

2008 STATE & FEDERAL LEGISLATIVE PROGRAM

→ A NEW BEGINNING ←

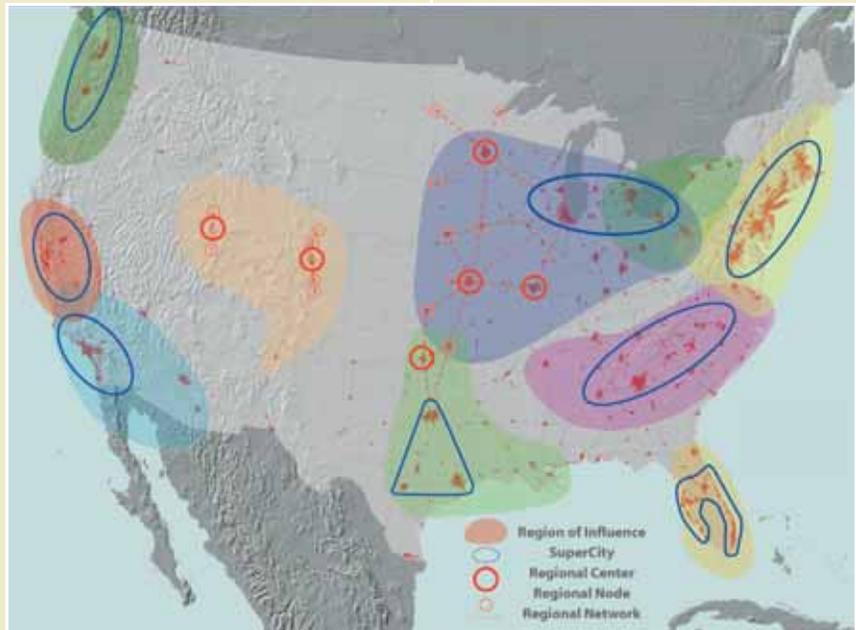
We have the challenge of creating a new beginning — to ensure our global competitiveness through a revitalization of our infrastructure that moves people and goods while protecting our environment.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

ADOPTED BY THE REGIONAL COUNCIL, DECEMBER 2007

6 Counties.
187 Cities.
14 Subregions.
38,000 Square Miles.
18.5 Million Residents.
World's 15th Largest Economy.



THE SCAG REGION — THE NATION'S GLOBAL GATEWAY

The Southern California Association of Governments is the largest region in population and size in the United States. It is also the most socially, culturally and economically diverse region in the world. By the year 2035, more than six million additional residents will live in the region.

The population in the region is larger than 47 states. Its massive trade infrastructure is the global gateway that serves and feeds the United States economy.

The region's size and diversity bring challenges that cross city, county, state, and international borders. Our transportation network is constantly struggling to keep up with ever-growing demand. Air pollution generated in one community can impact residents

that live 100 miles away. Housing is falling far short of growing demand, which makes housing even less affordable and available. Land use decisions made in one city can have traffic, environmental and economic impacts on other communities and the region as a whole.

The SCAG region reflects similar patterns of other regions in the United States. By 2050, the United States population is expected to grow by 40% to 430 million people. About 70% of this population and 80% of all economic growth is projected to reside within the nation's 9 emerging "Global Gateway Mega-regions." As large networks of metropolitan areas, each spreading over thousands of square miles, these "Mega-regions"

serve as America's economic engines: centers of technological and cultural innovation.

To be globally competitive, the United States must initiate a new, large-scale strategy for its emerging Global Gateway Mega-regions, such as the SCAG region. This strategy demands bold ideas and investments in transportation and other infrastructure to increase the economic competitiveness of the regions and the United States in the global economy.

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The Southern California Association of Governments (SCAG) has increasingly served as a unifying voice for Southern California, advocating for regional priorities in Sacramento and Washington, D.C.

Each year, prior to the commencement of Congress and the California State Legislature, SCAG's Regional Council adopts a State and Federal Legislative Program that contains the Regional Council's positions on policies and legislative initiatives. The primary focus of this year's program is the air quality crisis and the movement of goods in the SCAG region.

Working in coordination with the county transportation commissions, Metrolink, local transportation agencies, and tribal governments, SCAG will pursue the following advocacy goals:



SCAG GENERAL ADVOCACY AND LEADERSHIP PRINCIPLES

- Provide regional leadership in seeking federal and state funding for projects and programs that implement the regional 2008 RTP and 2008 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Promote the goals and objectives of the Regional Comprehensive Plan (RCP), SCAG's visionary effort to tie together SCAG's role in transportation, land use, and air quality planning to define and create a livable, sustainable, successful region.
- Coordinate advocacy efforts to advance the Southern California Consensus Program and continue consensus building among local transportation commissions, cities, counties, sub-regional organizations and private sector organizations.
- Advocate federal legislation that facilitates the ability of metropolitan planning organizations (MPOs) to fulfill their roles and responsibilities.
- Advocate state legislation that facilitates the ability of regional transportation planning agencies (RTPAs) and councils of governments (COGs) to fulfill their roles and responsibilities.
- Advocate a stronger role for regions and MPOs in planning for America's global economic competitiveness.
- With the interstate highway system nearing completion, participate in a national discussion about the role of the federal government in transportation planning and funding to ensure effective participation by the United States in the global economy.

AIR QUALITY CRISIS

Although considerable progress has been made in Southern California to improve the quality of our air, continuing this trend toward attainment of clean air standards will be difficult given the pace of population growth, freight activity from our sea and airports, and increasing congestion on the transportation system.

The region is the nation's gateway for domestic and foreign goods, with more than 40 percent of all containerized goods passing through the Ports of Los Angeles and Long Beach. More than \$256 billion in trade goes through the ports each year supporting a national total of more than 3.3 million jobs. The region, however, pays a heavy price for being the nation's loading dock, receiving an extremely disproportionate share of the diesel pollutants from trucks, ships, aviation, and other sources of goods movement.

