Sponsorship of Annual Event: California State University of San Bernardino (CSUSB) Leonard Transportation Center 2012 Southern California Transportation and Logistics Summit (\$1,250).

Legislative/Communications & Membership Committee Minutes

A motion was made (McCallon) to recommend approval of the SCAG Sponsorship up to \$1,250. Motion was SECONDED (Finlay) and unanimously APPROVED by roll call vote.

INFORMATION/DISCUSSION ITEMS

3. Update of Redevelopment Agencies (RDA's) Abolishment and Potential Next Steps

Sharon Neely, Deputy Executive Director, recounted SCAG's involvement surrounding the issue of the California Supreme Court's decision in *California Redevelopment Assn. v. Matosantos*, the case where the Court unanimously upheld ABX1 26 allowing for the closure of redevelopment agencies to proceed. At the January 5, 2012 Regional Council meeting the question of SCAG's position/role in relation to the State Supreme Court decision was raised, since 171 of SCAG's 191 member cities have redevelopment agencies. Ms. Neely asked that before the Committee begins its discussion, it consider new information to support Senate bill 659 (Hernandez-Padilla) in concept to extend the deadline for elimination of California RDA's. The key change to the amended language, besides the deadline extension from February 1 to April 15, includes the requirement for each successor agency to adopt a Recognized Obligation Payment Schedule (ROPS) by May 1 and would have until June 1 to report to the Department of Finance.

In addition to SB 659 (Hernandez-Padilla), Ms. Neely reported another bill in reference to the RDA elimination was submitted. Senate Bill 654 (Steinberg) does not extend the elimination deadline, but rather allows the cities or counties of the dissolving agencies to retain their funds as assets, which could be used for affordable housing. Among several important elements to this urgency measure, Ms. Neely highlighted how this bill expands the definition of an "enforceable obligation" to include two different types of loan agreements between an agency and its host city or county; 1) a loan that was executed within two years of the date of creation of a project area, if the loan is specific to that project area; and 2) a loan to fund the agency's 2009-10 SERAF payment to schools. Ms. Neely emphasized this bill is urgency legislation that will be going to the Appropriations Committee on January 17 and then opened the floor for questions to the Committee.

The main question raised by the Committee to the legislation brought forth focused on defining SCAG's mission/role toward the support of SB 659 and SB 654. The primary reasons the Committee voiced support for SCAG to take a position and to be involved was because of SB 375 Sustainable Communities Strategy requirements, the Regional Housing Needs Assessment (RHNA), and the initiative adopted by the Regional Council for the Southern California Economic Growth Strategy Plan which focuses on job creation through the continuation of the RDA and enterprise zones. There was consensus among committee members that the League of Cities should be in the leadership position, and SCAG will remain in support as new legislation moves forward. Ms. Neely agreed to draft an executive summary report of the RDA issue, and will keep the Committee apprised as the bills move forward.

A motion was made (Pettis) to recommend support of both bills in concept, with an emphasis on the need for the deadline extension to April 15 2012. Motion was seconded (Clark) and unanimously approved by roll call vote.

Legislative/Communications & Membership Committee Minutes

4. 2012-2035 RTP/SCS Public Outreach Update

Sylvia Patsaouras, Interim Director, reported the strong efforts SCAG has put toward outreach for participation at the RTP/SCS Workshops. For the month of January SCAG will be hosting two (2) workshops per each regional county, followed by a public hearing associated with one of the workshops. At each workshop Elected Officials will be receiving an information packet with handouts that contain important Fact Sheets that summarizes RTP details. Mrs. Patsaouras also introduced the launch of SCAG's new interactive RTP website and mentioned a demonstration will be given at the workshops. The new site is user friendly and provides an efficient method to make comments on the RTP directly. Mrs. Patsaouras also informed the Committee that SCAG is taking an active role to provide additional outreach to minority communities. For example, SCAG has translated several RTP fact sheets and the executive summary into three (3) major languages. Besides workshops and public hearings, SCAG has had other forms of public outreach that include presentations given to the business community, the San Fernando Council of Governments, and the California Tribal Nations group.

FEDERAL AND STATE LEGISLATIVE UPDATE

Sharon Neely, Deputy Executive Director, announced her appointment as Chair for the Southern California Legislative Roundtable (SCLR) group, which serves to support the interests of regional transportation and government agencies. Ms. Neely has tasked the SCLR group with weekly Federal Conference Calls to prepare more information and provide materials for the Committee's upcoming conferences and meetings in Washington D.C.

Ms. Neely updated the Committee on the current status of the MAP-21 Reauthorization Bill. As previously stated MAP-21 was approved unanimously by the Senate Environment and Public Works Committee (EPW) in December 2011. Since then, the House has not announced a mark-up for the bill and Ms. Neely is skeptical of a completion of a bill before the Presidential election. To confirm her beliefs, Ms. Neely informed the Committee that Jack Basso, Chief Operating Officer of the American Association of State Highway and Transportation Officials (AASHTO) provided a briefing on a statewide conference call to all transportation agencies and discussed the complications of the bill extension deadline.

S. 1813, 'MAP-21', is a bi-partisan two year surface transportation reauthorization bill co-authored by Senators Barbara Boxer (D-CA) and Jim Inhofe (R-OK), and was approved unanimously by the Senate EPW Committee. It provides funding at the current level, plus CPI for FY12-13. Significant reforms include provision to increase the return to states of the gas tax from 92% to 95%. The bill has an unfunded portion in the amount of \$12 billion a year from the highway trust fund of the current revenue receipts versus what it would take to fund at the current level plus CPI. This is a primary source of disagreement with the House.

Additionally, Ms. Neely announced that SCAG and other transportation agencies have agreed to co-host a reception in Washington D.C. on Tuesday March 13 from 6pm-8pm in the Rayburn Building in the T&I Committee Room. More details will be available closer to the reception date.

Legislative/Communications & Membership Committee Minutes

STATE

In regard to state issues, Ms. Neely announced Governor Brown's release of the state budget and his trip to meet with the Orange County Business Council and visit San Diego, to discuss part of his budget proposal which includes a proposed revenue tax to put before the voters in November. His budget is predicated on an estimated shortfall of \$9.3 billion, but the Legislative Analyst's Office (LAO) disagrees with that estimate, and is predicting a \$13 billion shortfall. However, the budget of both the Governor and the LAO acknowledge that job recovery in California is not expected until 2016. These facts reemphasize the importance of the adopted job recovery goals made by the Board and other legislation that will help expedite job recovery in the SCAG region. The Governor is estimating that the budget for FY 12 will be short \$4.1 billion in estimated revenues and it is expected that \$5.1 billion more will be spent than was budgeted. The November election, which proposes the one half of the 1% income tax increase of the wealthiest, is expected to generate \$6.9 billion. If that is not approved by the voters, his budget includes cuts of \$5.4 billion to education and public safety. The Governor's revised budget for redevelopment originally estimated at \$1.7 billion has now been downgraded to \$1.05 billion for the next fiscal year; which includes additional property tax revenues of \$340 million per counties, \$220 million per cities, and \$170 million for special districts.

