



**cta**

San Bernardino County  
Transportation Authority

# State Legislative Platform 2021-2022



local control



funding



quality of life



freight



multimodal



# SBCTA 2021-2022 State 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 the SBCTA and the San Bernardino Associated Governments (SBCOG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Policy Committee and Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the upcoming legislative session.

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



## Local Control

**The San Bernardino County Transportation Authority will advocate for local control over transportation projects within San Bernardino County to ensure that innovative financing and project delivery methods remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, as well as provide increased mobility options for local residents.**

### Support Efforts To:

- Ensure SBCTA's decision-making authority over transportation projects that are constructed and operated in San Bernardino County.
- Preserve local flexibility in the administration of programs and services.
- Promote strong collaborative partnerships with State agencies.
- Expand existing innovative project delivery methods (e.g. design-build, construction manager/general contractor), for a broad variety of projects including highways, transit, and local streets and roads.
- Ensure projects are based on locally driven alternatives and do not require state approval when funded primarily by local funds.
- Revise the California Environmental Quality Act (CEQA) to streamline the environmental review process, to improve timelines for project approvals and avoid costly duplicative steps while maintaining critical environmental protections.
- Establish legislation to protect toll operating agencies from lawsuits associated with the use of personal information for collecting toll fees and citations.
- Develop consistent measures for environmental mitigation requirements.

### Oppose Efforts To:

- Threaten the timely delivery of the Measure I Expenditure Plan or administration of any Measure I programs and services.
- Change the Board composition, organization or decision-making authority of any agency without the express permission of the agency.
- Impose additional mandates beyond those already in existence on lead agencies using alternative project delivery mechanisms.
- Require additional CEQA review and process requirements that delay projects and increase costs.
- Allow specific vehicle classes to have unrestricted access to carpool or toll facilities.
- Place transit investments in San Bernardino County without direct involvement by SBCTA and/or appropriate local jurisdictions.
- Establish legislation that allow redirection of toll revenue from the operating agency to the State or any other agency.



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## Funding

State funding for projects supported by local voter-approved transportation sales tax measures is critical to implementing innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion, improve air quality, and enhance economic development. SBCTA will advocate for state funding to support transportation projects in San Bernardino County.



### Support Efforts To:

- Define “disadvantaged communities” consistently among all funding programs to ensure investments reflect economic and geographic considerations.
- Enact state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- Prioritize funding for projects supported by voter-approved transportation local sales tax measures.
- Recognize/reward the investment in the state's transportation system made by self-help counties and incentivize counties without a voter-approved tax measure for transportation to become “self-help” counties.
- Incentivize public-private partnerships (P3s) in the development of transportation improvements.
- Protect AB 2766 funding and continue to encourage funding of programs and projects that reduce motor vehicle emissions.
- Preserve SBCTA's discretion in allocating Congestion Mitigation and Air Quality (CMAQ) funds.
- Legislation and regulations on Green House Gas (GHG) reduction and other environmental initiatives should ensure that mandates are designed to be feasible and achievable for lower density environments like San Bernardino County and that funding is provided for assistance in achieving those goals.
- Guidelines for funding programs and project scoring criteria related to transportation and air quality/ GHG reduction should recognize the importance of geographic equity and be tailored to account for the characteristics and limitations of lower density environments like San Bernardino County.
- Prevent changes to the Bradley-Burns uniform local tax law or distribution of online sales tax revenue that would adversely affect San Bernardino County jurisdictions or Measure I revenue.
- Continue practice of review and comment opportunities for criteria on competitive transportation grant programs by local jurisdictions and transportation agencies.
- Work with administration and legislative representatives to ensure that SBCTA projects and programs meet the spirit of Executive Order N-19-19 while maintaining local priorities and protecting local transportation funds.
- Meet the challenges of confronting climate change, while ensuring that reductions in programs such as SB 1 will be replaced with new equitable revenue streams.

### Oppose Efforts To:

- Adversely alter distribution percentages of state transportation formula funds or shift funds away from local agencies.
- Reduce SBCTA's ability to efficiently and effectively contract for goods and services.
- Impose state requirements without the consent of the local agency for the expenditure of locally raised revenues.
- Divert transportation revenues for non-transportation purposes.
- Link existing transportation funding sources to the achievement of GHG reduction or Regional Housing Needs Assessment (RHNA) goals.
- Rely on transportation agencies to raise revenue for transportation or planning purposes.
- Unreasonably increase the administrative fees levied by the Board of Equalization for the collection and administration of county transportation sales tax measures.
- Pass any legislation to authorize a multi-county revenue measure for environmental programs.





# SBCTA 2021-2022 State Legislative Platform



## Goods Movement

SBCTA will continue to raise awareness of 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 key goods movement gateway to the United States.

