

2016 LEGISLATIVE PRIORITIES PROPOSED

FUNDING

Support of balanced consideration of revenue measures to address the State's systemic funding deficit, including proposals that return to transportation those revenues that previously may have been diverted to other purposes. Other measures that might be considered include a reasonable increase to the fuel tax that is indexed for the future, user fees, enhanced weight fees, pricing mechanisms, enhanced and expanded HOV/HOT lanes and other tolls, expanded P3s, and Cap-and-Trade funding.

GOODS MOVEMENT

As the nation's global trade gateway, Southern California's freight infrastructure is vital to the state and national economy. Support legislation enacting a robust funding increase to the Trade Corridors Improvement Fund (TCIF), formerly funded by voter-approved transportation bond funds, building upon its prior success to fund critically needed infrastructure enhancements along California's high volume freight corridors.

SHARED REVENUES

Recognizing that cities and counties face tremendous road repair deficiencies and maintenance backlogs, support legislation that embraces sharing of roadway maintenance between state highways and local roads as vital to maintaining and improving the condition of each.

OPERATIONAL AND EFFICIENCY IMPROVEMENTS

Support legislative efforts to provide efficiency reforms and streamline state processes to affect operational improvements and better utilize all funds invested into the public infrastructure.

FEDERAL AUTHORIZATION IMPLEMENTATION

Support state legislation to implement its provisions, including funding for metropolitan planning; investment in a national freight program; flexible use of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding; supporting pilot program allowing States to let CEQA stand for NEPA reviews to eliminate duplicative environmental reviews; and permitting MPOs in addition to States to receive federal grant resources to conduct pilot programs or studies.

ENHANCE & PROTECT TRANSPORTATION FUNDING

Support legislative efforts to establish new sources of statewide funding for transportation infrastructure, whether advanced through regular or special legislative session, affecting fuel or other taxes, fees, surcharges, or other sources of funding. Protect all new sources of transportation from borrowing or use for any purpose other than those related to transportation. Support a regional equity component or consideration to additional revenues from any source to ensure that Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures as may be identified to correspond with the funding source. Support legislation that ensures funding of 'fix-it-first' and maintenance of good repair expenditures to address the multi-billion dollar regional and statewide need to repair and maintain the existing infrastructure. Support dedicated, secure funding to state highways, streets, and local roads to support the maintenance and rehabilitation of the state and local road projects and transit systems, including but not limited to mileage based user fees and local revenue enhancement initiatives.

CAP-AND-TRADE FUNDING

Support legislation to equitably distribute revenues from the implementation of the Cap-and-Trade program to transportation improvements and sustainable communities that maximize resources to the SCAG region. Specifically, in 2015 the Legislature deferred action on appropriating 40% of the annual Cap-and-Trade funding for the fiscal year, leaving approximately \$735 million un-allocated. This amount could be appropriated in FY2016-17 with the estimated \$1.5 billion of Cap-and-Trade funds which may be available from auction of emissions allowances for the fiscal year. SCAG supports legislation to increase the share of Cap-and-Trade funds dedicated to transportation, providing increased funding for goods movement projects and purposes that reduce Greenhouse Gas (GHG) emissions, public transit, active transportation, and other projects that implement a Sustainable Communities Strategies (SCS) and reduce carbon emissions.

PROJECT STREAMLINING & EXPEDITING

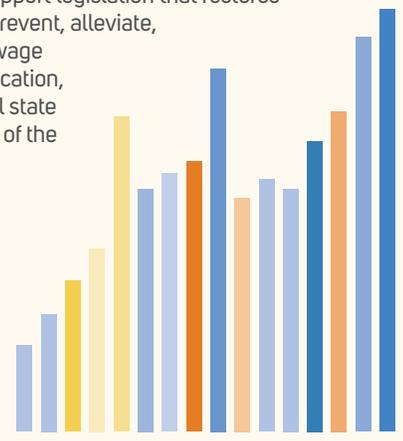
Support California Environmental Quality Act (CEQA) modernization and process reform to expedite project delivery and promote job creation. Promote design-build, innovative procurement of projects, expedited judicial review of environmental related determinations, Public-Private-Partnerships (P3s), and in general increased options for contracting and financing, where appropriate, to achieve more efficient project delivery.

PUBLIC/PRIVATE PARTNERSHIPS

Support legislation consistent with the findings of the House T&I Committee Special Panel on Public-Private Partnerships (P3) to support P3s that are transparent, accountable, and synergistically marry the policy goals of the public sector with the financial needs and expertise of the private sector, including support of improved P3 design-bid-build & design-build procurement processes; improved performance standards to measure success, curtail project delays, reduce and provide more accountable expenditure.

POVERTY AND WORKFORCE DEVELOPMENT

Support legislation that increases opportunities for workforce development and education, particularly initiatives that focus on regional coordination and investment in education and skills development in the region's top industry clusters. Support legislation that restores and strengthens programs that prevent, alleviate, and reduce poverty; reduce the wage gap; and improves access to education, training, and jobs. Support formal state recognition and commemoration of the War on Poverty.



THE SIXTH ANNUAL

SOUTHERN CALIFORNIA
ECONOMIC SUMMIT