REGIONAL SERVICES & PUBLIC AFFAIRS

Sylvia Patsaouras, Interim Director, had previously addressed the Committee in regard to the RTP/SCS Workshops and had no further comment.

Sharon Neely, Deputy Executive Director, asked for volunteers to participate in SCAG's 2012 General Assembly Sponsorship Committee. Councilmembers Finlay, Mitchell, Martinez, and McCallon volunteered.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

None.

ADJOURNMENT

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30am, Tuesday, February 21, 2011 at the SCAG Los Angeles office.

Sharon Neely
Deputy Executive Director
Strategy, Policy & Public Affairs

REPORT

DATE: February 21, 2012

TO: Legislative/Communications and Membership Committee

FROM: Sharon A. Neely, Deputy Executive Director, Strategy, Policy, and Public Affairs, neely@scag.ca.gov, (213) 236-1992

SUBJECT: SCAG Sponsorship of Annual Events – 1) University of California, Los Angeles 2012 Complete Streets for California Conference (\$1,250); 2) Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony (\$1,000); 3) California Transportation Commission Reception (\$500)

RECOMMENDED ACTION:

Approve.

EXECUTIVE SUMMARY:

Approve up to \$1,250 sponsorship of the University of California, Los Angeles (UCLA) 2012 Complete Streets for California Conference on 3/2/12; \$1,000 sponsorship of the Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony on 4/11/12; and \$500 sponsorship of the California Transportation Commission Reception on 2/22/12, for a total of up to \$2,750.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Complete Streets for California Conference

The University of California, Los Angeles (UCLA) Luskin School of Public Affairs will hold its second *Complete Streets for California* Conference on March 2, 2012 (8:00 am – 5:30 pm) at the Kyoto Grand Hotel in Downtown Los Angeles. The \$1,250 Student Scholarship Sponsorship will cover the cost of attendance to the conference for twenty five (25) students from universities throughout Southern California studying urban planning, public policy, social welfare, and architecture. This sponsorship entitles SCAG to two complimentary conference registrations; recognition in post conference communication as a Student Scholarship Sponsor; display of informational materials in conference lobby; and recognition on conference website and in conference materials.

Board of Directors Installation Ceremony

The Association of California Cities Orange County 2012 Board of Directors Installation Ceremony will be held on Wednesday, April 11, 2012 (5:30 pm – 7:30 pm) at the Ocean Institute in Dana Point. The 2012 Installation Ceremony brings together over three hundred (300) local elected officials, county and state legislators, private industry leaders, and municipal staff to honor the Association's new Board of Directors; recognize incoming President Lisa Bartlett, SCAG Regional Council Member; and promote the Association's mission of being a catalyst for regional collaboration to encourage good public policy within

REPORT

Orange County. The \$1,000 bronze level sponsorship entitles SCAG to two event tickets; a listing on the website and event program; and recognition of SCAG during the event.

California Transportation Commission Reception

Members of the California Transportation Commission will be honored at a Reception on Wednesday, February 22, 2012 (5:30 pm – 7 pm), at the Marriott Burbank Airport Hotel, Academy Ballroom 2. The Reception co-hosts are Los Angeles County Metropolitan Transportation Authority (Metro); Mobility 21; and Fixing Angelenos Stuck in Traffic (FAST). The \$500 sponsorship includes the SCAG logo displayed on all event marketing materials, web registration page, and signage at event, as well as listing in a future e-news article and acknowledgment from the podium during the reception. Attendance is free.

FISCAL IMPACT:

Up to \$2,750 (These funds are included in the approved FY12 budget)

Reviewed by:

*Deputy Executive Director, Policy,
Strategy & Public Affairs*

Reviewed by:

Chief Financial Officer

REPORT

DATE: February 21, 2012

TO: Legislative Communications and Membership Committee (LCMC)

FROM: Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, neely@scag.ca.gov, (213)-236-1992.

SUBJECT: Congressional Letter – Anaheim-Ontario Maglev Project

RECOMMENDATION:

Review and discuss.

EXECUTIVE SUMMARY:

The High Speed Rail Subcommittee of the Transportation Committee has recommended inclusion of planning and environmental review funds in the amount of \$45 million for the Anaheim-to-Ontario Initial Operating Segment (IOS) of the California/Nevada Super Speed Train project in the fiscally-constrained portion of the 2012-2035 RTP/SCS. Consistent with that action, this item is brought to the Legislative Communications and Membership Committee (LCMC) at request of Transportation Committee Chair Paul Glabb to request that the LCMC recommend that the Regional Council authorize the sending of a support letter requesting that an unspent earmark of planning funds for the California/Nevada Super Speed Train project be redirected from Nevada to California, and that the funds be used for the planning and environmental review of the Anaheim-to-Ontario IOS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal (2) Obtain Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

At the October 19, 2011 meeting of the High Speed Rail Subcommittee of the Transportation Committee, the members acted to recommend inclusion of planning and environmental review funds in the amount of \$45 million for the Anaheim-to-Ontario Initial Operating Segment (IOS) of the California/Nevada Super Speed Train project in the fiscally-constrained portion of the 2012-2035 RTP/SCS. This planning and environmental work is identified by RTP ID 7120011, and the full capital project is included in the strategic portion of the RTP as RTP ID S2120023. While there is no legal mandate that planning funds for individual projects be specifically listed in the RTP's project list, this addition by the Subcommittee demonstrates its support for this project.

SCAG Transportation Committee Chair Paul Glabb has requested, consistent with the actions of the High Speed Rail Subcommittee, that SCAG send a letter of support to House leadership requesting that the \$45 million in funds be redirected to the Anaheim/Ontario IOS segment from

REPORT

Nevada. A draft copy of the letter from Mr. Glabb outlining the need and rationale for request of funds is attached to this memorandum.

As noted in the attached letter, the \$45 million set aside for the starter segment of the corridor in Nevada has not been utilized and the Nevada Department of Transportation may give priority to development of a train between Victorville and Las Vegas, leaving the funds unspent for an indeterminate period. Further, SCAG has an inquiry from the California-Nevada Super Speed Train Commission whether funding may be reallocated to the western end of the previously designated corridor: Anaheim to Ontario International Airport. However, it is important to note that these funds have been retained for Nevada as part of the negotiated, bipartisan Senate authorization bill currently on the Senate floor, S. 1813 (Boxer/Inhofe), ‘Moving Ahead for Progress in the 21st Century’ or MAP-21.

The LCMC may additionally wish to consider requesting an appropriation to fund the Anaheim/Ontario IOS in addition to the Nevada portion of the California/Nevada Super Speed Train project. Such a request to fund both segments would address concerns with respect to negotiated inclusion of the Nevada portion as part of MAP-21, but it is uncertain how such a request would be received in the House because it would be effectively seeking additional funding for the entire project. The House has delayed vote on its bill, H.R. 7, which will be divided into sections for separate vote to provide opportunity to pass pieces of the bill without having the more controversial provisions (such as elimination of the Mass Transit Account) hold up the entire legislation.