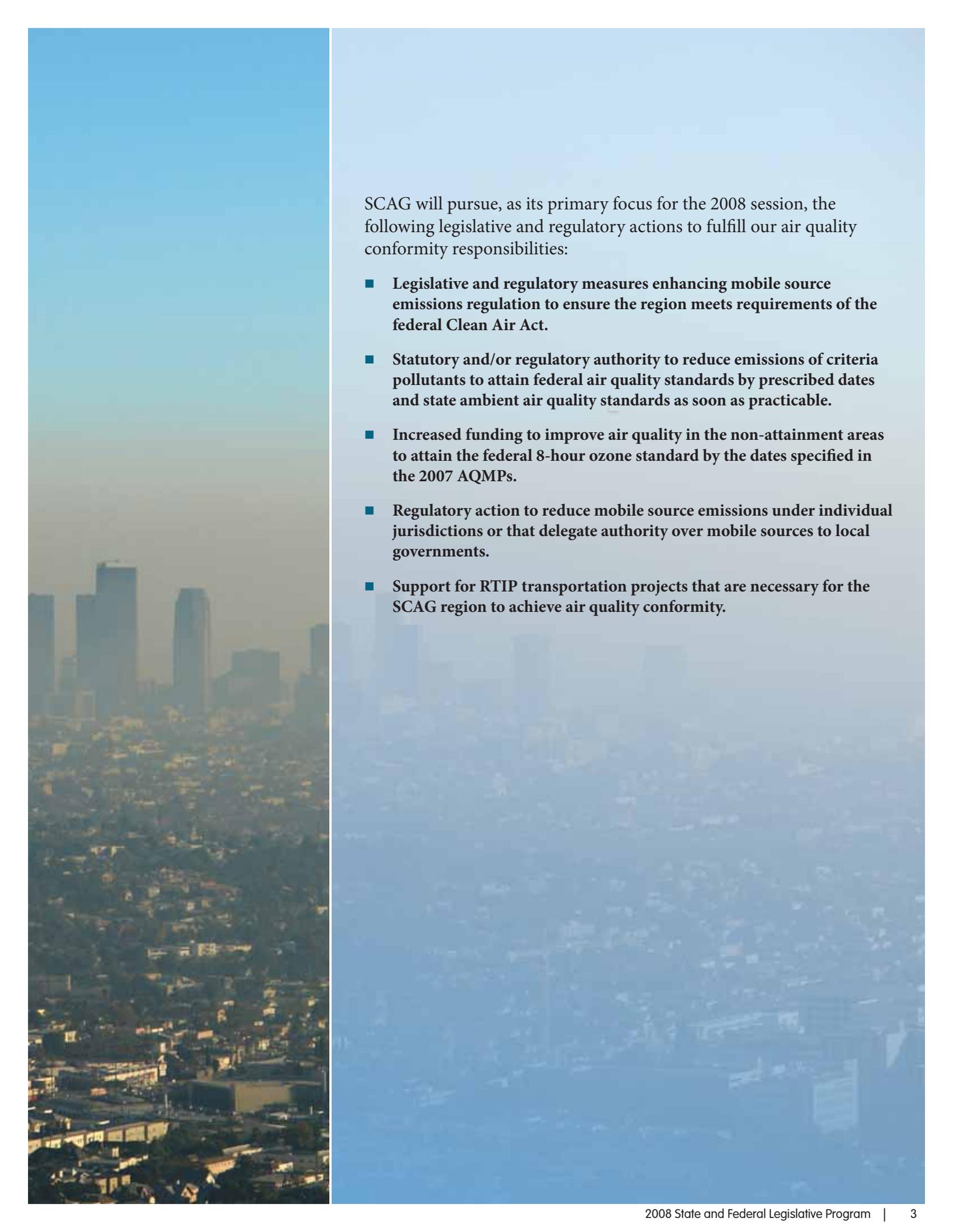
Residents of the South Coast Air Basin are exposed to 52 percent of the national exposure of PM2.5 above the federal standard. A California Air Resources Board (CARB) report delivered in January 2007 to the South Coast Air Quality Management District (SCAQMD) showed that each year the South Coast Air Basin suffers 5,400 premature deaths, 140,000 cases of asthma and other lower respiratory problems, and 980,000 lost work days because of exposure to PM2.5 above the state standard.

In response to the air quality crisis, SCAG's Regional Council has adopted a Resolution calling upon the President and the Governor to declare a State of Emergency in the region to marshal the required federal and state resources necessary to address the health crisis brought about by the region's poor air quality.

Additionally, SCAG has partnered with SCAQMD to support state and federal legislation to reduce mobile source emissions. SCAG has also supported the San Pedro Clean Air Action Plan developed by the Ports of Los Angeles and Long Beach to reduce marine vessel and other port-related air emissions.

SCAG is responsible for ensuring that transportation plans and programs are consistent with air quality goals required by State and Federal rules, a process known as "transportation conformity determination." If we do not meet these air quality goals, not only will the health of our region's citizens be further endangered, but billions of federal transportation dollars to the region will be in jeopardy.



An aerial photograph of a city skyline, likely Los Angeles, with a blue gradient overlay. The image shows a dense urban area with various buildings and structures, set against a clear blue sky. The gradient is darker at the top and fades into a lighter blue towards the bottom.

SCAG will pursue, as its primary focus for the 2008 session, the following legislative and regulatory actions to fulfill our air quality conformity responsibilities:

- **Legislative and regulatory measures enhancing mobile source emissions regulation to ensure the region meets requirements of the federal Clean Air Act.**
- **Statutory and/or regulatory authority to reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.**
- **Increased funding to improve air quality in the non-attainment areas to attain the federal 8-hour ozone standard by the dates specified in the 2007 AQMPs.**
- **Regulatory action to reduce mobile source emissions under individual jurisdictions or that delegate authority over mobile sources to local governments.**
- **Support for RTIP transportation projects that are necessary for the SCAG region to achieve air quality conformity.**

