



## SBCAG 2021 State Legislative Platform

Issue	Goal	Strategy
<p><b>1. Acquire State Funding for SBCAG’s Priority Projects</b></p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission allocation process or any other state sources.</p>	<p><b>SBCAG will remain diligent in competing for additional state funds, including any COVID-stimulus relief, for countywide priorities, with an emphasis on completing the U.S. 101 Multimodal Corridor project.</b></p> <p><b>SBCAG will support efforts to increase the appropriation authority/ programming capacity for the Senate Bill 1 (SB1) competitive programs in order to enhance the prospects of an award to complete the U.S. 101 Multimodal Corridor project.</b></p> <p><b>SBCAG will also continue to pursue revenue made available through the Cap and Trade and Active Transportation Programs, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</b></p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. In 2018, SBCAG was successful in acquiring over \$431 million for the 101 Multimodal Corridor project from Carpinteria through Montecito and capital needed for the retiming of LOSSAN to provide peak hour service through Goleta. The California Transportation Commission will commence workshops in 2021 for the SB 1 Cycle 3 competitive programs.</p>

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<p><b>2. Leverage Regional Partnerships</b></p>	<p>Coordinate with Central Coast Coalition to raise awareness of the Highway 101 Corridor and highlight its' importance as a transportation facility of state and national significance.</p>	<p><b>SBCAG will coordinate with the Coalition to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations along the Central Coast.</b></p> <p><b>SBCAG will collaborate with Central Coast partners to pursue funding to improve safety and goods movement conditions on Highway 101.</b></p> <p><b>SBCAG will work with our regional partners to seek appointment of a Central Coast representative to serve on the California Transportation Commission when the opportunity presents itself.</b></p> <p>Educate our delegation and funding partners, such as the California State Transportation Agency, California Transportation Commission, Caltrans, and the Newsom Administration, about the Highway 101 Multimodal Corridor project gap closure, the funding plan, schedule and attributes that make it a highway of statewide/national significance, as previously recognized by the Brown Administration in letters submitted to the Trump Administration. Work with other regional agencies on the Central Coast (Monterey, San Benito, San Luis Obispo, and Santa Cruz) and Caltrans to raise awareness of the importance of Highway 101 and its need for improvements as one of the two north-south interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p>
<p><b>3. Enhance Transit Service</b></p>	<p>Support potential changes to the Transportation Development Act to assist Santa Barbara County local public transit agencies with funding eligibility.</p>	<p><b>SBCAG will support legislation that creates flexibility within the Transportation Development Act to allow public transportation systems access to locally generated revenues to maintain existing service.</b></p> <p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund, generates over \$1.7 billion annually, primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) that are necessary in order to qualify to use funds for operational purposes. AB 90, Chapter 17, Statutes of 2020, provides farebox recovery relief through FY 21-22, resulting in continued access to various transit funding programs.</p>

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<p><b>4. Expand Passenger Rail Service</b></p>	<p>Expand availability of passenger rail peak hour commute service connecting Ventura and Santa Barbara counties.</p> <p>Maintain and increase funding for intercity passenger rail in the LOSSAN North Corridor. Pursue funding opportunities made available through the California State Transportation Agency to create Coast rail service connecting the Los Angeles Basin to the Bay Area.</p>	<p><b>SBCAG will continue to work diligently on increasing Pacific Surfliner service to not only offset the impacts of the U.S. 101 Multimodal Corridor project, but to also reduce greenhouse gas emissions, and expand mobility options in order to alleviate congestion within the region. SBCAG will advocate for programs (State Rail Assistance and Transit Capital and Intercity Rail Program or other sources) to increase active transportation and passenger rail service along the Central Coast, including innovative projects such as a new state-supported passenger rail service on the Coast Route, maximizing existing right of way through high-occupancy lanes or use of shoulders for managed lanes, and increased rail and transit service. This includes closing the 154-mile gap between Gilroy and San Luis Obispo to provide Coast rail service.</b></p> <p>Work cooperatively with the California State Transportation Agency, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, Metrolink, and Union Pacific Railroad to expand passenger rail service to accommodate Ventura County to south Santa Barbara County commuter schedules.</p>
<p><b>5. Addressing Mobility and Meeting State Climate Change Mandates</b></p>	<p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Support state funding to expand infrastructure and incentives for</p>	<p><b>SBCAG supports a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the Central Coast plays in maintaining system integrity and providing mobility options.</b></p> <p><b>SBCAG will support efforts to secure resources, such as bonds or budget</b></p>

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	<p>conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p>	<p><b>appropriations, to expand electric vehicle charging infrastructure and incentives to purchase or lease electric vehicles. An evaluation of the impact of increased usage of electricity, electric power storage capacity, and safety protocols should be considered.</b></p> <p><b>SBCAG will work with the California Association of Councils of Governments to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, including the promotion of incentivizing businesses to locate or expand in the region and making transit-oriented development more viable, where feasible.</b></p> <p><b>SBCAG will also work with organizations such as the California League of Cities, California State Association of Counties, Central Coast Coalition, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce greenhouse gas emissions. This includes supporting operational improvements such as telecommuting, transit, vanpools, shipping more freight via rail, pursuing innovative technology projects to accelerate the replacement of rail and transit diesel engines to zero emission propulsion systems, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</b></p> <p>Per AB 179 of 2017, the California Transportation Commission and California Air Resources Board are required to convene twice a year to coordinate transportation, housing, and air quality policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. In 2020, the California Department of Housing and Community Development was added. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and</p>

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		<p>vehicle miles traveled. Given the unique geography of Santa Barbara County and the travel patterns associated with the jobs-housing nexus, and infusion of tourism traffic, reducing vehicle miles traveled is challenging. The prospects for reducing greenhouse gas emissions however could be realized through investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed.</p>
<p><b>6. Modernize the Ralph M. Brown Act</b></p>	<p>Monitor efforts to modernize the Ralph M. Brown Act responsive to increased interest in flexibility for participation in public meetings by elected officials and how telecommuting may continue following the COVID-19 pandemic for remote public engagement on programs and projects.</p>	<p><b>SBCAG will work with organizations such as the California League of Cities, California State Association of Counties, Central Coast Coalition, and Self-Help Counties Coalition, among others, to pursue legislation to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.</b></p>