



Mobility 21 Summit Final Recommendations November 2003

**Mobility 21 Summit
LA County Moving Together
November 17, 2003**

Final Recommendations

NIMBYS: Building Support for Public Transportation, Highways and Infrastructure Projects

Re-invent the drawing board for project development and approval by:

- Broadening stakeholder outreach beyond immediate neighbors of the project.
- Designing a process to develop early and meaningful stakeholder input, and educate stakeholders about projects within a regional infrastructure planning context.
- Expanding project mitigation, including tiers of mitigations and benefits (dependent on extent of impacts), and communicate those benefits early in the planning process.
- Modifying term limits to permit the longer terms necessary for sustained vision and leadership by elected officials. Strengthening civic institutions to create multiple leadership opportunities.
- Requiring inter-agency project accountability agreements that include commitments to best practices.

Creative Local Funding Opportunities to Improve Public Transit and Get Freeways Moving

Short-Term Actions

- Support implementation of an additional local ½% sales tax for transportation according to the terms and conditions of SB 314.
- Payback transportation revenues loaned to the general fund via the deficit management general obligation bond.

- Support a constitutional amendment allowing for a 55% vote requirement for passing local transportation sales taxes.
- Support the CTC authorizing a \$120 million GARVEE bond to accelerate critically need transportation projects in Los Angeles County.
- Support a constitutional amendment to prevent the suspension of Proposition 42 in tight budget years.

Mid-Term Actions

- Study the development of impact fees to fund regional transportation infrastructure.
- Explore concepts of roadway pricing.
- Develop a new statewide Blueprint of transportation investments to support a gas tax increase.
- Pursue equity in the allocation of SHOPP revenues.
- Identify and evaluate alternative revenue generating mechanisms to the gas tax in anticipation of the widespread use of alternative fuels.
- Pursue a statewide gas tax exclusively for maintenance and operation of the state highway system.

Cutting the Red Tape for Faster Project Delivery

- Support state legislation granting State, Regional & Local Transportation Agencies and Joint Powers Authorities autonomy to utilize innovative contracting and financing tools, without case-by-case legislative sign-off, including such powers as:
 - Design-Build Contracting;
 - Public-Private Partnerships;
 - Accepting loans and equity investments from public/private entities;
 - Increased flexibility in creating traffic management strategies during construction.
- Support state legislation granting Caltrans increased flexibility in delivery mechanisms including allowance of:
 - Performance specifications;
 - Design-build;
 - Early contractor involvement in design process; and
 - Warranties.
- Support the provisions in SAFETEA that:
 - Would reauthorize and fund TIFIA;
 - Would permit highway and transit projects financed with tax-exempt debt to utilize, when available, private equity contributions; and
 - Encourage MPOs & DOTs to consider private investments during early financial planning.

- Endorse efforts by the USDOT to take administrative action & seek Congressional action to facilitate timely NEPA reviews, by, among other things:
- Defining the jurisdictional roles of the resource agencies in the NEPA process;
- Imposing enforceable time limits for completion of intra-agency and external agency reviews; and giving resource agencies project-specific staff and funding;
- Establishing procedures to elevate inter-agency staff disputes for policy resolution;
- Establishing effective processes to resolve disputes;
- Agreeing that mode alternatives to be evaluated are those consistent with the regional transportation plan;
- Developing standardized data bases for analysis of cumulative effects and growth-inducing impacts;
- Revising federal procurement rules to permit state and local agencies to award federally funded design-build contracts before, but not allow construction to commence until after, final NEPA compliance;
- Incorporating into NEPA a statute of limitations comparable to what CEQA reflects (30 days).
- Seek administrative and state legislative action that would integrate CEQA and NEPA processes more efficiently.