### Support Efforts To:

- Recognize the important role goods movement plays within San Bernardino County, while supporting projects that do not exacerbate existing air quality, traffic or socioeconomic issues within disadvantaged communities.
- Advocate for equitable funding for trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.
- Reduce freight-related impacts to San Bernardino County.
- Generate additional revenue streams to assist with freight movement investment; so as to provide funding support commensurate with the local and regional impacts of national freight flows.

### Oppose Efforts To:

- Allow triple trailers in urbanized areas of San Bernardino County except in outlying cities.
- Locate any new multi-modal facility that would have any detrimental environmental or socioeconomic impacts on existing disadvantaged communities in San Bernardino County.



## Quality of Life

**The San Bernardino Council of Governments (SBCOG) will continue to support a number of regional matters important to the future of San Bernardino County, by working with our 24 cities/towns and five Supervisorial districts to strengthen the County's advocacy on issues related to transportation, housing, environment, energy, economy, and health.**

### Support Efforts To:

- Promote programs that support the advancement of social and racial equity within communities throughout San Bernardino County.
- Fund Council of Governments development.
- Incentivize, attract, retain, and grow businesses as well as employment opportunities in San Bernardino County.
- Remove obstacles that would prevent or inhibit local jurisdictions from developing more affordable housing.
- Provide local jurisdictions more resources that would encourage the development of affordable housing.
- Revise the Affordable Housing Sustainable Communities (AHSC) guidelines to provide opportunity for San Bernardino County to better compete for Cap and Trade funding.
- Assist local governments with meeting regional GHG reduction goals including, not limited to, grants, incentive funding, and economic development tools that support transit oriented development.
- Develop cost effective and technologically feasible conversion and replacement of public transit fleets to alternative fuels and electric vehicles.
- Fund utility planning and upgrades to electrical infrastructure in support of fleet conversion.

- Provide refueling/recharging infrastructure for alternative fuel or electric vehicles.
- Fund Freeway Service Patrol, ride-sharing and call boxes, consistent with the level of growth and utilization.
- 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.
- Establish policies and priorities for the use of existing utility facilities and require city/county review of any additional uses.

### Oppose Efforts To:

- Infringe on decision-making authority of local jurisdictions and agencies over land-use and regional planning.
- Impose unfunded mandates on local governments.
- Divert local revenues for state purposes.
- Effectuate risk to currently financed projects or the financing of future projects.







## Multimodal

**The SBCTA's growing 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:

- Address the severe impacts the COVID -19 crisis has had on public transit systems.
- Protect the significant resources SBCTA and its Southern California Regional Rail Authority Partners have invested in the Metrolink system by directing the necessary funding to preserve services and recover ridership on the commuter rail line.
- Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- Work with legislators and stakeholders to review existing metrics for the qualification and distribution of Transportation Development Act (TDA) revenues.
- Promote increased state transit operations funding as vital to enable continuation of transit system capital investment and expansion of transit services.
- Ensure appropriate funding for a growing bus and rail system in Southern California with equitable distribution of funds and flexibility in the administration of the programs.
- Modernize organizational and governance structures of local transit agencies to maximize efficiencies and cost effectiveness of services delivered to public.
- Increase state funding opportunities for commuter rail operations and Positive Train Control.
- Facilitate, or remove obstacles to transit oriented development near rail and bus rapid transit stations.
- Ensure that SBCTA has a role in the planning of all transportation modes and routes serving San Bernardino County.
- Incentivize ridesharing and transit use through reimbursable employer-sponsored initiatives such as transit passes.
- Ensure appropriate funding levels from state sources to support transit operations that help to achieve GHG reduction goals.
- Maintain delegation of Caltrans' ability to review and approve state projects pursuant to the National Environmental Protection Act (NEPA).
- Advocate for investment in San Bernardino County, supported by SBCTA and local stakeholders, for a subsurface connection between the Metrolink Commuter Rail system and Ontario International Airport.
- Create state incentives that promote utilization of Diesel-Electric or Near-Zero/Zero Emission Low-Floor Multiple Unit railcars and possible rail electrification programs.
- Encourage use of innovative emerging technologies to provide increased regional connectivity and clean transit options.

### Oppose Efforts To:

- Require increased service levels unless they are agreed to by the transit operator or have appropriate funding.
- Mandate that SBCTA build, fund or operate specific transportation projects or programs in San Bernardino County.
- Revise bus axle weight standards that will impact transit providers in procurement of cost efficient coaches.
- Threaten the viability of the SBCTA's Measure I Transit Program by requiring uncontrolled expenditures on an individual project or group of projects.
- Increase zero emission bus (ZEB) mandates that would impose undue financial or operational burden on transit systems without corresponding increases in state funding.