



cta

San Bernardino County
Transportation Authority

Federal Legislative Platform 2019-2020



funding



goods movement



multimodal



quality of life



SBCTA 2019-2020 Federal Legislative Platform

The San Bernardino County Transportation Authority (SBCTA) serves as the Regional Transportation Planning Agency for the largest geographical county in the nation. Covering approximately 20,000 sq. miles and serving approximately 2 million residents, the Board of Directors is comprised of representatives from San Bernardino County's 24 cities and five supervisorial districts. In addition to the cooperative regional planning and expansion of an efficient multi-modal transportation system countywide, the SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. As a Self-Help County agency, the SBCTA administers Measure I funding, a voter-approved half-cent sales tax dedicated for transportation planning, design, construction, operation, and maintenance in San Bernardino County.

This legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable SBCTA to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Ad Hoc Committee and Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed in the 2019-2020 Congressional session.

SBCTA will continue to partner with public and private sector entities to support common objectives in Washington, DC and foster the unity of the Southern California region.



Funding

Seek the highest level of federal transportation dollars to California and San Bernardino County for SBCTA projects and programs.

Support Efforts To:

- Pass Fixing America's Surface Transportation (FAST) Act reauthorization and a comprehensive national infrastructure package.
- Ensure that any transportation reauthorization or infrastructure package includes incentives that reward self-help jurisdictions.
- Directly allocate additional U.S. Department of Transportation (DOT) program funds to Metropolitan Planning Organizations (MPO) instead of through states first.
- Identify sustainable alternatives to fund the Highway Trust Fund.
- Increase overall funding of the Surface Transportation Block Grant Program (STBGP) and increase the percentage of sub-allocation to urbanized areas.
- Increase funding for Transit Oriented Development (TOD) opportunities.
- Increase Transportation Alternatives Program (TAP) funding and reduce restrictions on using this program.



Maximize federal funding for interstate highways and transit capital/operations in order to help meet federal environmental goals and support intercity commuter rail; goods movement; intelligent transportation systems and new technologies that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.

Support Efforts To:

- Strengthen the Capital Investment Grant (CIG) program by providing additional funding and urge the Administration to move projects forward expeditiously.
- Restore Congressional oversight of discretionary grant programs such as Better Utilizing Investments to Leverage Development (BUILD), Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), Infrastructure for Rebuilding America (INFRA), Positive Train Control (PTC) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) to provide more transparency in the decision-making process.
- Re-establish Congressional intent and three decades of Federal Aviation Administration's (FAA) interpretation that state and local sales tax measures of general application are not the same as aviation fuel excise taxes and the states and localities should be able to use those revenues as they have determined based on state and local statute.

Plan. Build. Move.



SBCTA 2019-2020 Federal Legislative Platform



Goods Movement

SBCTA will continue to bring awareness to the relationship between the County's logistics sector and the Ports of Los Angeles and Long Beach as well as the importance of San Bernardino County as a goods movement gateway to and from the United States.

Support Efforts To:

- Increase federal investment in goods movement infrastructure, and policies that properly recognize Southern California and San Bernardino County's role as the nation's premier containerized freight gateway.
- Provide equitable funding for trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.
- Effectively and strategically use goods movement investments to address the more critical freight bottlenecks that have profound impacts on the nation's economy.
- Protect revenues generated by any fee that is levied on freight and specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight.
- Increase the proportion of freight funds that are allocated by formula, and base on relative impact to regions from national freight flows.
- Increase national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for improving Southern California's freight strategy.
- Recognize the importance of inland ports to overall goods movement systems as part of any investment plan.
- Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms and local transportation agencies such as SBCTA retain control over project implementation at the local level.



Multi-Modal

SBCTA's expanding transit, rail, and active transportation programs strive to enhance sustainability for San Bernardino County communities and stakeholders. These mobility options focus on implementing a dynamic regional growth vision based on the principles of livability, prosperity and sustainability.

Support Efforts To:

- Maximize federal funding by developing reforms that will accelerate project procurement, promote flexibility and innovation, and respect local control.
- Expand use of alternative project delivery methods, such as design-build, for federally funded highway and surface transportation projects.
- Streamline federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.
- Maintain delegation of Caltrans' ability to review and approve state projects pursuant to the National Environmental Protection Act (NEPA).
- Create federal incentives that promote utilization of Diesel-Electric or Near-Zero/Zero Emission Low-Floor Multiple Unit railcars.
- Develop policies that keep our rail systems safe and increase federal investment in commuter rail services.
- Increase incentives for transit agencies that utilize alternative fuels.
- Expand eligible uses for federal transit funds to provide maximum flexibility to local agencies for funding capital and operations needs.



