

## SBCAG 2010 State Legislative Platform

Issue	Goal	Strategy
<p>1. State funding for SBCAG's priority projects</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission allocation process or any other state sources.</p> <p>Raise awareness of the Highway 101 Corridor and its importance as a transportation facility of state and national significance.</p>	<p>Work with the California Department of Transportation, SBCAG member agencies, our state legislative delegation and local community leaders and organizations to aggressively advocate at the state level for funding to complete projects promised to Santa Barbara County voters in the Measure A Investment Plan.</p> <p>Educate our delegation and funding partners about the Highway 101 Widening project, the funding plan, schedule and attributes that make it a highway of statewide/national significance. Work with other regional agencies on the central coast and Caltrans to raise awareness of the importance of 101 and its need for improvements as one of two north-south interregional corridors in the state</p> <p>Work with our other regional partners to seek appointment of a central coast representative to serve on the California Transportation Commission</p>
<p>2. Protect Existing Sources of Transportation Funding</p>	<p>Prohibit General Fund diversions of existing transportation revenues including public transit, Proposition 42, State Transit Assistance and local gasoline tax revenue</p>	<p>While fundamental change is preferable, given the status quo, it is necessary to support efforts to provide constitutional protection against state diversion of funds from the Public Transportation Account, State Transit Assistance, HUTA, Proposition 42 and local gasoline tax subventions for local streets and roads.</p>

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<p>3. Augment Transportation Funding Sources</p>	<p>Seek an increase in transportation revenues to address unmet funding needs for maintenance, repair, operation and improvement of the transportation system</p>	<p>Over the past 16 years, the purchasing power of the state gasoline excise tax has been reduced by more than 50% because of inflation. State transportation infrastructure investment has dipped precipitously over this time to the point where state gas tax revenue is dedicated entirely to maintenance of the state highway system with no funding available for improvements. Support legislation to raise new user-fee based revenue sources to bring the state's transportation system into a state of good repair. This could include adoption of an increase in the gasoline user fee to fund state highway and local street and road repairs. The gasoline user fee should also be indexed to inflation to prevent the erosion of its purchasing power.</p>
<p>4. SB 375 Implementation</p>	<p>Provide new funding to assist in the planning work required by SB 375.</p> <p>Ensure that SBCAG's issues are addressed in setting of SB 375 targets.</p>	<p>Work with the California Association of Councils of Government to develop new revenue sources at the state, regional and local level to support the additional planning required by SB 375. This could be accomplished through legislation that would require local majority voter approval of new vehicle license fees to support SB 375 implementation.</p> <p>Work with other MPO's, Air Resources Board, Department of Housing and Community Development, and, the Strategic Growth Council to ensure the special circumstances and limitations of small and medium size regional agencies are integrated into the ARB's SB 375 Greenhouse Gas emission targets.</p>

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5. State Mandates	<p>Require reimbursement to regional agencies for the costs of complying with state mandates</p> <p>Stop legislation to require reimbursement for Caltrans work on project initiation documents</p> <p>Reform State RHNA law to address special limitations and circumstances in Santa Barbara County on new development</p>	<p>State law requires reimbursement for costs imposed on local governments by state mandates. However, regional governments are exempted for reimbursement because they are not considered local governments. Support legislation to address this inequity in state law and require reimbursement for state mandate costs to regional governments.</p> <p>Work with CALCOG and the Self-Help Counties Coalition to oppose new requirement contained in the Governor's FY 2010/11 Budget that local and regional agencies reimburse Caltrans for preparation of project initiation documents.</p> <p>Work with CSAC, the League of Cities and other partners to support legislation that would reform RHNA mandate to specifically address our county's very large percentage of land that is unavailable for development because it is either federal property or in Williamson Act preserve status.</p>
6. Passenger Rail	<p>Provide passenger rail commute service connecting Ventura and Santa Barbara counties.</p> <p>Maintain and increase funding for inter-city passenger rail in the LOSSAN North Corridor</p> <p>Seek appointment of California representative to the Amtrak Board</p>	<p>Work cooperatively with Caltrans Division of Rail, Amtrak, LOSSAN and Union Pacific Railroad to change the timing of Amtrak Pacific Surfliner trains to accommodate Ventura County to south Santa Barbara County commuter schedules.</p> <p>Work with Caltrans District 5 to develop LOSSAN North Corridor Improvements NEPA document to increase viability of grant applications for rail improvements. Support legislative efforts to stabilize and even increase funding for state passenger rail capital improvements and operating costs.</p> <p>Work with our legislative delegation, LOSSAN, and other state partners to raise awareness of the importance of having a California representative on the Amtrak Board and seek out qualified applicants to pursue a presidential appointment.</p>

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7. Federal SAFETEA-LU Renewal	Support California State Consensus Principals for SAFETEA-LU renewal	The SBCAG Board previously endorsed the California State Consensus Principals for SAFETEA-LU renewal. Continue to work with our legislative delegations to ensure our local and state interests are addressed in the new federal transportation authorization legislation.