



**2007 MOBILITY 21 TRANSPORTATION SUMMIT
RECOMMENDATIONS
SOUTHERN CALIFORNIA TRANSPORTATION FUNDING:
A PLAN FOR THE FUTURE SESSION**

WHEREAS, the sixth annual Mobility 21 Transportation Summit took place on Monday, November 5, 2007, to bring transportation stakeholders together to dialogue regarding the current and future funding opportunities of our transportation system; and

WHEREAS, the voters of California approved Proposition 1B in November 2006, which provided nearly \$20 billion in new transportation funding; and

WHEREAS, the majority of Southern California Counties have passed sales tax measures to self fund critical infrastructure that serves the local, regional, and national economies; and

WHEREAS, the region has been funding with local and state resources the infrastructure to move goods to the rest of the nation; and

WHEREAS, the federal government has been adverse to increasing its investment in the region's infrastructure to facilitate current and forecasted growth in the level of international trade originating at the ports and transiting the rail lines, highways, and local arterial roads throughout California; and

WHEREAS, Southern California is facilitating increasing levels of international trade critical to the state and national economies on an aging federal interstate system and rail lines with limited grade separations to accommodate local traffic impacts, and

WHEREAS, California faces a transportation shortfall of more than \$100 billion; and

WHEREAS, Southern California must address the extraordinary challenges raised by the combination of growing international goods movement and the lack of surface and rail infrastructure, financing, and environmental measures to facilitate that trade; and

WHEREAS, any delay in transportation infrastructure investment based on unnecessary impediments in environmental processes will also cause project costs to rise; and

WHEREAS, the Congress will begin drafting the successor reauthorization bill to the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) in early 2009; and

WHEREAS, the Highway Trust Fund will be insolvent by 2009 with no clear direction from Congress about what level of funding there will be in the future to support a federal surface transportation program; and

WHEREAS, it is critical to work in concert with our U.S. Senators, the California Congressional delegation, as well as the state Administration to collaborate as part of a statewide effort to effectively compete for limited federal funding to facilitate trade that transits the region;

NOW THEREFORE BE IT RESOLVED, Mobility 21 supports a federal advocacy program to seek an increased federal investment in the SAFETEA-LU reauthorization bill to fund added capacity and mitigation for goods movement infrastructure;

BE IT FURTHER RESOLVED, that Mobility 21 supports the authorization of a federal program as part of SAFETEA-LU to establish a funding formula to support goods movement ports of entry based on a proportionate share of the trade impacts; and

BE IT FURTHER RESOLVED, that Mobility 21 supports the five county Congressional delegation in its efforts to advocate for an increased federal investment in the region; and

BE IT FURTHER RESOLVED, that Mobility 21 establish an educational campaign directed toward the general public, as well as transportation stakeholders, both public and private, to better understand the role of each in the funding of transportation infrastructure and the impacts such projects have on those that live and conduct business in the region.