Balancing Growth Through Infill Development that Enhances Communities

- Support education and build consensus on a vision for the long-term growth of Los Angeles County.
- Create partnerships between transportation providers and local communities to address growth opportunities at specific locations.
- Through the Mobility 21 Smart Growth Partnership, work to remove zoning barriers to infill projects (e.g., modify inclusionary housing, parking, setback, open space requirements, unleash use of redevelopment tools).
- Support empowering local jurisdictions with redevelopment tools, such as tax increment financing.
- Integrate local design preferences into the planning process for infill projects.
- Modify the California Environmental Quality Act to streamline environmental review for infill development projects.
- Support legislation that reduces the risk and cost of construction defect litigation.
- Explore congestion mitigation fees as a mechanism to address traffic impacts of sprawl.
- Recommend that MTA secure new funding sources to provide financial incentives to local jurisdictions (e.g., through Call for Projects) that implement smart growth planning policies and projects.

Building Partnerships to Develop a Countywide Transit Network

- Initiate a working group to address the challenge of minimizing the debilitating cycle of transit work stoppages that negatively impact public safety and regional mobility. This working group would explore such solutions as new legislative initiatives, greater partnering with public and private sector operators, and all other service efficiency measures to sustain long term growth in transit services
- In order to improve mobility in our region, urge the MTA Board to place the proposed Los Angeles County transactions and use tax at the rate of 0.5% for 6½ years for major transportation improvements in Los Angeles County on the ballot prior to 2006. Lead efforts to secure public support and advocate passage of this tax by LA County voters.
- With coordination by the MTA, encourage all Los Angeles County public and private service providers to partner in structuring a countywide transit network that provides a viable alternative to the automobile. Undertake a joint effort to gain public input on the network and to market the economic and quality of life benefits of transit.
- Encourage the MTA to take the lead in convening municipalities, the private sector, and the County to improve coordination of land use and transportation planning and policies.

Improving Ground Access to LA County Airports

- Support continuation of previous year's resolutions and annually report progress
- Support the development of new and existing public/private and public/public partnerships to identify and implement effective solutions including maximizing existing transportation infrastructure
- Develop financing strategies to:
 - Increase flexible funding at all levels of government for both capital and operating costs tied to productivity measures
 - Maximize revenue streams
 - Streamline operations while maintaining existing productivity
- Streamline approval and interagency coordination processes
- Gain community support to integrate airport ground access and regional transportation improvements
- Develop marketing strategies and partnerships to:
 - Educate and heighten public awareness of the variety of multi-modal ground access options available through traditional and innovative technological strategies
 - Improve airport on-site signage and web-based transportation information
 - Target information about alternative ground transportation options to specific airport user sub-markets, exploring creative information system linkages
 - Emphasize ease of use, speed and reasonable cost

Planning for Freight Movement

- Endorse the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County.
- Foster operational flexibility by all the stakeholders involved including shippers, freight industry carriers, ports, and public transportation entities to deal with peak season variations, extended gate hours, truck maintenance, inspection, pooling of containers, Just-In-Time deliveries, and short-haul rail service.
- Endorse a partnership between the freight industry and public sector to address operational and infrastructure issues for reducing truck/traffic congestion to improve the mobility of freight and people.
- Endorse MTA's efforts to develop a comprehensive multi-modal Strategic Freight Action Plan to include airports, highways, railways, ports, inter-modal facilities, and their inter-modal connectors.
- Endorse developing freight solutions that foster and maintain the strategic local advantage businesses in the county as it relates to minimizing the time and cost of delivering goods to customers.
- Endorse a beneficiary based and in-kind contribution financing approach to funding freight related projects which is consistent with maintaining the competitiveness of the freight and distribution industries in the region.
- Endorse expanding track capacity, intermodal yard capacity, near dock rail yards, and short-haul rail service to reduce truck traffic on the county's freeways and arterials.
- Endorse enforcing public safety measures and initiatives on the county's freeways such as freeway service tow-truck patrols and building grade separations and truck inspection facilities.
- Endorse efficient use of existing infrastructure such as utilizing highways at night, more throughput of on-dock rail at ports.
- Endorse enhancing the collaboration between public and private sectors in the freight industry to unite and speak with one voice to policy makers in Washington, D.C. and Sacramento.
- Endorse educating the general public of the benefit of freight movement, its economic costs and benefits, congestion relief, and its impact on the county's quality of life.