Reviewed by:

*Deputy Executive Director, Strategy,
Policy & Public Affairs*

February 15, 2012

Rep. John Mica (R: FL 7th), Chairman: House Transportation & Infrastructure Committee
Rep. Bill Shuster (R: PA 9th), Chairman: House Transportation & Infrastructure Committee –
Subcommittee on Railroads, Pipelines & Hazardous Materials
Rep. Gary Miller (R: CA 42nd), House Transportation & Infrastructure Committee
Rep. Don Young (R: AK), House Transportation & Infrastructure Committee
Rep. Corinne Brown (D: FL 3rd), House Transportation & Infrastructure Committee

Re: Anaheim-Ontario Maglev Project (SAFETEA-LU “Maglev Deployment Program”: Section 1307 of SAFETEA-LU & Section 102 of the SAFETEA-LU Technical Corrections Act of 2008)

Dear Representatives Mica, Shuster, Miller, Young & Brown:

We are pleased to provide this letter as an expression of support for the further development and eventual deployment of a high-speed maglev train system operating between the city of Anaheim (at its to-be-constructed regional transportation center: ARTIC) and Ontario International Airport, a heavily congested highway corridor in desperate need of a transportation alternative to relieve the heavy congestion on the SR-91, SR-57 and I-15 highways. This high-speed train will facilitate the movement of people and goods in the region as well as to enable a 14.5 minute trip to and from the Ontario International Airport: locally referred to as a system that will provide an “Airport Without Runways” to enable the continued and future growth of an airport which the region is committed to expanding usage of due to the overcrowding and capacity limitations of Los Angeles International Airport and John Wayne Airport.

A feasibility study for this project was completed in 2003 by the California-Nevada Super Speed Train Commission and submitted to the Federal Railroad Administration under the Maglev Deployment Program passed by Congress as part of the TEA-21 legislation (49 CFR 268). This analysis showed that ridership and fares will enable the generation of \$86.6 million in annual net operating profit over and above operation and maintenance costs, at modest fares of \$9.00 each way. The ridership will be a combination of airport travelers, business, commuters, personal (Disneyland is located within 3.5 miles of the ARTIC center and the Ontario Mills shopping center is located within 4 miles of Ontario International Airport) and air freight. The previous feasibility study did not take into account air freight, and was also performed at a time when the El Toro airport was thought to be a possible Orange County relief airport, but the plans for El Toro have been permanently canceled.

We are in support of the initiation of a project level EIS/EIR to be completed in parallel with the necessary preliminary design, engineering and safety certification so as to make this a project that is “shovel ready” in the near term. **There is federal funding potentially available for this project under the Maglev Deployment Program as the Anaheim-Ontario project is part of the same Las Vegas-Anaheim maglev corridor (“C-N Corridor”) identified in SAFETEA-LU Section 1307(d)(1), as amended by Section 102 of the SAFETEA-LU Technical Corrections Act of 2008 (23 U.S. C. 322 note; 119 stat.1217; 122 stat.1577).** The \$45 million set aside for the starter segment of the corridor in Nevada has not been utilized, and given the inability of that state to obtain release of this \$45 million and the priority the Nevada Department of Transportation is giving to the development of a train between Victorville and Las

Vegas, we have received an inquiry from the California-Nevada Super Speed Train Commission (specifically named as a Cooperating Agency in SAFETEA-LU Section 102) as to whether **this funding may be reallocated to the western end of the previously designated C-N Corridor, specifically: Anaheim to Ontario International Airport.**

In the upcoming extension of SAFETEA-LU and/or in the forthcoming reauthorization of the Transportation Bill by the House Transportation & Infrastructure and Senate Environment & Public Works Committees, we respectfully request your assistance and support in modifying the existing language of Section 1307(d)(1) of SAFETEA-LU (Section 102 of the SAFETEA-LU Technical Corrections Act of 2008) to direct that the maglev funding currently identified for the Las Vegas-Anaheim corridor be directed to the Orange County Transportation Authority and California-Nevada Super Speed Train Commission for the maglev project between Anaheim and Ontario International Airport. (Attached is a copy of the relevant Section 1307(d)(1) of the SAFETEA-LU Technical Corrections Act of 2008).

Your assistance in this regard is very much appreciated. The development of a high-speed, contact and emissions-free 21st Century technology, with lower operation and maintenance costs and longer lifecycle as compared to conventional friction-based trains, will be of tremendous assistance to the movement of people and goods throughout the Southern California region. Such a project will generate a new transportation industry in Southern California, thousands of construction jobs and long term economic, lifestyle, and environmental benefits.

Very Truly Yours,

Paul Glaab
Chairman
Southern California Association of Governments
Transportation Committee



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Governor's
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Will Kempton
Chief Executive Officer

February 10, 2012

The Honorable John Mica
Chairman, Committee on Transportation and Infrastructure
United States House of Representatives
2187 Rayburn House Office Building
Washington, DC 20515

Subject: Anaheim-Ontario Maglev Project (Section 102 of the SAFETEA-LU Technical Corrections Act of 2008)

Dear Chairman Mica:

On behalf of the Orange County Transportation Authority's (OCTA) Board of Directors (Board), I am pleased to provide this letter in support for the continued development of a Southern California high-speed maglev train system and the allocation of previously guaranteed funding, in cooperation with the California-Nevada Super Speed Train Commission, to OCTA for ongoing preliminary work and engineering for this system, to operate between the cities of Anaheim and Ontario, (the Anaheim-Ontario Airport Project).

As you may know, this heavily congested highway corridor, located between Anaheim and the Ontario Airport, is in desperate need of a transportation alternative to relieve the already overburdened SR-91, SR-57 and I-15 highways. OCTA supports this initiative and has adopted its call for greater federal investment from its 2012 Federal Legislative Platform which passed our Board unanimously.

The Anaheim-Ontario Airport Project will enhance the movement of people and goods in the region by providing a 14.5 minute trip to and from the Ontario International Airport: locally referred to as a system that will provide an "Airport Without Runways." This will assure the continued use and future growth of an airport which is currently struggling in the down economy, but which the region is committed to expanding due to the eventual overcrowding and capacity limitations of the Los Angeles International Airport and Orange County's John Wayne Airport.

The Anaheim-Ontario Airport Project is part of the Las Vegas-Anaheim Maglev Corridor (C-N Corridor) identified in Section 102 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008.

The Honorable John Mica
February 10, 2012
Page 2

As the House Transportation and Infrastructure Committee moves the American Energy and Infrastructure Jobs Act of 2012 through the legislative process, OCTA supports efforts to amend existing language within Section 102 of the SAFETEA-LU Technical Corrections Act of 2008, which will provide Southern California with current unused funding to facilitate the completion of project level environmental studies, in parallel with preliminary design, engineering, and safety certification to ensure this project is "shovel ready" in the near term.

Your assistance in this regard is very much appreciated. The further development of a high-speed, emissions-free 21st Century technology will be of tremendous assistance to the movement of people and goods throughout the Southern California region. Additionally, the Anaheim-Ontario Airport is included in the new Regional Transportation Plan of the Southern California Association of Governments (SCAG), Southern California's Metropolitan Planning Organization.