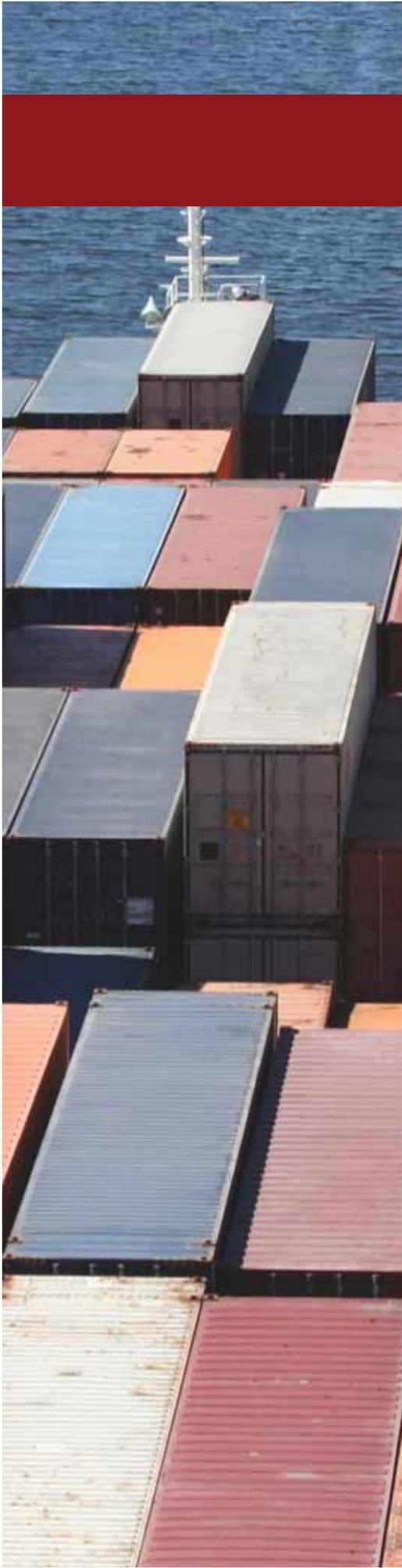


THE SCAG REGION IS THE NATION'S GOODS MOVEMENT GATEWAY

- The Los Angeles/Long Beach Port complex is the largest in the United States and 5th in the World.
- Over 43% of all containerized goods pass through the Ports of Los Angeles and Long Beach.
- More than \$256 billion in trade goes through the ports each year supporting a national total of more than 3.3 million jobs.

“Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods... Together the unifying forces of our communication and transportation systems are dynamic elements in the very name we bear — United States. Without them, we would be a mere alliance of many separate parts.”

— Dwight D. Eisenhower, 1955



SCAG FEDERAL PRIORITIES

GOODS MOVEMENT

The SCAG region hosts the majority of the nation's traffic for freight movement by sea, air, land and rail. Our goods movement system provides global competitiveness for the region, the state and the nation, but it gives us a disproportionate share of the burdens of serving as the nation's global gateway. Our primary challenges are meeting the financial and infrastructure demands of an overburdened transportation system to move the goods that pass through Southern California while maintaining the health of our residents and the livability of our communities.

In order to meet the burgeoning need to move goods to and from the region to the rest of the nation, in a manner that provides for sustainable environmental and community impacts, we need:

- **A Goods Movement Trust Fund.** Establishment and full funding of a dedicated Goods Movement Trust Fund to provide full-funding grants for large multi-state and regional goods movement projects based on objective, performance-based criteria.
- **Tax Credit Equity Finance Legislation.** Modeled closely on the New Market Tax Credit legislation, Tax Credit Equity financing provides financial incentives for private investment in goods movement projects, by allowing investors to contribute up-front capital to fund a portion of project costs (roughly 1/3 of total project costs) and in return receive annual tax credits.
- **Legislative appropriation to provide funding if USDOT Grant Application for EIS/EIR Study is not approved.** SCAG's application for grant funding for advance planning, alternatives analysis, EIS and preliminary engineering work for a new, comprehensive regional goods movement infrastructure system, likely to include an extensive high-speed regional transport freight delivery system and possible truckways along major corridors, is pending consideration by the USDOT.
- **Improved Environmental Clearance Processes.** SCAG will pursue regulatory and legislative actions to move the environmental clearance process more efficiently, including a coordinated program to bring together existing federal, state, and regional environmental programs and requirements; and, funding partnerships for environmental mitigation.
- **Provide enhanced security provisions including technology enhancements,** to ensure that goods entering the US from foreign jurisdictions are safe.

TRANSPORTATION FUNDING AND NEW STARTS – FEDERAL

Among the most daunting challenges confronting California and the nation are looming deficits in highway and transit funds. These funds are needed for transportation systems that are vital to sustain our ability compete in regional and global economies.

Over fifty years ago, our nation chose to take bold steps to invest in a transportation infrastructure. In 1954, General Lucius D. Clay was called upon by United States President Dwight D. Eisenhower to chair the President's Advisory Committee on a National Highway Program, charged with helping to forge a plan for financing a proposed interstate highway system. The Clay Committee developed a plan whereby a majority of the construction and maintenance costs of the highways built over the past 50 years have been funded through user fees, primarily gasoline taxes, collected by states and the federal government, and tolls collected on toll roads and bridges.

Today, more than fifty years after the Clay Committee defined its vision, our nation and the State of California once again face substantial challenges in revitalizing and building systems to move people and goods in a manner that does not cause degradation to our environment. Bold steps are needed again to ensure that the program has the ability to pay for our many transportation priorities.

FUNDING

A deficit is projected for the Highway Trust Fund by 2009 and the cash balance in the Mass Transit Account is projected to be insufficient by mid-2010. Because of the magnitude of the problem, new or multiple funding strategies are needed to modify or replace the traditional transportation reauthorization and appropriation legislation.

We need a range of the strategies to fund our transportation systems:

- **Gas taxes indexed to inflation or other indicator of rising transportation infrastructure costs.**
- **Variable pricing programs designed to spread traffic flows and facilitate additional throughput.**
- **Authority for the tolling of trucks on major commuter thoroughfares.**
- **Broadened authority for tax-exempt private activity bonds, tax credit bonds and tax credit equity financing; and, public-private partnerships (PPPs) that maintain a primary role for State or regions, such as Regional Infrastructure Improvement Zones (RIIZs).**
- **Broaden the base of user payments to the Highway Trust Fund by collecting a vehicle fee for Hybrid and Alternative Technology Vehicles.**





- Support for High-Speed Regional Transport System (HSRT) deployment, including the preparation of preliminary engineering for the extended Initial Operating Segment (IOS), the federal Environmental Impact Statement (EIS), and the state Environmental Impact Report (EIR) necessary for public/private investment and funding to complete deployment of the IOS by 2010.
- Protect and maintain provisions for state and regional funding under the Congestion Mitigation Air Quality (CMAQ) program.

