

Solano Transportation Authority
2006 Legislative Priorities and Platform
(Adopted by STA Board 12/14/05)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County, such as SB 1024, Seismic Retrofit Bond Act.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
 - a. I-80/I-680/SR 12 Interchange*
 - I-80 HOV Lane
 - North Connector
 - Cordelia Truck Scales
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge or modify MTC and ABAG governing boards and their respective responsibilities.
6. Monitor and support legislation increasing the percentage of STIP funds from 1% to 5% to be used for project development activities associated with Planning, Programming and Monitoring (PPM).
7. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained, including use of funding for HOV lanes on I-80 from Al Zampa Bridge to I-780, the Benicia Intermodal Station pertaining to CCJPB Intercity rail service and regional rail.
8. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
9. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

** Federal Priority Projects*

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I. Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by EPA.
2. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
3. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

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4. Support legislation confirming in the Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
5. Support legislation that increases employers' opportunities to offer commute incentives and their value.

III. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

V. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

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6. Advocate for primacy of general transportation infrastructure funding over new high-speed rail project and new regionally sponsored ferry services through the Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support ongoing efforts to protect and enhance federal funding provided by SAFETEA-LU, and to ensure that the federal government provides a fair share return of funding to California.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
16. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

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VI. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

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3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2006 ballot.

X. Ferry

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3rd Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. Safety

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

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2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.