Sincerely,



Paul G. Glaab
Chairman

c: The Honorable Gary Miller
The Honorable Bill Shuster
The Honorable Don Young
Members, Orange County Congressional Delegation
Will Kempton, Chief Executive Officer

PGG:ll

REPORT

DATE: February 21, 2012

TO: Legislative, Communications and Membership Committee

FROM: Sharon A. Neely, Deputy Executive Director, Strategy, Policy & Public Affairs,
neely@scag.ca.gov, (213)-236-1992

SUBJECT: Safe, Clean, and Reliable Drinking Water Supply Act of 2012 Bond Proposition

RECOMMENDATION:

For information only; no action required.

EXECUTIVE SUMMARY:

Status update to Safe, Clean, and Reliable Drinking Water Supply Act of 2012, approved for the November 6, 2012 ballot and, if approved by voters, would authorize \$11.14 billion to finance a safe drinking water and water supply reliability program.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Originally passed in 2010 for the November 2, 2010 ballot, the bond proposition (SB 2 X7, 2010 Legislative Session) would have enacted the Safe, Clean, and Reliable Drinking Water Supply Act of 2010, which, if approved by the voters, would have authorized the issuance of bonds in the amount of \$11.14 billion pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. The bill provided for the submission of the bond act to the voters at the November 2, 2010 statewide general election. Former Governor Arnold Schwarzenegger requested that the bond proposition be postponed, and on August 10, 2010, Governor Schwarzenegger signed the California State Legislature’s postponement of the vote (AB 1265, 2010 Legislative Session), which moved the bond proposition to the November 6, 2012 statewide general election.

Specifics of the Bill

The bill (SB 2 X7, by way of AB 1265) authorizes a \$11.14 billion water infrastructure bond for the November 2012 ballot. The Legislative Analyst’s Office estimates annual debt service on the water bond to range from \$724.7 million to \$809.3 million. The water bond, if approved by voters, would allocate the funds as follows:

CHAPTER 5 - Drought Relief	\$455,000,000
- Drought Relief Projects	\$190,000,000
- Economic impact from drought	\$90,000,000
- Small Community wastewater	\$75,000,000

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- Safe Drinking Water Revolving Loan	\$80,000,000
- New River	\$20,000,000
CHAPTER 6 - Regional Supply	\$1,400,000,000
- IRWMP - allocated	\$1,000,000,000
- (Unallocated/Interregional)	\$50,000,000
- Local Conveyance	\$350,000,000
CHAPTER 7 - Delta	\$2,250,000,000
- Projects, including	\$750,000,000
- Ag economy (out of projects pot)	[250,000,000]
- Ecosystem/BDCP	\$1,500,000,000
CHAPTER 8 - Statewide Water System Operational Improvement (Water Storage)	\$3,000,000,000
CHAPTER 9 - Conservation and Watershed Protection	\$1,785,000,000
CHAPTER 10 - Groundwater Protection and Water Quality	\$1,000,000,000
CHAPTER 11 - Recycling	\$1,250,000,000
- Recycling	\$1,000,000,000
- Conservation	\$250,000,000
TOTAL	\$11,140,000,000

Out of the \$11.14 billion, there are nearly \$2 billion in earmarks that were included in order to win the votes necessary to get the bill to the Governor’s desk. Chapter 9 contains the following earmarks:

Chapter 9 - Conservation and Watershed Protection	
State Coastal Conservancy	\$255,000,000
WCB – Water Rights	\$100,000,000
WCB – Watershed	\$215,000,000
Los Angeles & San Gabriel Rivers	\$75,000,000
Santa Monica Mountains Conservancy	\$75,000,000
Baldwin Hills	\$20,000,000
Santa Monica Bay – SMMC	\$25,000,000
Coastal Salmon	\$50,000,000
Lake Tahoe	\$100,000,000
Farmland Conservation/Watershed Coordinator	\$20,000,000
River Parkways	\$50,000,000
Sierra Nevada	\$75,000,000
Salton Sea	\$100,000,000
Climate Change Planning	\$10,000,000
Watershed Education Centers	\$30,000,000
Waterfowl	\$10,000,000
CDF	\$100,000,000
Klamath	\$250,000,000
Siskiyou County	\$20,000,000
CSU Fresno/Cal Poly	\$50,000,000
Ocean Protection	\$50,000,000
CVP – Salmonid	\$60,000,000
Public Infrastructure Mitigation	\$50,000,000
TOTAL	\$1,785,000,000

The fears that led to the postponement of the bond proposition to the 2012 ballot are still relevant and there has been discussion in Sacramento over reducing the size of the proposition. Assemblyman Kevin Jeffries has proposed cutting the funding of each project in the position by 25%. State Senate Pro Tempore Darrell Steinberg purportedly is not opposed to trimming funding. The Jeffries proposal was killed in an Assembly

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subcommittee, but Senator Steinberg may revive it and try to find support for a bond calling for \$7–\$8 billion in new debt (instead of the \$11.14 billion currently proposed).

Modifying the bond proposition, however, could be a difficult task. Even when taking into consideration potential opposition from the public over the size of the bond, or how the money will be spent (i.e., earmarks), a change in the proposition would require a two-thirds vote of the Legislature. The crafting of this legislation was the result of extensive, broad-based bipartisan negotiation by leadership of both parties, and thus, changing its substantive provisions by two-thirds vote likely will be a very challenging task. There are currently no legislative vehicles proposing to amend the water bond appearing on the November ballot.

Finally, there is also discussion that Governor Jerry Brown might prefer to postpone the water bond proposition again (to the November 2014 ballot) because of another tax increase initiative that will also likely be on the November 6, 2012 ballot.

Reviewed by:

*Deputy Executive Director, Strategy,
Policy & Public Affairs*

REPORT

DATE: February 21, 2012

TO: Legislative, Communications and Membership Committee

FROM: Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, neely@scag.ca.gov, (213)-236-1992.

SUBJECT: Comparison of House (HR 7) and Senate (MAP 21) Transportation Reauthorization Legislation

RECOMMENDATION:

For information only; no action required.

EXECUTIVE SUMMARY:

Comparison of principal policy provisions of the two surface transportation authorization bills, HR 7 and S 1813, including provisions related to MPOs, Freight, Project Acceleration, and others.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

As previously reported to the Regional Council, both of the surface transportation authorization bills have been introduced and are moving quickly through their respective chambers. S. 1813, the 'Moving Ahead for Progress in the 21st Century' Act or MAP-21 was marked up in the Senate Environment and Public Works Committee in December, and the other committees of jurisdiction, the Senate Banking, Housing and Urban Development Committee with jurisdiction over the transit and public transportation titles, and the Senate Finance Committee with jurisdiction over the revenue title, have since passed their respective provisions in February. The bill is, as of preparation of this report, on the Senate floor with a filed Motion to Invoke Cloture on the bill (to avoid filibuster) that will be voted on in the near future. Because the bill has largely enjoyed bipartisan support on most, but not all, of its provisions, it is presumed likely that the Senate bill will pass.