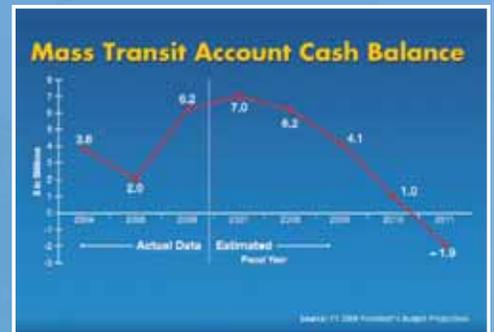
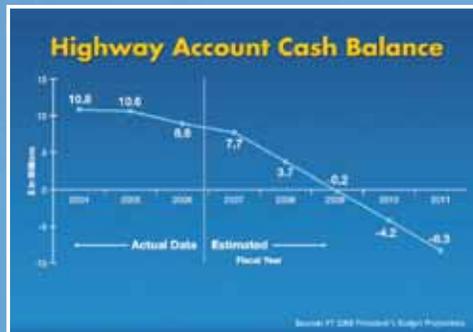
NEW STARTS

From heavy to light rail, from commuter rail to bus rapid transit systems, the New Starts program has helped to make possible hundreds of new or extended transit fixed guideway systems across the country. These rail and bus investments, in turn, have improved the mobility of millions of Americans; have helped to reduce congestion and improve air quality in the areas they serve; and have fostered the development of viable, safer, and more livable communities.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has authorized \$6.6 billion in New Starts funding through fiscal year 2009. A total of \$600 million of this funding is set-aside for “Small Starts;” that is, major transit capital projects costing less than \$250 million, and requiring less than \$75 million in Small Starts resources.

Once funding for projects, including transit, becomes available, the length of time needed to carry out the initial planning and review and construction can take years to complete. We need:

- An expedited system for the funding, review and construction of new starts.
- Legislative oversight to ensure that any proposed rules by the Federal Transit Administration do not add rigidity to what Congress intended to be flexible in these relatively new programs.



AVIATION

The SCAG region is the busiest of all regions in the United States in terms of total aircraft operations. It has more than 50 public use airports including six commercial, 45 general aviation, and two joint use airports. The urban airports will all reach their physical or legal capacities by 2035 when passenger demand will more than double to 170 million. Los Angeles International Airport (LAX) remains the primary domestic and international aviation facility in the SCAG region, and Ontario International Airport (ONT) has the most room for expansion. Likewise, there are increased pressures on constrained urban airports in the SCAG region, such as John Wayne and Bob Hope airports.

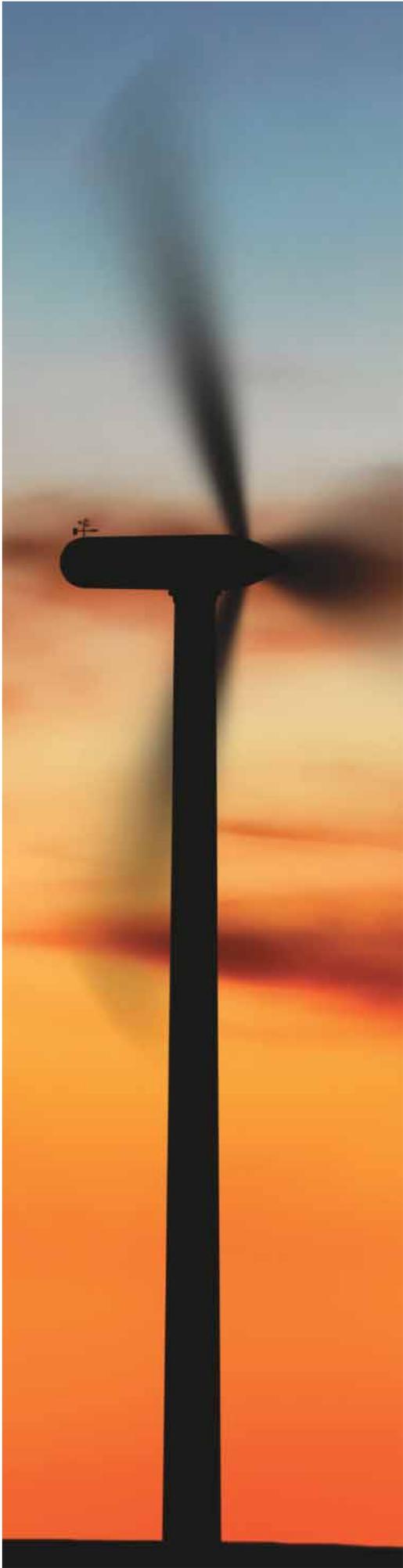
Increased congestion at regional airports, combined with delays associated with enhanced security procedures, underscores the need for a decentralized system of airports. The related air quality and noise impacts from aircraft and airport operations must be mitigated. As such, aviation system planning plays a critical role and should be funded via formula allocations to provide a stable source of funding.

The FAA Reauthorization Act of 2007, scheduled to be approved by September 30, 2007, was delayed. The reauthorization measures under consideration are HR 2881 (Oberstar, D - MN) and S 1300 (Rockefeller, D - WV). Previous authority for aviation excise taxes has been extended to December 31, 2007, allowing time for the new legislation to be completed.

The following legislative and regulatory efforts are needed:

- **Legislative provisions to support decentralized use of commercial airports.**
- **Statutory authority to provide greater flexibility to use the full range of airport revenues, including airport improvement programs and mitigation pricing funds, based upon a system of proportional contribution, to improve off-airport ground access.**
- **In lieu of current discretionary funding support, formula allocations for airport system planning for large metropolitan regions, such as SCAG, with multiple commercial airports.**
- **More active role by the Federal Government to develop substantial incentives for airlines to upgrade their aircraft fleet to cleaner and quieter aircraft.**
- **Funding to implement the NextGEN air traffic control system to greatly improve aviation efficiency and thereby reduce emissions.**





