



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

Solano Transportation Authority
... working for you!

423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, September 27, 2023
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The STA TAC is conducting their meetings **in person**.
The Zoom link below is available for participants joining the meeting remotely.

Zoom Link Info:

<https://us02web.zoom.us/j/87514463138?pwd=OGl4aHZTSzdhUVA0Ym90T0l1bE92Zz09>

Webinar ID: 875 7446 3138

Passcode: 166103

Join by Phone

Dial: 1(408) 638-0968

Participant ID: 875 7446 3138

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 -1:35 p.m.)

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

(1:35 – 1:45 p.m.)

- **Caltrans Maintenance Update**

Chad Klein, Caltrans

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the TAC Meeting of August 30, 2023

Johanna Masiclat

Recommendation:

Approve TAC Meeting Minutes of August 30, 2023

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TAC MEMBERS

Neil Leary

Louren Kotow

Paul Kaushal

Robin Borre

Nouae Vue

Brian McLean

Melissa Tigbao

Matt Tuggle

City of
Benicia

City of
Dixon

City of
Fairfield

City of
Rio Vista

City of
Suisun City

City of
Vacaville

City of
Vallejo

County of
Solano

B. Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix – October 2023 which includes the TDA Claim for the City of Rio Vista

Ron Grassi

Recommendation:

Forward a recommendation to the STA Board to approve the October 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Rio Vista as shown in Attachment B.

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6. ACTION FINANCIAL ITEMS

A. Regional Measure 3 (RM 3) Allocation for I-80/I-680/State Route (SR) 12 Interchange – Package 5

Nick Burton

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit the IPR and cash flow plan to the MTC for an allocation of RM3 funds for the I-80/I-680/SR 12 Interchange Package 5 in the amount of \$10.8M.

(1:50 – 2:00 p.m.)

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B. Caltrans Sustainable Communities Grant Request for Solano Zero-Emission Transportation Readiness and Implementation Plan

Dulce Jimenez

Recommendation:

Forward the recommendation to the STA Board to authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Sustainable Communities Grant to develop a Solano Zero-Emission Transportation Readiness and Implementation Plan.

(2:00 – 2:05 p.m.)

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C. Public Safety Education and Enforcement Grant Awarded Funds

Amy Antunano

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Award City of Benicia Police Department and Suisun City Police Department \$75,000 to implement a School Safety Traffic Officer in Benicia and Suisun for FY 2023-24; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Benicia and the City of Suisun for an amount not-to-exceed \$75,000 for each Enforcement Agency for a School Safety Traffic Officer.

(2:05 – 2:10 p.m.)

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D. Regional Transportation Impact Fee (RTIF) Nexus Study Update

Jasper Alve

Recommendation:

Forward a recommendation to the STA Board to approve releasing the RTIF Nexus Study update for public review and comment for a period of thirty (30) days.

(2:10 – 2:20 p.m.)

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**E. Solano Mobility Employer and Commuter Program –
First/Last Mile**

Lorene Garrett

Recommendation:

Forward the recommendation to the STA Board to authorize the Executive Director to expand the following:

1. Benicia Lyft program to add a connection to the Martinez Amtrak Station; and
2. First/Last Mile Commuter Program to provide connections between downtown Sacramento employees and Sacramento vanpool stops.

(2:20 – 2:30 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

**A. Solano Safe Routes to School (SR2S) Program Annual Report
Fiscal Year (FY) 2022-2023**

Amy Antunano/
Janelle Gregorio

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2022-June 2023 as shown in Attachment A.

(2:30 – 2:35 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Legislative Update

Vincent Ma

(2:35 – 2:40 p.m.)

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B. Transit Electrification Implementation Update

Leslie Gould

(2:40 – 2:45 p.m.)

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C. State Route (SR) 12 Clean California Caltrans Program Update

Jasper Alve

(2:45 – 2:50 p.m.)

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D. Summary of Funding Opportunities

Jasper Alve

(2:50 – 2:55 p.m.)

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9. FUTURE TAC AGENDA TOPICS:

November 2023

- A. RM3 Phase 2 Update
- B. Travis AFB South Gate Funding Plan Update
- C. 2023 Congestion Management Plan (CMP)
- D. Electric Vehicle Update
- E. SHOPP Funded Projects Update
- F. SR2S Microgrants Call for Projects
- G. SR 37 Fairgrounds Update
- H. First Quarter Solano Mobility Programs for FY 2023-24 – Older Adults and People with Disabilities
- I. Draft Legislative Platform 2024
- J. TDA Matrix – Dixon and Fairfield

December 2023

- A. First Quarter Report for FY 2023-24 – Solano Mobility Program Employer/Commuter
- B. Final Legislative Platform for 2024
- C. CTP Update

January 2024

- A. First Quarter Report for FY 2023-24 – Solano Mobility Program Call Center

10. ADJOURNMENT

No meeting in October. The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, November 29, 2023** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2023

~ No Meeting in October ~

1:30 p.m., Wed., November 29th

1:30 p.m., Wed., December 20th (Earlier Date)



TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
August 30, 2023

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in person and via Zoom.

