Solano Transportation Authority
DRAFT 2015 Legislative Priorities and Platform

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PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales
- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
  - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes – Vacaville segment
  - Candidate for TIFIA financing (via MTC)
- I-80 Westbound Truck Scales
  - Potential candidate for TIGER or Project of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation (in lieu of the I-80/I-680/SR-12 project)
  - Pursue funding under Surface Transportation Program
- Jepson Parkway
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. **Transit Centers**
   - Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Consider New Starts funding
   - Fairfield Transportation Center Expansion
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Parkway Blvd. Overcrossing/Dixon Intermodal Station
     - Candidate for Highway Safety Improvement Program funds
   - Vacaville Transit Center, Phase 2
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Vallejo Transit Center (Downtown) Parking Structure Phase B
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program Funds
     - Likely eligible for CMAQ funds
     - Consider joint development opportunities to leverage federal dollars

3. **Programs**
   - Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
     - Seek funding for SR2S from Transportation Alternatives program
     - Projects would be eligible for CMAQ funding
   - Climate Change/Alternative Fuels
     - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
     - Pursue Diesel Emission Reduction Act Funding
     - Pursue Department of Energy Clean Cities technical support
   - Freight/Goods Movement
     - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
     - Identify federal fund source for I-80 Westbound Truck Scales
     - Rail Crossings/Grade Separations
       - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
       - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
       - Grade crossing eligible for funding under Highway Safety Improvement Program

- Mobility Management
    - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
    - Eligible for federal transit funds distributed by formula
- Safe Routes to School
    - Seek funding from Active Transportation program

State Funding

1. Active Transportation
    - SR2S – Engineering projects
    - Vallejo segment of Napa Vine Trail (future)
    - Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade
    - Capital Bus Replacement – SolanoExpress
    - Transit service expansions
    - OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
    - Capitol Corridor improvements
    - Multimodal transit facilities

3. Freight/Goods Movement
    - I-80 Westbound Truck Scales
    - Rail Crossings/Grade Separations
    - SR 12

4. ITIP
    - I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
    - I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP
    - I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
    - I-80/I-680/SR 12 Interchange Phase II & III
    - Jepson Parkway

6. SHOPP
    - I-80 Westbound Truck Scales
    - SR 12/113 Intersection
    - SR 12 Summerset to Drouin Gap – Rio Vista
    - SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.

2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

3. Oppose efforts to reduce or divert funding from transportation projects.

4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

5. Support establishment of regional Express Lanes network.

6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.

7. Support the State Cap and Trade program:
    a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    b) Structure the investments to favor integrated transportation and land use strategies.
    c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    d) Provide the incentives and assistance that local governments need to make SB 375 work.

8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.

11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.

12. Support development of a national freight policy and engage Caltrans in the development of a California Freight Mobility Plan to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

13. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.

14. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

15. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

16. Support laws and policies that expedite project delivery.

17. Support legislation that identifies long-term funding for transportation.

18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.

19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.

20. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation promoting the planning, design and implementation of complete streets.

3. Support legislation to promote Safe Routes to School programs in Solano County.

4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).

5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

6. Support legislation that increases employers' opportunities to offer commuter incentives.

7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.

8. Support establishment of regional Express Lanes network. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*

3. 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.

4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

12. Support the State Cap and Trade program:
    a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    b) Structure the investments to favor integrated transportation and land use strategies.
    c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    d) Provide the incentives and assistance that local governments need to make SB 375 work. *(Priority #7)*

III. 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.

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

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Monitor implementation of the environmental streamlining provisions in MAP-21.

7. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Ferry

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.

2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #19)*

VI. 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 federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.

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 efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*

7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Priority #2)*

8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*

11. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*

12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*

13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.

14. 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.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Monitor the distribution of State and regional transportation demand management funding.

17. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.

18. 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, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*

19. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

20. Support maintaining Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. (*Priority #16*)

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, 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 time savings to environmental clearance processes for transportation 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.

5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (*Priority #2*)

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. 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.

3. 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.

4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.

5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

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

2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.

3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

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

2. Support tax benefits and/or incentives for programs to promote use of public transit.

3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.

4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).

5. 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, ferry and rail. *(Priority #20)*

6. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Priority #7)*

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #12)*

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #10)*

2. Legislation should provide stable funding source for highway and transit programs.

3. Between 2015 and 2025:
   a) Federal fuel tax should be raised and indexed to the construction cost index.
   b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
   c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.

5. Legislation should include separate funding for goods movement projects.

6. Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*

7. Legislation should further streamline project delivery.