SUSTAINABILITY

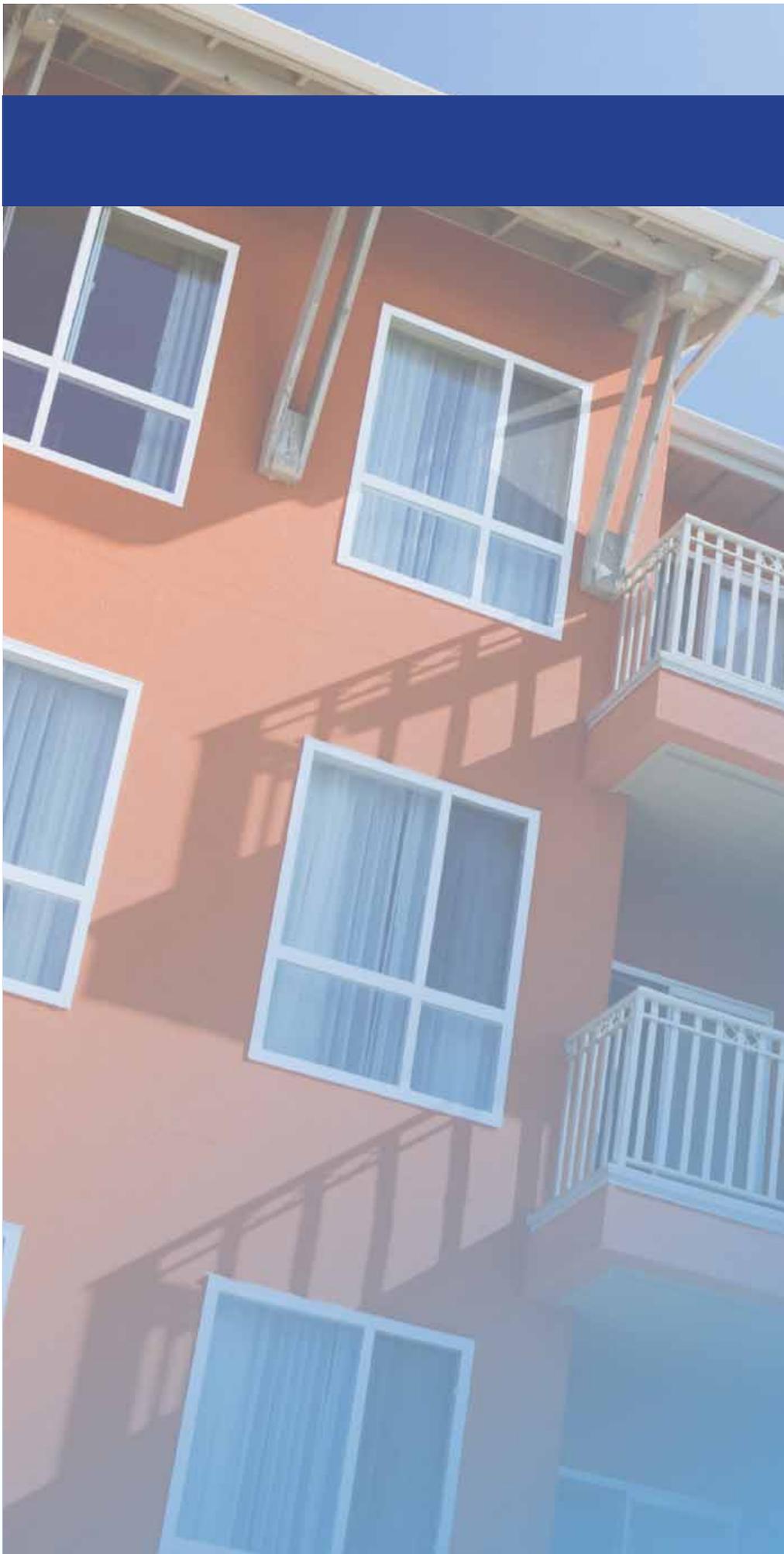
This year, there has been significant federal legislative activity addressing issues related to sustainability, particularly in energy. Legislation addressing the areas of alternative fuels, climate change, energy efficiency, renewable energy, and research and development has been perhaps the most active area of new legislation in the 110th Congress.

SCAG is committed to promoting the economic and environmental sustainability of our energy supply by reducing our region's consumption of non-renewable energy, and by promoting the development and use of alternative energy sources such as ethanol, hydrogen, biodiesel, methanol, P-series fuel, renewable electricity, solar, wind, geothermal, and biomass/biofuels.

To help pursue our goals of energy sustainability, we need:

- **Legislation to support the research and development of renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels.**
- **Legislation to support renewable energy infrastructure.**
- **Legislation that creates incentives for the adoption of green building standards.** ^{2%}

^{2%} The 2008 Legislative Program continues to further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2008 Legislative Program and are marked with a 2% symbol.



SCAG STATE PRIORITIES

HOUSING AND LAND USE

For decades, Southern California has experienced some of the most dramatic growth seen anywhere in the world. The collective population now surpasses 18.5 million and is projected to increase by another six million people by 2035. Housing demand in Southern California greatly exceeds supply, and as a result, the cost of housing has grown beyond the reach of many families.

SCAG has been working with the California Legislature and the California Department of Housing and Community Development on the implementation of the housing bonds approved by voters with the passage of Proposition 1C in November 2006.

To help us address the housing issues in the SCAG region we need:

- **Definition in statute that councils of governments qualify for funding from the California Commission on State Mandates for the preparation of the Regional Housing Needs Assessment (RHNA).**
- **Reimbursement for any increased burden on SCAG for state-mandated housing, transportation or environmental planning.**
- **Legislation to support development projects that are part of blueprint plans designed to integrate land-use, transportation and environmental planning.**
- **Legislation that assists local government approval of development projects in compliance with local general plans, local specific plans, local rezoning, and regional policy.**
- **Legislation that ensures that transit-oriented development/housing/infill development projects are selected to receive bond funds pursuant to local general plans and/or regional blueprints and/or transportation plans, and that the SCAG region be allocated a fair share of bond funds, including the park/infill housing bond.**
- **Legislation that assists in maintaining the gains in homeownership.**