TAC Members

Present:	Neil Leary (Zoom)	City of Benicia
	Louren Kotow (Zoom)	City of Dixon
	Paul Kaushal (Zoom)	City of Fairfield
	Brian McLean (Zoom)	City of Vacaville
	Dan Sequeira for Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano
	Noaue Vue (Zoom)	City of Suisun City

TAC Members

Absent:	Robin Borre	City of Rio Vista
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STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Amy Antunano	STA
	Nick Burton	STA
	Erika Dohina	STA
	Lorene Garrett	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Beth Kranda	Solano County Transit (SolTrans)
	Johanna Masiclat	STA
	Brenda McNichols	STA
	Debbie McQuilkin	STA
	John Sanderson	SolTrans
	Brandon Thomson	STA
	Robin Thornton	Fennemore Law
	April Wells	STA

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Brian McLean, the STA TAC approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. **REPORTS FROM MTC, STA, AND OTHER AGENCIES**

STA staff provided an update to the following:

- Regional Measure (RM) 3 Funded-Projects Update provided by Nick Burton
- Congestion Management Plan (CMP) by Dulce Jimenez

5. **CONSENT CALENDAR**

On a motion by Brian McLean, and a second by Paul Kaushal, the STA TAC approved Consent Calendar Item A through C. (6 Ayes)

A. Minutes of the TAC Meeting of June 28, 2023

Recommendation:

Approve TAC Meeting Minutes of June 28, 2023.

B. Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix – September 2023 which includes the TDA Claim for the City of Vacaville

Recommendation:

Forward a recommendation to the STA Board to approve the September 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Vacaville as shown in Attachment B.

C. Fiscal Year (FY) 2022-23 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report

Recommendation:

Receive and file.

6. **ACTION FINANCIAL**

A. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) Fiscal Year (FY) 2023-24 County Program Manager Funds Funding Recommendations

Dulce Jimenez noted that there were no submissions for this year's remaining TFCA Program Manager funding. She then explained the programming process of BAAQMD TFCA funds. She concluded that the one eligible candidate project that became available since this year's Call for Projects was Fairfield's East Tabor Tolenas Safe Routes to School Project OBAG 2 priority project. She commented that after further analysis and coordination with the City of Fairfield, STA staff is recommending \$100,000, and staff is also recommending reprogramming the remaining \$40,000 to the Solano Mobility Program which was previously approved to receive \$175,434 in TFCA funds.

Nouae Vue joined the meeting

TAC Member and Other Comments:

Paul Kaushal, City of Fairfield, asked if staff has a summary of the funding strategy and swaps? Nick Burton responded that the summary to date is incomplete because of pending construction costs to be defined by the City of Fairfield.

Beth Kranda, Solano County Transit (SolTrans), asked if the additional funding for Solano Mobility Program would reduce usage of STAF funds. Daryl Halls responded that rideshare programs are funded through air district funds, not STAF.

Recommendation:

Forward a recommendation to the STA Board to approve the programming of FY 2023-24 BAAQMD TFCA 40% County Program Manager Funds for:

1. City of Fairfield East Tabor Tolenas Safe Routes to School Project in the amount of \$100,000;
2. Solano Mobility Employer Program for an additional \$40,000 for the adjusted total amount of \$215,434; and
3. Authorize the Executive Director to enter into funding agreements with specified project sponsors.

On a motion by Paul Kaushal, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (7 Ayes)

7. ACTION NON-FINANCIAL

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Cordelia Truck Scales Project Update

Nick Burton provided an update to the Solano I-80 Westbound Truck Scales Project. He summarized STA's role in project delivery, project overview and benefits, project status – budget/schedule, anticipated Right of Way needs and acquisition process. He added that the acquisition process is expected to be completed in July of 2024 to allow construction to begin in late summer.

TAC Member and Other Comments:

John Sanderson, Solano County Transit, raised concerns regarding 33 reported incidents when their buses go through the truck scales that have been flagged for inspections by CHP which causes their buses to be late at their next stop. Beth Kranda, SolTrans, added that they are working with their lobbyist to look into administrative exemptions. Nick Burton responded that there are continued conversations to further understand things but that this is a legislative directive for CHP. Nick Burton added that further updates will be provided to the Consortium related to transit and offered to continue facilitating discussion with SolTrans and CHP on this issue.