In the House, H.R. 7, the American Energy and Infrastructure Jobs Act, passed the House Transportation and Infrastructure Committee on Thursday, February 2. Additionally, the House Natural Resources Committee passed the energy related provisions and the House Ways and Means Committee passed the revenue title also in February. The bill is currently on the House floor where numerous amendments are filed and extensive floor debate is anticipated. Because the House bill has not enjoyed the bipartisan support through its development as the Senate bill has, it is much less certain whether the bill will pass the House. Should both bills pass, they will report to conference committee where members of both chambers will work to reconcile

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differences in the legislation and, if successful, return to each chamber a unified bill for final up or down vote.

Attached to this report are two matrices comparing the major policy provisions and funding apportionments of H.R. 7 and S. 1813. The policy comparison encompasses policy areas the Regional Council has taken prior position upon as well as other relevant issues including Freight policy and funding, Metropolitan Planning Organization provisions, Project Acceleration/Environmental Review, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Innovative Finance, and others.

SCAG President Pam O'Connor, other members of the Regional Council and staff have recently travelled to Washington, D.C. to meet with national transportation stakeholders and lawmakers. Staff will provide an update on recent activities occurring with each bill.

Reviewed by:

*Deputy Executive Director, Strategy,
Policy & Public Affairs*

House and Senate Transportation Reauthorization Bills
Comparison of Major Policy Provisions
(as of February 13, 2012)

	American Energy and Infrastructure Jobs Act <i>H.R. 7</i> House T&I Committee	Moving Ahead for Progress in the 21st Century <i>S. 1813</i> Senate EPW Committee	Comments
General			
Duration	5 Years	2 Years	
Funding	\$269+ billion	\$109 billion	
Return to states (CA currently 92%)	94% (Estimated CA apportionments FY 2012 - \$3,543,739,939; FY 2013 - \$3,779,103,566; FY 2014 - 3,802,986,816; FY 2015 - \$3,808,138,106; FY 2016 - \$3,838,109,243	95% (Estimated CA apportionments FY 2012 - \$3,765,401,521; FY 2013 - 3,829,179,495.	
Funding level	Status quo	Status quo plus CPI	
Highways			
Highway Program	Section 1106 (Page 47) Strikes Interstate Maintenance Program and replaces with new National Highway System (NHS) Program with IMP as subset of NHS.	Section 1106 (Page 50) Consolidates National Highway System, Interstate Maintenance & Highway Bridge Program into National Highway Performance Program (NHPP)	
Bridges	Section 1115 (Page 85) Requires states to spend at least 10% of NHS apportionment annually on NHS bridges is USDOT at least 10% of state's bridge deck area is structurally deficient.	Section 1111 (Page 86) Requires states to spend a certain amount of funding on repair of bridges and interstate pavement if they fall below minimum standards established by USDOT.	
Surface Transportation Program (STP)	Section 1107 (Page 53) Revises STP by repealing requirement that 10% of state's annual STP apportionment must be spent on transportation enhancements. Includes funding for ADHS (Appalachian) construction, off-system bridge/tunnel replacement, & construction of new bridges & tunnels.	Section 1108 (Page 74) Replaces STP with Transportation Mobility Program (TMP) giving states and regions flexible dollars to invest in highways, transit projects, freight rail projects, bike/ped projects, travel demand management, etc. Reduces % for sub allocation from 62.5% in California to 50% but increases overall program funding.	
Highway Safety Improvement Program (HSIP)	Section 1301 (Page 129) Extends HSIP and eliminates references to high risk rural roads. Requires states to make submit action plans for priority high-risk rail crossings. Requires USDOT to require protective measures in all work zones when traffic is present and where workers have	Section 1112 (Page 101) Sets aside 8% of HSIP funds for data collection on crashes and creating database for safety issues on all public roads. States must develop strategic highway safety plan within one year using process approved by USDOT; states are	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	no means of escape, including temporary longitudinal barriers and apparel modifications.	required to also develop performance targets on fatalities and serious injuries.	
Equity Bonus			
Return to State provision	Section 1109 (Page 62) Minimum return on state percentage shares of Highway Account tax payments is <u>94%</u> (up from 92% under SAFETEA-LU)	(Page 43) Minimum return on state percentage shares of Highway Account tax payments is <u>95%</u> (up from 92% under SAFETEA-LU)	
CMAQ			
Congestion Mitigation and Air Quality Program	Section 1108 (Page 57). Eliminates from existing CMAQ provisions traffic monitoring and truck stop electrification; eliminates diesel retrofit language; eliminates emergency communications provision. Confers instead broad authority to USDOT Secretary to approve projects under CMAQ. Allows states to obligate CMAQ funding for new capacity for single occupant vehicles if project is likely to contribute to congestion mitigation or air quality.	Section 1113 (Page 128) CMAQ funds provided to states and Tier I MPOs (urban); in states w/ non-attainment areas, 50% of funds are sub allocated to Tier I MPOs based on area's status with National ambient air quality standards. Funds cannot be used to construct new travel lanes except for HOV/HOT lanes. Current provision requires that 30% of funds to local agencies be spent on retrofit of construction equipment. Reserves an amount equal to that provided in Transportation Set-Aside in FY'09 to be spent on transportation enhancements, safe routes to school, environmental mitigation, etc.	
Innovative Finance			
Transportation Infrastructure Finance & Innovation (TIFIA)	Section 1201 (Page 91) Reauthorizes TIFIA at \$1B annually from FY 2013-16. Allows retroactive reimbursement of project costs. Allows TIFIA credit instruments to finance 100% of development phase activities. Increases maximum TIFIA share of project costs from 33% to 49%. Directs USDOT to economize time and cost of TIFIA approval process.	Section 3002 (Page 558) Expands TIFIA program to \$1B and modifies program from competitive application process to a rolling application process. Modifies application for TIFIA loans to make easier for public transportation agencies with dedicated revenue sources. Allows applicants to enter into master credit agreements to provide funding for a suite of projects at once.	
Infrastructure Banks	Section 1202 (Page 111) Increases the percentage of certain federal highway funds that could be used toward a state infrastructure bank from 10 percent to 15 percent.	N/A.	

