

PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - ~~I-80 Managed Lanes (Red Top Rd to I-505)~~
 - I-80 Managed Lanes PID (I-505 to Yolo County Line)
 - I-80 Managed Lanes EIR (SR 37 to Carquinez Bridge)
 - I-80 Westbound Truck Scales (TCEP)
- ~~I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5~~
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
 - Segment B and
 - Fairground Dr Interchange ~~and Segment C~~
- Vaca Valley Parkway (Vacaville)
- Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - ~~I-80 Managed Lanes (SR 37 to Carquinez Bridge)~~
 - ~~I-80 Managed Lanes (I-505 to Yolo County Line)~~
 - I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5 6 and 7
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
 - Mare Island Interchange

Rail and Mass Transportation:

Priority Tier 1:

- California State Rail Plan: Solano County Rail Hub near Suisun/Fairfield Amtrak Station
- Fairfield-Vacaville Hannigan Train Station, (building/solar panels/electric vehicle charging stations, ~~and complete parking~~)

Transit Centers:

Priority Tier 1:

- Vallejo Station Parking Structure Phase B
- SolanoExpress Buses capitol to expand service plan

Priority Tier 2:

- Fairground Dr Park and Ride

Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
 - ~~Bay Trail/Vine Trail~~
 - Heart of Fairfield
 - Hannigan Station South Portal Bike/Ped Connections
 - Solano Rail Hub Pedestrian Crossing
 - Ulatis Bike Path
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Mobility Management
- Safe Routes to School
- Safe Routes to Transit
- SolanoExpress – operating funds to restore service post-COVID-19
- ~~SeHIP-SubHIP~~ Partnership funding/Affordable housing infrastructure

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to ~~improve~~improving operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for expansion of SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - I-80 Managed Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
 - I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
 - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - ~~Fairfield-Vacaville Hannigan Train Station (solar panels and charging stations; and parking)~~
 - SolanoExpress Electrification, Capital and Operation Improvements
 - Solano County Mobility-Rail Hub: planning studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. Including State authorization for tolling, inclusive of an equity program with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

10. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and OBAG 3
11. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035
12. Monitor the implementation of the other three quadrants – Housing, Economic, and Environment ~~With~~ with the Solano City County Coordinating Council (4Cs) and other partnership agencies
13. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - Implementation of a regional rail hub in at the Suisun/Fairfield Amtrak Station
 - Support designation of an existing train station in Solano County as a full-servicefull-service Amtrak station
 - Support rail crossing safety improvements
14. Monitor and support the California Transit Association’s (CTA’s) and the Metropolitan Transportation Commission’s (MTC’s) efforts to obtain federal and state funding for transit
15. Monitor legislative proposals from the MTC’s Blue Ribbon Transit Recovery Task Force Recommendations and support implementation of regional mapping, wayfinding, integrated fares, and transit priority projects in Solano County
16. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
17. Support implementation of national, ~~statestate~~, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and Freight Electrification.
18. Support establishment and operation of regional Managed Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
19. 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.
20. Advocate for continued Solano County representation on the WETA Board. Support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
21. Monitor legislation which impacts STA’s statutory authority to serve as the Congestion Management Agency (CMA) for Solano County.

I. Active Transportation/Land Use/Housing/Jobs

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing) and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.
4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transit Oriented Development (TOD) projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities and monitor MTC's TOD Policy to ensure participation by suburban TOD's
5. Recognize Solano County's housing affordability at the regional context (i.e. Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program.
6. Monitor legislation and oppose any caps to County Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
7. Monitor and comment on the implementation of the San Francisco Bay Area Regional Housing Finance Act which establishes the Bay Area Housing Finance Authority (BAHFA) and authorizes the Authority to raise and allocate new revenue from special taxes, parcel taxes, and business taxes.

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 the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting.

3. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (Objective #10)
4. 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, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles and a ~~three-prong~~three-prong approach for installation of more consumer level chargers, electrification of freight vehicles and support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035 (Objective #11)
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.
12. Support TIRCP Funds that that fund electrification, SolanoExpress, Rail, overall reduction of GHG 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.
- ~~13. Monitor federal CAFÉ/SAFE vehicle rule action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.~~
- ~~13. Support the State's Climate Action Plan for Transportation Infrastructure (CAPTI) which builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation by detailing how the state recommends investing billions of discretionary transportation dollars annually.~~

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 (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
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. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support provisions in the FAST Act, and subsequent reauthorization act, that further streamline the environmental review and permitting process.
8. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. (Objective #16)
9. Monitor the San Francisco Bay Regional Water Quality Control Board’s Cease and Desist Order (CDO), which requires Caltrans to develop a workplan and identify the feasibility of trash capture systems, and the potential impact on State Highway Operations and Protection Program (SHOPP) Funds

10. Support and monitor MTC's Climate resiliency implementation efforts, including projects such as the SR 37 Corridor.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (*Objective #19*)
5. Support recommendations of the Water Transit Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects, and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. 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.
5. 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.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.

7. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County.
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 local 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. (Objective #7)
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. (Objective #14)
13. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
16. 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), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. Support the prompt passage of legislation of multiyear surface transportation legislation or legislation which reauthorizes the FAST Act to provide stable and reliable funding to address resilient infrastructure, support deployment of new technologies, including autonomous vehicles, and support rail projects.

19. Support Caltrans' California State Rail Plan, which designates the Suisun/Fairfield Amtrak Station as the Solano County Transit-Rail Hub.
20. Protect construction jobs, by opposing efforts to divert funding from construction to transit operations.

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery.
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.
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.
- 6.7. Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.
- ~~7. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one inch." This would mirror the threshold used in the State of California Streets for roads.~~

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. Support 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. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation and funding to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
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. 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 shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. 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. (Objective #2)
- 5-6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations consistent with the recommendations identified in STA's Connected Mobility Plan.
- 6-7. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
- 7-8. Support the use of Cap and Trade funds for improved or expanded transit service.

8.9. Support funding of discretionary programs, including the ~~Better Utilizing Investments to Leverage Development (BUILD)~~ Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, bus and bus facilities, Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, and ITS deployment.

9.10. Support increased funding for public transportation.

XI. Travel Demand Management (TDM)/Micotransit

1. Support TDM related legislation and policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.
2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.
3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools and public transit without reducing existing transportation or air quality funding levels.

XII. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight.
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. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, 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 aviation, rail, and truck.
5. 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.
6. Support research into clean vessel and vehicle fuels, including the electrification of freight.