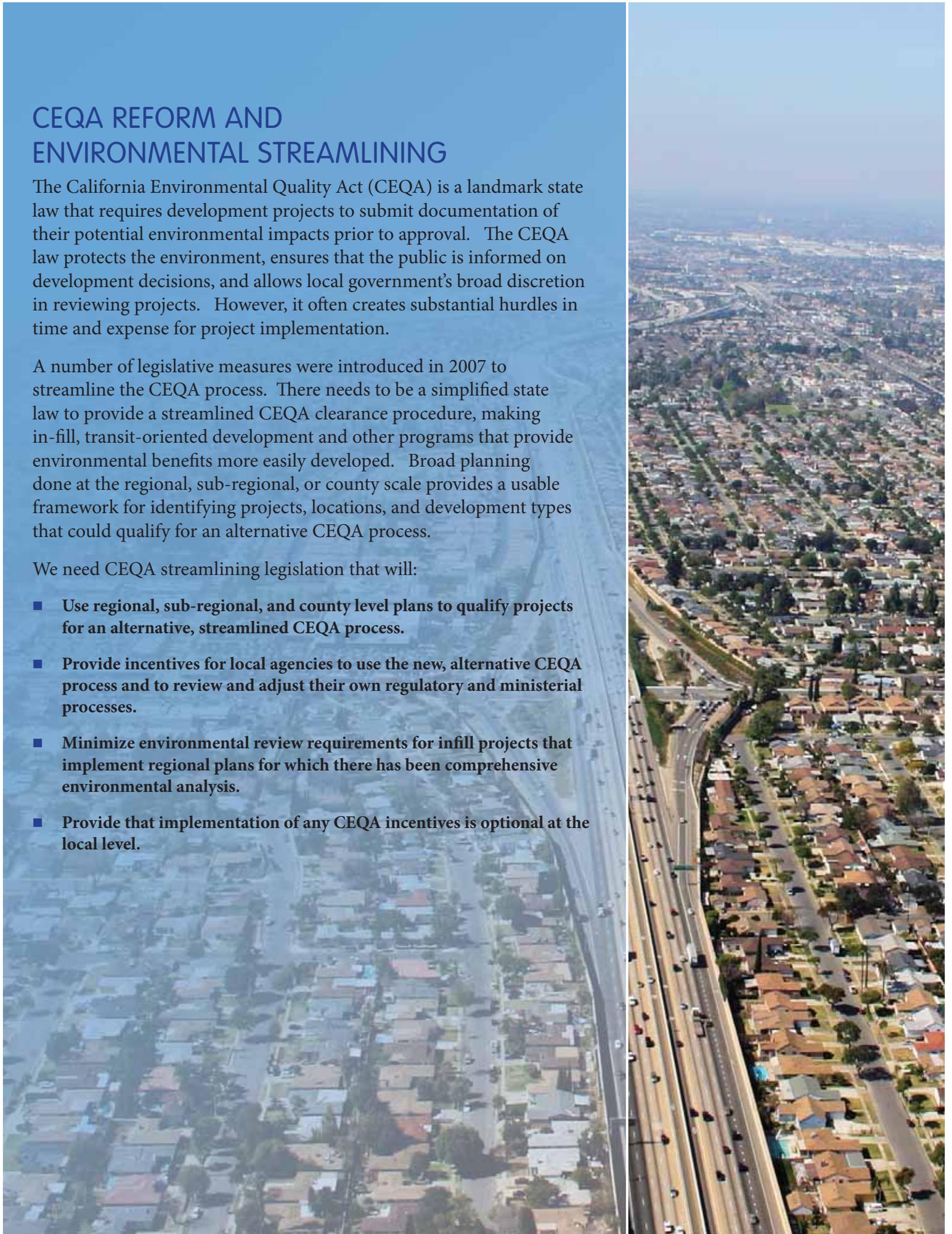
CEQA REFORM AND ENVIRONMENTAL STREAMLINING

The California Environmental Quality Act (CEQA) is a landmark state law that requires development projects to submit documentation of their potential environmental impacts prior to approval. The CEQA law protects the environment, ensures that the public is informed on development decisions, and allows local government's broad discretion in reviewing projects. However, it often creates substantial hurdles in time and expense for project implementation.

A number of legislative measures were introduced in 2007 to streamline the CEQA process. There needs to be a simplified state law to provide a streamlined CEQA clearance procedure, making in-fill, transit-oriented development and other programs that provide environmental benefits more easily developed. Broad planning done at the regional, sub-regional, or county scale provides a usable framework for identifying projects, locations, and development types that could qualify for an alternative CEQA process.

We need CEQA streamlining legislation that will:

- **Use regional, sub-regional, and county level plans to qualify projects for an alternative, streamlined CEQA process.**
- **Provide incentives for local agencies to use the new, alternative CEQA process and to review and adjust their own regulatory and ministerial processes.**
- **Minimize environmental review requirements for infill projects that implement regional plans for which there has been comprehensive environmental analysis.**
- **Provide that implementation of any CEQA incentives is optional at the local level.**





ENVIRONMENTAL JUSTICE

As the Metropolitan Planning Organization for six Southern California counties, pursuant to federal requirements, SCAG has developed a policy that ensures that environmental justice principles are integral to all planning processes. One of SCAG's core principles is to promote practices that protect and improve our natural environment.

To help pursue our goals of environmental justice in the SCAG region, we need:

- **Legislation that promotes sustainability and environmental justice in local and regional planning.** ^{2%}
- **Legislation that creates incentives for the development of brown field sites.** ^{2%}

TRANSPORTATION AND GOODS MOVEMENT FUNDING – STATE

During the 2006 session, the legislature took a giant step forward in passing bond measures and legislation to enable the construction of much needed transportation and goods movement projects in California. In November of that year, the voters approved the bonds, including Proposition 1B that provided approximately \$20 billion for various transportation projects.

The initial months of the 2007-08 legislative session saw legislation to allocate funds for goods movement and related improvement for air quality. That legislation remains in process. However, during the fall of 2007 the California Transportation Commission (CTC) was directed by the Secretary of the Business, Transportation and Housing Agency to adopt a program of goods movement priorities, by December 2007, to enable the Administration to include a definite proposal in the Governor’s FY 2008-09 budget proposal to ensure that the legislature is fully engaged in the appropriations process immediately upon receiving the budget proposal in January.

The CTC adopted its Trade Corridors Improvement Fund (TCIF) guidelines on November 27, 2007. The guidelines support a corridor-based programming approach to the TCIF with the following ranges:

TCIF Corridor Programming Ranges (Range, in \$ millions)		
	Low	High
Los Angeles/Inland Empire Corridor	\$1,500	\$1,700
San Diego/International Border Corridor	\$250	\$400
San Francisco Bay/Central Valley Corridor	\$640	\$840
Other Corridors	\$60	\$80
Administration Fees	\$40	\$40
Total	\$2,490	\$3,060





To meet our transportation challenges we need:

- **Distribution of the state’s transportation and goods movement funds throughout the state in a manner consistent with the criteria specified in Proposition 1B, ensuring that performance metrics, matching funds, need based on activity or volume and environmental considerations are met. Factors that should be considered include: the weighted average of each region’s share of goods movement activity and that projects be nominated for funding from a system plan developed by the regional stakeholders based on regionally determined criteria consistent with Proposition 1B.**
- **Statutory clarification that expenditures from any new taxes or fees raised for transportation purposes be restricted to transportation.**
- **Complete protection of Proposition 42 funds from future borrowing or use for any purposes other than transportation.**
- **Statutory clarification that state transportation funds allocated for transportation purposes not be reduced because of local funds raised for transportation.**
- **Statutory authority for tolling to fund new highway transportation projects.**
- **Expanded statutory provisions related to design-build and design-sequencing procurement to enable expedited project delivery.**
- **Support for local ballot initiatives to fund local transportation projects with local sales tax measures.**
- **Expanded statutory provisions allowing for the use of public/private partnerships and other innovative financing mechanisms.**
- **Agreements among railroads and public entities that define funding and match requirements derived from public and private benefits associated with rail improvements at such areas as the Colton Crossing.**
- **Expanded provisions for transit-oriented development “TOD” that generate revenue and integrate housing planning with transportation planning.**