House and Senate Transportation Reauthorization Bills
Comparison of Major Policy Provisions
(as of February 13, 2012)

Planning	Title IV (Pages 382 - 457)		
Metropolitan Planning Organizations	Does not tier MPOs nor provide for the specific dissolution of any MPOs. Grandfathers small/rural MPOs into bill. Section 5203 (Page 406) <u>provides that if a State and MPO cannot agree on programming of a project of statewide significance on the interstate system into a metropolitan TIP, the Governor may override an MPOs programming authority by modifying a TIP to add the project without approval of the MPO.</u>	Section 1201 (Page 245) Groups MPOs into 2 tiers; Tier I MPOs serve a metropolitan planning area with population of 1 million and above; Tier II MPOs serve an urbanized area with population of more than 200,000 up to 1 million. MPOs serving small urbanized areas with population fewer than 200,000 but more than 50,000 may request designation as a Tier II MPO with the USDOT Secretary. MPO's not so designated are dissolved & their responsibilities shall transfer to state.	
MPO Planning Funding	Page 37. Reduces set aside for Metropolitan planning from 1.25% under current law to 1.15% of funds appropriated for the National Highway System program and surface transportation program; but increases overall estimated STP funding from which percentage is derived.	No longer a percent set aside of core programs, now based on a share of 2009 apportionments.	
Freight	Page 146 of HR 7 (Title D)	Page 176 of S. 1813	
Freight Policy	Title 1401 (Page 146) Requires USDOT to consult with public and private stakeholders and produce a 5-year National Freight Policy within 1 year of enactment. Section 1402 (page 149) Encourages but does not require states to create State Freight Advisory Committees. Section 1403 (page 150) Encourages but does not mandate states to develop freight plans for state's immediate and long-term freight investment needs; prescribes minimum contents for such plans. Indicates states may prepare separately or include in State Long Range Transportation Plan. Section 1404 (page 151-161) addresses truck weight fees (under analysis with state DOT). Amendment #24 passed and specifies that increases to 88,000 lbs. for car carriers and 97,000 lbs./6-axles for heavy-duty trucks	Title 1115 (Page 176) contains separate freight title that calls for the USDOT, in consultation with appropriate public and private stakeholders, to develop a national strategic freight plan within 3 years of enactment, to be updated every 5 years thereafter. The plan must include the following: <ul style="list-style-type: none"> • an assessment of the condition and performance of the national freight network, • identification of significant bottlenecks on 20-year forecasts of freight volumes for a 20 year period, • identification of major freight corridors, an assessment of regulatory/ statutory/ financial barriers that impede freight system performance, 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>would not be considered until after US DOT conducts a study over a three-year period. Amendment #67 passed authorizing Secretary to conduct pilot for up to 3 states (states are not required to participate but may charge fee if they do), allow 126,000 lbs. vehicles to operate on not more than 3 segments of up to 25 miles each, and that segments may be contiguous.</p> <p>Section 1302 (Page 142) provides that states shall identify and report to the Secretary within 1 year of enactment of the bill, the top 10 highest safety grade crossings in need of safety maintenance and repairs, and requires development of a state action plan to carry out the safety improvements.</p>	<ul style="list-style-type: none"> • best practices for improving performance of freight network, • best practices to mitigate impacts of freight movement on communities, • a process for addressing multistate projects and encouraging multi-jurisdictional collaboration, and • strategies to improve intermodal connectivity. <p>Not later than one year after enactment, the USDOT Secretary shall also designate a Primary Freight Network consisting of not more than 27,000 centerline miles of existing roadways that are most critical to freight movement. Up to 3,000 additional centerline miles critical to future movement of freight on the primary network.</p>	
Freight Funding	<p>No grant or formula program.</p> <p>Eliminates Projects of National & Regional Significance program where California competed quite well in SAFETEA-LU.</p>	<p>\$2.1 billion per year included. Targets investment in freight transportation projects that strengthen economic competitiveness. Provides for planning, preparation, or design costs of freight projects. Identifies financing costs needed for TIFIA program as eligible for grant money. Provides that the following are eligible for funding:</p> <ul style="list-style-type: none"> • surface infrastructure necessary for public and private intermodal facilities; • Freight-focused ITS projects; • Highway project to reduce congestion or improve safety; • Intermodal connectors; • Railway-highway grade seps; • Truck-only lanes & truck parking facilities. <p>Additionally, up to 10% of each state's freight</p>	

House and Senate Transportation Reauthorization Bills
Comparison of Major Policy Provisions
(as of February 13, 2012)

		apportionment can be used on public or private freight rail or maritime projects that would make significant improvements to the national freight network or would enhance cross-border commerce within five miles of the Canadian or Mexican border.	
Project Acceleration	Title III (Page 307-371)	Subtitle C (Page 338 – 392)	
Expedited Environmental Process	<ul style="list-style-type: none"> • Section 3017 (Page 366) NEPA delegation. The bill makes permanent the ability of the Secretary to delegate NEPA authority to States, and removes the limitation that only five States may receive this authority. The bill expands this authority from applying only to highway projects to applying to highway, transit, and multimodal projects. • Section 3016 (Page 360) Federal/State Environmental Law Reciprocity. The bill establishes a program to allow for State environmental regulations to be used in place of NEPA or other federal environmental regulations, provided they are substantially equivalent. This applies to highway, transit, and multimodal projects. • Section 3007 (Page 319) Contracting Efficiency. Two phase construction contracts, for preconstruction and construction activities, are permitted. • Section 309 (Page 326) Funding Threshold. The bill exempts projects from NEPA projects that are use less than \$10 million in federal funds, or that have 15 percent or less of overall project costs coming from federal funds. • Section 3003 (Page 313 et seq.) Environmental Review Efficiencies. The bill makes a number of 	<ul style="list-style-type: none"> • Sections 1301 and 1302 (Page 342) Expands eligibility of early acquisition of property prior to completion of NEPA environmental review under circumstances provided in bill; • Section 1303 (Page 348) Two Phase Construction. Provides for two phase construction and permits phase I (preconstruction) to commence and proceed prior to completion of NEPA environmental review process. • Sections 1306 & 1309 (Pages 354 & 363) Categorical Exclusions. Provides for categorical exclusions of certain components of multimodal projects as provided under NEPA; as well as for projects within right of way and directs Secretary to prepare new categorical exclusions as provided. • Section 3013 (Page 371) Accelerated Decisionmaking. Establishes accelerated, specific decision timelines for environmental review <u>with penalty provisions for agencies failing to make decisions by the deadlines in amounts, depending upon project, of between \$10K and \$20K per week, until final decision is reached, not to exceed 1% of funds made available to the agency.</u> 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>changes to expedite the NEPA process, including requiring concurrent reviews of permits; limitations on judicial review; integrating decisions made in the planning process into the NEPA process; allowing for programmatic, rather than project-by-project, reviews; and mandating certain deadlines for project approval.</p> <ul style="list-style-type: none"> • Section 3018 (Page 368) Categorical Exclusions for Projects in the Right-of-Way. The bill requires the Secretary to categorically exclude from NEPA any highway projects constructed in existing right-of-way. 		
Consolidation/ Elimination			
Programs Eliminated or Consolidated into larger program.	<p>Partial listing of programs to be eliminated include highway bridge program; MAGLEV; national corridor infrastructure improvement; safe routes to schools; truck parking facilities; freight intermodal distribution pilot, and others.</p>	<p>Consolidates existing programs as follows: Interstate Maintenance, National Highway System & Highway Bridge Program into National Highway Performance Program; Equity Bonus, AHDS, Border Infrastructure Program, Railway Highway Crossings, and STP into Transportation Mobility Program; and Transportation Enhancements, Safe Routes to Schools and Recreational Trails into CMAQ.</p>	
Other Provisions			
Revenue Titles of both bills – S. ___ Highway Investment, Jobs Creation Act & H.R. 3864	<ul style="list-style-type: none"> • Eliminates the Mass Transit Account of HTF and establishes the Alternative Transportation Account (ATA), and provides a one-time \$40 billion transfer from the general fund to the ATA. • Permanently takes away the 2.86 cents per gallon of the federal gasoline and diesel fuel taxes currently deposited in the Mass Transit Account of the HTF. • Provides that the net increase in Federal revenues from certain onshore and offshore 	<ul style="list-style-type: none"> • Extend motor fuel taxes and all non-fuel excise taxes at current rates thru 09/30/2015; • Extend the expenditure authority for the Highway Trust Fund (HTF) thru 09/30/2013; • Transfer \$3B from the LUST Trust Fund to HTF; decrease amount of fuel tax revenue to LUST fund to match actual need; • Prohibit taxpayers from claiming the alternative mixture credit or the cellulosic 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>domestic energy leasing and production be appropriated to the Highway Trust Fund (no specific amounts, contingent on passage of legislative bills authorizing increased energy leasing and production).</p>	<p>biofuels credit on any returns made after 2/3/2012. (Estimated to raise \$2.786B over 10 years).</p> <ul style="list-style-type: none"> • Require that amounts equivalent to the gas-guzzler taxes received in the Treasury be transferred to HTF. (Estimated to provide \$697M to HTF over 10 years). • Revoke Passports of Individuals Owing More Than \$50,000 in Back Taxes. (Estimated to raise \$743M over 10 years). • Permit the IRS to impose levy of up to 100 percent on tax delinquent Medicare service providers. (Estimated to raise \$841M over 10 years). • Transfer to HTF certain Imported Tariffs. (Provides \$2.475B to HTF between FY 2012 thru 2014). 	
<p>Projects of National and Regional Significance (PNRS)</p>	<p>Eliminates projects of national and regional significance program.</p>	<p>Continues PNRS grant program and authorizes \$1B for FY 2013. Provides modification to allow local government and other entities to apply directly for funding.</p>	