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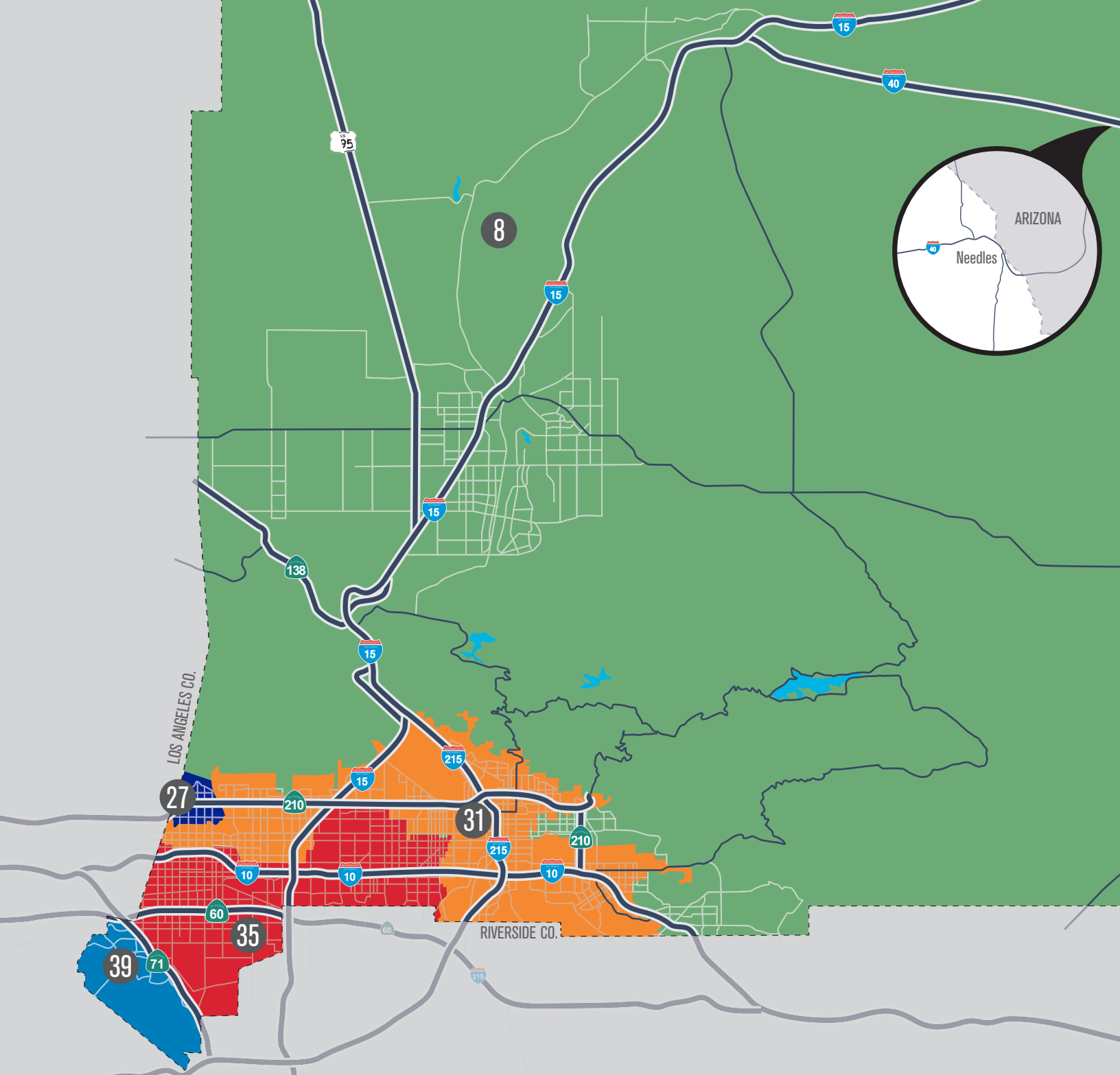
Quality of Life

The San Bernardino Council of Governments (SBCOG) and SBCTA will continue to support a number of regional matters important to the future of San Bernardino County, by working with our Congressional Delegation to strengthen the region's advocacy on transportation, environment, energy, economy and health.



Support Efforts To:

- Postpone federal air quality standard deadlines in the South Coast Basin in order to allow for a more realistic implementation timeframe given the current forecast of available technology and funding options. Or, remove the penalty of lost Federal transportation funding resulting from issues (e.g. heavy duty truck and train emissions) not addressed by Federal regulations.
- Implement an ultra-low nitrogen oxide (NOx) standard to reduce NOx emissions from heavy trucks and simplify air quality regulations and requirements.
- Increase the amount and proportion of Congestion Mitigation and Air Quality (CMAQ) funds received by the State of California and ensure that the funds flow to county transportation commissions.
- Create utility planning and upgrades of electrical infrastructure to support fleet conversion and possible rail electrification programs.
- Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- Secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state, and federal fleet conversion mandates, and provide for the replacement of aging alternative fuel fleets.
- Incentivize, attract, retain, and grow businesses as well as employment opportunities in San Bernardino County.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of life in the Inland Empire region.
- Support the expansion of federal Opportunity Zones to incentivize private investment in disadvantaged communities throughout San Bernardino County.



County Profile

San Bernardino County is the largest county in the contiguous United States:

- The county covers over 20,000 square miles of land.
- There are 24 cities in the county and multiple unincorporated areas.
- The county has a population of over 2 million people. It is the fifth largest population in California, and exceeds the population of 15 states.
- Since 2000, San Bernardino County's population has grown by approximately 22% and it is expected to reach 2.66 million by 2035.

Federal Delegation

Senate

Diane Feinstein
Kamala Harris

House

Paul Cook – CA 8
Judy Chu – CA 27
Pete Aguilar – CA 31
Norma Torres – CA 35
Gil Cisneros – CA 39



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