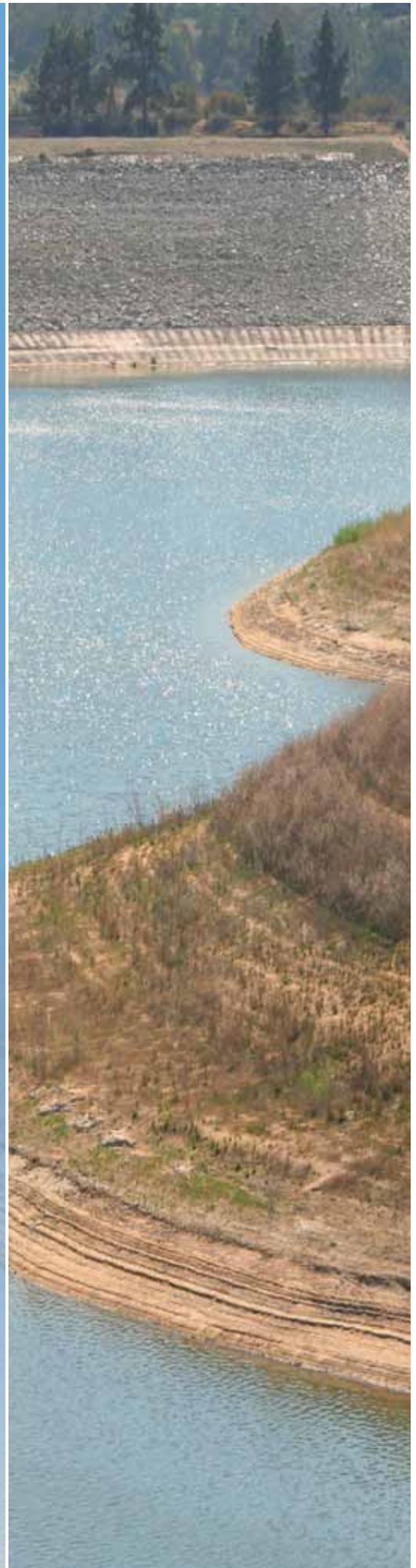
WATER

California voters approved Water Bond Initiatives in 2006 to address the acute water supply shortages and safety issues throughout California. Proposition 1E provides \$4.1 billion to repair levees, fund flood control and stormwater management projects, and construct new flood control corridors and bypasses. Proposition 84 provides \$5.4 billion to provide integrated regional water management, protection of rivers and lakes, and statewide water planning.

As part of its Regional Comprehensive Plan, SCAG has devoted significant resources to coming up with ways to deal with the water shortage faced by the region. These include the study and analysis of potential methods to increase locally available water supply such as: 1) water management practices (water conservation), 2) surplus storage (conjunctive use), 3) water recycling, and 4) seawater desalination.

To help SCAG and other agencies continue their water planning efforts, we need legislation to:

- **Appropriate the water planning funds available from Proposition 84.**
- **Encourage water conservation, especially with exterior uses.**
- **Encourage water reclamation and reuse.**
- **Connect water supply and quality management with regional planning for growth, transportation, housing, and jobs.**





WASTE MANAGEMENT

Traditional solid waste management strategies have relied heavily on creating high capacity, regional landfills and, to a lesser extent, incineration technologies to address disposal issues. However, as awareness of landfill-related health and environmental issues has increased, it has become more difficult to site, open, and operate new facilities.

As part of its Regional Comprehensive Plan, SCAG is pursuing the goal of maximizing diversion for the region that conserves natural resources, reduces reliance on landfills, and creates new economic opportunities in the most environmentally responsible manner possible. Additionally, SCAG seeks to implement appropriate and environmentally sound conversion technologies to significantly reduce waste disposal. Conversion Technologies (CTs) are technologies that convert post-recycled solid waste into useful products. Of the waste disposed in landfills, approximately 80% is organic material, which has the potential to be converted into energy (or other industrial products) which would present a long-term benefit for energy supply.

We need:

- **Legislation that encourages improved waste management strategies such as, Product Stewardship and Extended Producer Responsibility.**
- **Legislation that promotes environmentally safe conversion technologies so municipalities can maintain or exceed their requirement to divert 50% of their solid waste away from landfills.**

HABITAT AND OPEN SPACE

Open space resources that enhance quality of life and provide environmental benefits are declining in the SCAG region.

There are numerous plans throughout Southern California that attempt to conserve open space resources. While these plans address open space issues, they do not individually fulfill the need for a more holistic regional approach which evaluates the collective needs of the six-county SCAG region. SCAG's approach is to create a cohesive vision and a comprehensive open space strategy by tying together these plans and identifying additional opportunities for conservation.

To further these efforts we need legislative and/or regulatory measures to:

- **Secure funding for conservation, data collection, and analysis.**
- **Conserve natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.**
- **Create new community open space that is interconnected, accessible, equitably distributed and that provides public health benefits.**
- **Maintain a viable level of agriculture to support economic and food supply needs for the region while supporting sustainable energy, air quality and transportation policies.**



