

# **SANBAG 2013-2014 State Legislative Platform**

## **Funding**

**SANBAG will advocate for stable State funding, indexed for population growth, for transportation projects in San Bernardino County; and request that the State honor all of its previous commitments without imposing unfunded mandates:**

- Support priority state funding for projects supported by voter-approved transportation local sales tax measures.
- Oppose the diversion of transportation revenues for non-transportation purposes.
- Support budget and California Transportation Commission (CTC) allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), bond programs, and the Measure I Expenditure Plan.
- Support continued regional decision making governing the use of all current funding sources.
- Oppose legislative or regulatory actions that rely on regional transportation agencies to sponsor ballot measures to raise revenue for transportation or planning purposes.
- Oppose legislative or regulatory actions that require the payment of interest on State General Obligation (GO) bonds out of the State Highway Account.
- Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management and air quality programs which relieve congestion, improve air quality and enhance economic development.
- Support efforts for Council of Government development and funding.

## **Goods Movement**

- Support legislation that reduces freight-related impacts to San Bernardino County, including disparate impacts to disadvantaged communities (e.g. grade separations and clean fuel or Tier IV locomotives).
- Monitor any state container fee legislation to ensure:
  - San Bernardino County goods movement projects are funded; and
  - San Pedro Bay Ports are not placed at a competitive disadvantage that would harm the overall Southern California economy.
- Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.

## **Local Control on Ontario International Airport**

**The Inland Empire has taken a large economic hit over the past three years as air service and passenger traffic at the Ontario International Airport has plummeted to levels not seen since the 1980s. Under absentee ownership, the severe decline in activity has cost our region \$400 million annually and 8,000 jobs. The City of Ontario proposes to return the airport to local control to work towards improved operations and protect the local economy.**

- Support local control of the Ontario International Airport in recognition of its goods movement and passenger impacts on San Bernardino County and the Inland Empire.

## **Self-Help Counties**

**SANBAG will actively participate with the 18 other “self-help” counties in California:**

- Support continuance of the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
- Support legislation that will incentivize counties without a voter approved tax measure for transportation to become “self-help” counties.
- Oppose any redistribution of funds away from Self-Help Counties.
- Seek state preference of projects that ensure state funding equity for self-help counties, thus ending the indirect subsidization of the thirty-nine non self-help counties.

## **Project Delivery, Finance, Innovation & Maintenance**

**SANBAG will advocate that innovative financing opportunities remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, and provide mobility options for the traveling public:**

- Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP and SHOPP major rehabilitation projects as soon as they are available.
- Support the consideration of public-private partnerships (P3s) in the development of transportation improvements.

**SANBAG will work to ensure that existing innovative project delivery tools are available and effective:**

- Support measures that expand the use of design-build and P3s.
- Support continued delegation to Caltrans of National Environmental Policy Act (NEPA) oversight.

**SANBAG will advocate for reforms to ensure projects are delivered faster with more coordination:**

- Support legislation and/or administrative reforms to enhance Caltrans project delivery, including contracting out of appropriate activities to the private sector.

**In addition, SANBAG will:**

- Support current program funding for Freeway Service Patrol (FSP), ride-sharing and call boxes, consistent with the level of growth and utilization.
- Support equitable funding and resources for San Bernardino County freeway landscaping and maintenance.

## **Energy & Alternative Fuels**

SANBAG will support incentives to transition to alternative fuels and electric vehicles (EVs) that will clean our air and reduce our dependency on foreign oil:

- Support tax benefits and incentives that encourage use of clean alternative fuel vehicles.
- Support cost effective conversion and replacement of public transit fleets to alternative fuels

and EVs.

- Support programs to provide refueling/recharging infrastructure for alternative fuel or electric vehicles.
- Support Property Assessed Clean Energy (PACE) financing.
- Support utility planning and upgrades to electrical infrastructure in support of fleet conversion and possible rail electrification programs.
- Monitor regional proposals aimed at Cap and Trade and its focus on infrastructure impacts.

### **Transit & Commuter Rail**

**SANBAG will advocate that transit be funded as a vital service that improves mobility and helps meet federal and state mandates:**

- Support equitable distribution of the funding for bus and rail services in California.

**SANBAG will advocate for a safe, funded, and growing rail system in Southern California:**

- Support state funding for Positive Train Control (PTC).
- Increase state funding recognizing Metrolink's high ridership from inland counties.
- Support legislation and programs that facilitate (or remove obstacles to) transit oriented development near rail and bus rapid transit stations.

**SANBAG will advocate for high speed, and higher speed rail investment in San Bernardino County and connectivity with local and regional transit:**

- Support increased funding for higher speed commuter rail and improved transit connectivity as feeder services for High Speed Rail (HSR).
- Assure a SANBAG role in the planning for HSR and advocate for the full evaluation of a I-215/HSR route that serves San Bernardino County.
- Advocate priority for the L.A.-San Diego via the Inland Empire HSR route.
- Advocate to secure regional funding for the completion of all connectivity projects complementary to the development of HSR.

### **Air Quality**

- Continue to support the independence of the Mobile Source Air Pollution Reduction Review Committee (MSRC), and the protection of AB 2766 funding.
- Oppose legislative action that would reduce SANBAG's discretion in allocating Congestion Mitigation and Air Quality (CMAQ) funds.
- Support partnership with the South Coast Air Quality Management District (SCAQMD), and the Mojave Desert Air Quality Management District (MDAQMD), and advocate to protect the health of residents in San Bernardino County.

### **Coalitions**

Gain support for SANBAG's program through participation in the Southern California Consensus Group, Mobility 21, California Councils of Governments (CALCOG) in addition to the Self-Help Counties Coalition, the Southern California Regional Rail Authority, Southern California National Freight Gateway Collaboration, and the High Desert Corridor Joint Powers Authority.