

**PRELIMINARY DRAFT PRINCIPLES**

## SAFETEA-LU Reauthorization

**It is the consensus of the transportation stakeholders of the State of California that to maintain its pre-eminent role as a global leader and to ensure the future well-being of its citizens, the nation must have a world-class transportation system. This system must be well-maintained, safe, secure, and environmentally and economically sustainable; and equitably provide for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network. To meet these requirements, we have adopted the following principles for the next authorization of a national transportation program:**

**1 Strengthen the commitment of the federal program to improving transportation safety.**

- Provide more flexibility and funding for the implementation of each state's Strategic Highway Safety Programs.
- Increase funding for safety infrastructure projects on the existing transportation system, with an emphasis on programs/projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Encourage cooperative engineering, enforcement, and education.
- Support safety programs, especially in addressing speed, occupant restraint, and road sharing problems without compromising funding for existing programs.
- Support wide-ranging efforts to reduce driving under the influence of alcohol or drugs.

**2 Ensure the financial integrity of the Highway Trust Fund**

- Preserve the guaranteed dedicated funding provided by SAFETEA-LU, which permits a predictable long-term source of funds for transportation purposes.
- Find a long-term solution for a stable funding sources.
- Increase funding for **all** modes to meet needs for:
  - Safety
  - System Maintenance and Preservation
  - System Completion (providing a network of Complete Streets on major roadways in metropolitan areas for all modes)
  - System Expansion
  - Congestion Relief
  - Tribal Transportation Systems
  - Environmental Mitigation
  - Mobility
  - Research, Innovation, and Technological Deployment
- Improve California's return to source ratio.

**3 Increase federal leadership in goods movement**

- Create a new dedicated funding source for goods movement projects.
- Identify a multimodal national network using rational eligibility criteria.
- Ensure state flexibility on project selection.
- Ensure that any new funds for goods movement include adequate funding to mitigate the environmental and congestion impacts associated with goods movement projects.
- Ensure that any new funding source for goods movement projects returns an equitable share of the new revenues to the corridor in which they are collected.
- Allow retroactive match credit for state and local investments in goods movement projects.

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**4 Improve federal programs for environmental stewardship**

- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.
- Provide financial support for planning processes that integrate transportation and land use in ways that reduce vehicle miles traveled per household, increase vehicle occupancy, and reduce vehicle emissions and pollutants.
- Provide funding for projects and programs that support increased bicycle and pedestrian travel.
- Support mitigation and adaption strategies for climate change.
- Support attention to improved health and physical activity through the planning and construction of transportation projects.

**5 Streamline project delivery**

- Increase opportunities State stewardship through delegation programs for NEPA, Air Quality Conformity, etc,
- Expand the NEPA delegation program to include transit projects and project level conformity determinations.
- Simplify program administration.
- Increase state flexibility for using at risk design and design build.
- Ensure that Federal project oversight is commensurate to the amount of federal funding.
- Engage Federal permitting agencies actively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

**6 Increase state and regional flexibility to respond to needs**

- Continue the existing state and regional planning and programming roles and focus federal funding through the established and open public planning process.
- Minimize the number, and the dollar amount of earmarked projects and use earmark funding only on projects in approved transportation plans and programs.
- Increase the options for project eligibility within programs.
- Increase the transferability of funding between programs.
- Extend Federal Transportation Improvement Program to five years.
- Consolidate federal programs by combining existing programs using needs based criteria.
- Increase state discretion for implementing performance based infrastructure projects that protect the public's interest and are developed with input from and for the benefit of those paying for the projects.
- Increase state flexibility for selecting HOT lane, toll, and other new projects that use fair and reasonable pricing mechanisms and result in a return on investment in terms of reduced congestion, enhanced reliability and improved safety.
- Improve states' ability to partner with the private sector for performance based infrastructure by expanding the scope and menu of federal innovative finance programs.
- Nurture innovation by supporting appropriate demonstration projects based on successes in other countries and by removing obstacles to applying research.