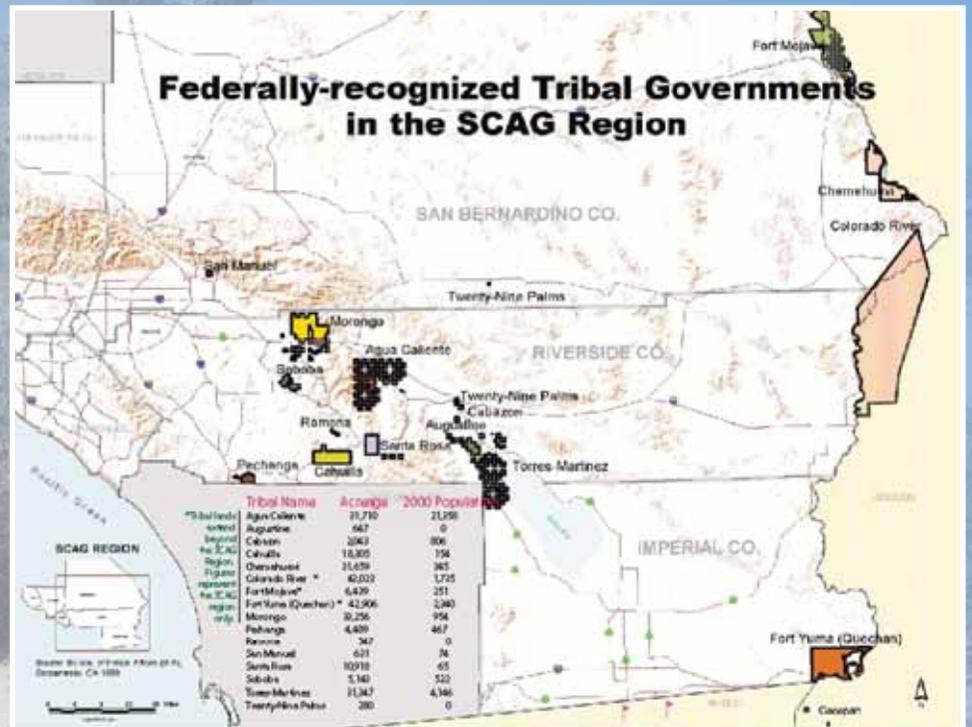


TRIBAL GOVERNMENTS

Over the past several years, SCAG has undertaken efforts to increase the participation of tribal governments in its planning process. Following on a Presidential Executive Order for planning agencies to consult with tribes, SCAG included tribal participation in its Strategic Goals, and made changes to its By-laws to include representatives of the tribal governments as voting members on the Regional Council and policy committees. SCAG also pursued legislation during the last two years that would permit specified tribes to join its Joint Powers agreement. The Governor has stated that, because of the unique nature of tribal governments being both sovereign governments and in some cases businesses that provide campaign contributions, the legislation needs specificity to preclude any unforeseen legal and policy consequences.

We need:

- Legislation, addressing the Governor’s concerns about the unique nature of the status of tribal governments, providing for participation of tribal governments as members of SCAG.



SCAG LEGISLATIVE INITIATIVES UNDER DEVELOPMENT OR BEING MONITORED

Issues included under the category “Develop” are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. Issues categorized under “Monitor” are of interest to the Regional Council and will be tracked by SCAG.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

LAND USE PLANNING

Develop

- Legislation that integrates land use, transportation and environmental planning at the regional level consistent with SCAG’s Blueprint strategy.
- Legislation affecting land-use, regional planning, housing element law, and development of new local general plans.
- Guidelines and legislation consistent with COG objectives to ensure that bond funds are implemented in support of the partnership among state, regional and local agencies. Implementation legislation for the housing and park bonds should require that funding be connected to regional planning for project selection.
- Participate in the development of legislation related to state, regional and local CALCOG growth policies.^{2%}
- In preparation for the post-housing bond era, develop future strategies for funding low-income and multi-family housing projects.
- Foster a dialogue with the education community about addressing the physical needs of schools in relationship to SCAG’s growth and land use policies.

Monitor

- Legislation affecting density bonus requirements.
- Support legislation that assists in defining and monitoring local land use changes and vehicle miles traveled reductions as a result of increased regional development in accordance with SCAG’s 2% Strategy .

TRANSPORTATION

TRANSPORTATION FINANCING

Develop

- Continue face-to-face discussions with state and federal legislators from the region about Southern California’s long-term transportation requirements and the funding options needed to address these requirements.
- Participate in the development of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2008 RTP, including proposals to increase transportation funding through user fees and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.
- Support efforts to reduce the vote threshold from 2/3s majority to 50%+1 for proposals to increase the sales tax for self-help counties.

Monitor

- Monitor legislation that modifies modeling practices or imposes new standards upon transportation modeling agencies to ensure state-of-the-art practices are developed and maintained.
- Monitor legislation providing for a regional airport system and improved ground access program funding in the reauthorization of the Aviation Investment and Reform Act.

SECURITY AND EMERGENCY PREPAREDNESS

Develop

- Serve as a forum where policy and plans can be discussed and coordinated. In coordination with federal, state, local agencies, and other Stakeholders, engage as a MPO to facilitate:
 - Integration of safety and security into the transportation planning process.
 - Deployment of advanced technologies that enhance transportation security.
 - Rapid repair of transportation infrastructure in the event of a natural or man-made disaster and the continuation of government services in affected area(s) during the recovery period.

ENERGY AND ENVIRONMENT

AIR QUALITY

Monitor

- Monitor air quality issues affecting the SCAG region.
- Monitor and support legislation establishing and/or enhancing vehicular emissions standards and enhanced mobile source emissions regulation.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the United States/Mexico border.

CEQA REFORM AND ENVIRONMENTAL STREAMLINING

Develop

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

Monitor

- CEQA/environmental streamlining legislation with input consistent with adopted policies and/or direction of elected members.

ENERGY

Develop

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, cost effective, secure and safe energy.
- Encourage state efforts to include energy consumption and greenhouse gas emission reductions as primary outcomes of the Blueprint Planning program.
- Encourage federal efforts to reduce our dependence on foreign oil and greenhouse gas emissions.

Monitor

- Monitor energy legislation relating to energy efficient building standards, renewable energy resources, utility restructuring, and electricity transmission.
- Federal legislation reducing our nation's dependence on oil and develop alternative sources of energy.
- Monitor transportation fuel issues affecting the region.

HABITAT AND OPEN SPACE

Develop

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans.^{2%}
- Develop cooperative agreements and multi-party conservation compacts to accelerate conservation of natural lands.
- Develop open space funding program to demonstrate to state/federal agencies that SCAG can serve as the regional entity to distribute state/federal funds for open space conservation.

Monitor

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, endangered species, and recreational open space.

SUSTAINABILITY

Develop

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework.^{2%}
- Encourage the development of state incentives to assist regional agencies and local governments to quantify the environmental benefits of the Compass Blueprint program.
- Encourage the state to develop tools and incentives that assist regional agencies and local governments inventory and mitigate greenhouse gas emissions.

WASTE MANAGEMENT

Develop

- Encourage the development of state legislation and regulations to create incentives for the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that creates incentives for the recycling and reuse of building demolition debris.

Monitor

- Monitor state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Monitor state legislation that proposes changes to the management and handling of hazardous waste.
- Monitor federal legislation that proposes changes to the management and handling of solid waste.
- Monitor California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

WATER

Monitor

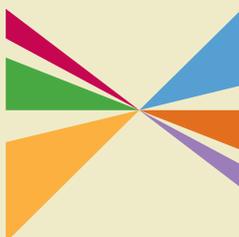
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

SOUTHWEST ALLIANCE

Develop

- Study legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Alliance, a bi-national, multi-state coalition sharing goods movement and economic development interests

SOUTHERN CALIFORNIA



**ASSOCIATION of
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