House & Senate Transportation Reauthorization Bills Attachment 2

Comparison Of Funding

(Dollar Amounts In Millions)

MAP-21* - S. 1813			AEIJA** - H.R. 7					
	FY 2012	FY 2013		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Highways	39,193.0	39,806.0	Highways	39,882.6	40,812.0	41,067.0	41,122.0	41,446.0
National Highway Performance Program	≈20,600.0	≈20,600.0	National Highway System		17,400.0	17,600.0	17,600.0	17,750.0
Transportation Mobility Program	≈10,400.0	≈10,400	Surface Transportation Program		10,500.0	10,550	10,600.0	10,750.0
			Appalachian Development System		470.0	470.0	470.0	470.0
			Equity Bonus		3,900.0	3,900.0	3,900.0	3,900.0
National Freight Network Program	≈2,100.0	≈2,100.0						
Congestion Mitigation & Air Quality	≈3,300.0	≈3,300.0	Congestion Mitigation & Air Quality		2,000.0	2,000.0	2,000.0	2,000.0
			Recreational Trails Program		85.0	85.0	85.0	85.0
Highway Safety Improvement Program	≈2,500.0	≈2,500.0	Highway Safety Improvement		2,600.0	2,605.0	2,610.0	2,630.0
TIFIA	1,000.0	1,000.0	TIFIA		1,000.0	1,000.0	1,000.0	1,000.0
Federal Lands & Tribal Programs	1,000.0	1,000.0	Federal Lands Transportation		558.0	558.0	558.0	558.0
			Tribal Transportation Program		442.0	442.0	442.0	442.0
Territorial & Puerto Rico Highway Program	180.0	180.0	Territorial Highway Program		50.0	50.0	50.0	50.0
			Puerto Rico Highways		150.0	150.0	150.0	150.0
Administrative Expenses	480.0	480.0	Administrative Expenses		400.0	400.0	400.0	400.0
Projects of National & Regional Significance		1,000.0	Projects of National & Regional Significance	<i>Program Eliminated</i>				
Emergency Relief	100.0	100.0						
Research & Education	400.0	400.0	Research & Education		440.0	440.0	440.0	440.0

Changes In The Surface Transportation Program

Current Law (23 U.S.C. §133)		H.R. 7 (As Introduced 23 U.S.C. §133)	
Step	FY 2010 Actual	Step	FY 2013 Auth.
STP Authorization	9,144,570,025	STP Authorization	10,500,000,000
Minus 1.25% For Metro Planning	(114,307,125)	Minus 1.15% For Metro Planning	(120,750,000)
Minus Job Training/DBEs	(20,000,000)	Minus Job Training/DBEs	(20,000,000)
Equals Apportioned Amount	9,010,262,900	Equals Apportioned Amount	10,359,250,000
Minus 2% For SPR	(180,205,260)	Minus 2% For SPR	(207,185,000)
Equals Distributed Amount	8,830,057,640	Equals Distributed Amount	10,152,065,000
Minus 10% For Enhancements	(886,341,838)	<i>[Enhancements Set-Aside Abolished]</i>	
Equals Sub-State Amount	7,943,715,802	Equals Sub-State Amount	10,152,065,000
Of The Sub-State Amount:		Of The Sub-State Amount:	
62.5% Allocated By Population	4,893,118,522	50% Allocated By Population	5,076,032,500
For Areas Over 200K:	2,634,663,498	For Areas Over 200K:	2,733,152,177
For Areas Under 200K:	1,662,145,250	For Areas Under 200K:	1,724,279,367
For Areas Under 5K:	596,309,774	For Areas Under 5K:	618,600,955
37.5% To Any Area Of State	3,050,597,280	50% To Any Area Of State	5,076,032,500

*MAP-21 – Moving Ahead for Progress in the 21st Century – From Senate EPW Committee

**AEIJA – American Energy & Infrastructure Jobs Acts – From House T&I Committee

***FPTA 2012 – Federal Public Transportation Act of 2012 – From Senate Banking Committee

House & Senate Transportation Reauthorization Bills
Comparison Of Funding

Mass Transit Reauthorization	FPTA 2012*** - H.R. _____	AEIJA – H.R. 7
<i>Mass Transit Contract Authority Programs From the HTF</i>	<i>Per Year</i>	<i>Per Year</i>
Formula and Bus Grants Total	8,360,565,000	8,400,000,000
(A) Planning	124,850,000	126,000,000
(B) Urbanized Area Formula	4,756,161,500	4,578,000,000
(C) Clean Fuels Grants	65,150,000	--
(D) Fixed Guideway Modernization	--	1,680,000,000
(E) Buses and Bus Facilities	--	840,000,000
<i>Combined FGM and Bus/SGR</i>	1,987,263,500	2,520,000,000
(F) Elderly/Disabled	248,600,000	--
(G) Nonurbanized Area Formula	591,190,000	672,000,000
(H) Job Access & Reverse Commute	--	--
(I) New Freedom Program	--	--
<i>Combined Elderly/Disabled/New Freedom</i>	248,600,000	504,000,000
(J) Transit in Parks & Public Lands	--	--
(K) National Transit Database	3,850,000	--
(L) Alternatives Analysis	--	--
(M) Growth & High-Density States	511,500,000	--
(N) Over-the-Road Bus Accessibility	--	--
Research and Development	34,000,000	--
Transit Cooperative Research	6,500,000	--
Technical Assistance/Standards	4,500,000	--
National Transit Institute	5,000,000	--
Workforce Development	2,000,000	--
Transit-Oriented Development Pilot Program	20,000,000	--
Mass Transit Programs To Be Appropriated From the GF		
	<i>Per Year</i>	<i>Per Year</i>
Capital Investment Grants	1,955,000,000	1,955,000,000
Administrative Expenses	108,350,000	98,000,000
<i>Admin set-aside for transit safety</i>	10,000,000	
Research and URCs/Training/Outreach	--	45,000,000
Transit in the Parks	26,900,000	
Fixed Guideway State of Good Repair	7,463,000	
TOTAL ANNUAL ASSUMED FTA FUNDING	10,458,278,000	10,498,000,000

Return To States (California)

Estimated Apportionment To States						
	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>
Current Level (92%)	3,808,733,955					
AEIJA – H.R. 7 (94%)		3,543,739,939	3,779,103,566	3,802,986,816	3,808,138,106	3,838,109,243
MAP-21 – S. 1813 (95%)		3,765,401,521	3,829,179,495			

*MAP-21 – Moving Ahead for Progress in the 21st Century – From Senate EPW Committee
 **AEIJA – American Energy & Infrastructure Jobs Acts – From House T&I Committee
 ***FPTA 2012 – Federal Public Transportation Act of 2012 – From Senate Banking Committee

REPORT

DATE: February 21, 2012

TO: Legislative/Communications and Membership Committee

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SUBJECT: 2012-2035 RTP/SCS Public Outreach Update

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

To fulfill the requirements of Senate Bill 375 (SB 375), SCAG recently concluded a series of 12 workshops for elected officials and six public hearings on the 2012-2035 Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS). The workshops and public hearing followed the December 2011 release of the Draft 2012-2035 RTP/SCS and were held during the public comment period, which closed on February 14.

STRATEGIC PLAN:

This item supports Goal 1 of the SCAG Strategic Plan: (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Over 450 elected officials, business leaders and community stakeholders attended the Draft RTP/SCS Workshops and Public Hearings, held January – February 2012. SCAG conducted two workshops and one public hearing in each county. The public hearings were held in conjunction with a workshop to provide the general public an opportunity to also attend the workshop.

At each workshop, staff presented the components of the Draft 2012-2035 RTP/SCS, including major investments and funding strategies, and outlined the benefits for the entire region. Attendees viewed a video describing the purpose and goals of the Draft RTP/SCS, followed by a staff presentation on major investments in the workshop's specific subregion. The public hearings provided opportunities for the public to provide input on the draft plan.

SCAG provided an additional opportunity to regional stakeholders by holding a videoconference of its February 2nd workshop and public hearing in Los Angeles with eight additional sites throughout the region – Hesperia, Imperial, Orange, Palmdale, Palm Desert, Riverside, San Bernardino, and Ventura. A breakdown of all attendance follows. (The * indicates attendance for both workshop *and* public hearing).

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<u>Date</u>	<u>Location</u>	<u>Total Attendance</u>	<u># Elected Officials</u>
1/6/2012	Camarillo Council Chambers, Ventura County	52	20
1/17/2012	Carson Community Center, LA County	15	3
1/18/2012	San Bernardino Associated Gov'ts, San Bernardino County	59*	17
1/19/2012	Camarillo Library, Ventura County	37*	0
1/20/2012	Apple Valley Conference Ctr., San Bernardino County	15	6
1/23/2012	Riverside County Administrative Ctr., Riverside County	60*	12
1/24/2012	Coachella Valley Association of Gov'ts, Riverside County	15	6
1/25/2012	Imperial County Administrative Ctr., Imperial County	28*	6
1/26/2012	Anaheim Council Chambers, Orange County	55*	5
2/2/2012	SCAG Board Room, LA County	69*	13
2/2/2012	SCAG Imperial County Office, Imperial County	5	
2/6/2012	Brandman University, Orange County	41	9
	Totals	451	97

Comments from Workshops

SCAG Regional Affairs staff noted the following questions and concerns by elected officials at the workshops:

- Although bicycle advocates applauded the increased funding in this RTP for active transportation, they still felt it was not enough.
- Serious concerns over the transportation funding challenges Ventura County faces without a ½ cent sales tax (the only county in the SCAG region without one).
- Concern on being able to pursue other transportation revenues (e.g. VMT, tolling, etc.) given the current political climate and efforts to curb government spending.
- How will the VMT be assessed?
- If the Federal Government does not buy into the VMT plan, what is SCAG’s “backup plan”?
- How would SCAG address VMT equitably in the different subregions, especially in rural areas where there are no rail/train options? Is there a plan to potentially create a bus/rail corridor through Imperial County?
- How can the region implement air quality standards considering Mexico does not have to conform to these standards and we share an air basin?
- The SCAG region should receive its fair share of federal revenues for impacts due to goods movement
- California High Speed Rail funds should be used for improving local commuter train service.
- Concerns over the impact (health, monetary, incentives) of goods movement via trucks, trains and planes.
- What happens to goods movement after trucks pass through the East-West Freight Corridor and past the I-15?
- Concern on the impact of truck toll lanes on individual trucking operators.
- By locating housing closer to transit, how will the health risks be addressed/mitigated?

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Comments from Public Hearings

SCAG Regional Affairs staff noted the following comments and concerns by the general public at the public hearings:

- More funds should be dedicated to active transportation in the plan.
- SCAG should form an Active Transportation research program.
- There should be more consideration for transit and further infrastructure development.
- SCAG should follow/integrate AB 1358, which requires local governments to account for all users of the street when updating the circulation elements of their General Plans.
- There should be a regional Safe Routes to School plan.
- Language in the mitigation measures appeared, to some, as “too prescriptive” or “top-down.”
- Many of the concepts expressed in the RTP/SCS, such as sustainable communities, encouragement of transit, TOD’s, etc. are an infringement on personal freedoms and property rights.
- Public transit is being forced on the region while trains in particular have poor ridership and don’t pay for themselves.
- Concern about the infringement on local autonomy in an eventual attempt to create a “One World Order” as outlined by “Agenda 21”.

What Worked Well

- Partnering with partner agencies to hold workshops at their meetings helped garner higher attendance and participation among elected officials.
- The RTP/SCS video was very well received. Many officials and stakeholders asked for copies to show their staff and organizations.
- Providing a generous amount of time for dialogue helped with meaningful engagement.
- Having Transportation Planning staff available to discuss the Draft RTP allowed elected officials to ask technical questions.
- Each workshop was introduced by an elected official from the SCAG subregion.
- The venues selected were easily accessible.

Challenges

- Having meaningful dialogue when some participants want to be disruptive
- Having consistently good attendance throughout the region
- Engaging a broader segment of the population

FISCAL IMPACT:

Work associated with this item is funded in the FY 2011-12 Overall Work Program under Project No. 090-0148.

Reviewed by:

Department Director