B. Solano Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Active Transportation and Arterials, Highways, and Freeways, and Transit Elements

Robert Guerrero commented that to kick start the effort of identifying these projects, STA staff would like to engage its member agencies to request their initial draft list of priority projects that they would like to submit for consideration for each of the CTP Elements. Kathrina Gregana added that STA staff intends to discuss the draft project lists with each of the CTP committees starting with the Active Transportation Committee on October 11th and the Arterials, Highways, and Freeways Committee on December 13th, followed by the Transit Committee on January 10th. She also noted deadlines for the initial lists for each element.

C. Solano Mobility Program Annual Report for FY 2022-23 – Older Adults and People with Disabilities Programs

Debbie McQuilkin presented an annual report for FY 2022-23 on the Older Adults and People with Disabilities Programs which includes Travel Training, ADA In-Person Eligibility, Intercity Taxi Card, Medical Trips Concierge Services, and Veterans Mobility. She projected comparisons from FY 2016-17 through FY 2022-23.

TAC Member and Other Comments:

Beth Kranda, SolTrans, requested budget information to run each of the Mobility Programs.

D. Solano Mobility Program Annual Report for FY 2022-23 – Employer and Commuter Program

Lorene Garrett presented an annual report for FY 2022-23 on the Employer and Commuter Program. She summarized the commuter programs, new pilot programs, First/Last Mile Ride, and community outreach efforts including table events throughout the County.

E. Solano Mobility Program Annual Report for FY 2022-23 – Vehicle Share Program

April Wells presented an annual report for FY 2022-23 on the Vehicle Share Program. She noted that STA staff will be re-engaging the existing participating non-profits in Solano County to see how to best garner more participation from them as well as non-profits that may be unaware of the existing program.

F. Solano Mobility Program Annual Report for FY 2022-23 – Solano Mobility Call Center

Erika Dohina presented an annual report for FY 2022-23 for the Solano Mobility Call Center. She highlighted the increases since FY 2017-18 for the total calls, walk-ins and website hits of the Solano Mobility Call Center.

G. Solano Safe Routes to School (SR2S) Program Update

Amy Antunano provided an update to the SR2S Program. She summarized the program's grant funding received and other grants offered to develop innovative programs to support schools to help address traffic safety and education as well as support small-scale projects and/or capital purchases that improve bike and pedestrian usage around schools in Solano County.

H. Pavement Maintenance Collaboration Update

Jasper Alve provided an update on the collaborative effort for pavement management among the local jurisdictions throughout Solano County.

I. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2022-23 3rd Quarter Update

Jasper Alve provided an update to the RTIF revenues for 3rd Quarter of FY 2022-23. He commented that the total revenue collected for the third quarter was \$593,882 that does not include revenue collected from the City of Fairfield which will be reflected in the fourth quarter.

J. Metropolitan Transportation Commission (MTC)'s Active Transportation Technical Assistance Program

Jasper Alve commented that the Active Transportation TA Program will provide local agencies assistance to make their active transportation projects more competitive in securing funds. He noted that the assistance includes scoping of projects, as well as writing and reviewing grant applications; preparing active transportation projects for construction; and designing projects for all ages and abilities. MTC will send each local jurisdiction a survey in Fall 2023 to identify the types of TA that are needed. Thereafter, the MTC will release the guidance for the TA.

K. Summary of Funding Opportunities

Jasper Alve summarized the list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, Regional, and State sources.

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on **Wednesday, September 27, 2023.**

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DATE: September 18, 2023
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix –
October 2023 which includes the TDA Claim for the City of Rio Vista

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one quarter cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), which is the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2023-24 TDA fund estimates from July 2023 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as Solano Express intercity bus routes and the Intercity Taxi Card Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, STA works with the transit operators in Solano County and prepares a TDA matrix. The STA Board approves the TDA matrix and submits it to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators.

Discussion:

The TDA apportionment for FY 2023-24 includes revenue estimates and projected carryover (Attachment A). The claim for the City of Rio Vista is within the parameters of available Rio Vista TDA funds and is being brought forward for review. STA Staff recommends the approval of the October 2023 TDA Matrix which includes the City of Rio Vista TDA Claim.

The City of Rio Vista (Delta Breeze)

For Fiscal Year (FY) 2023-24, the City of Rio Vista is requesting \$408,000 in TDA operating funds to operate Delta Breeze which provides the following public transportation services:

- Fixed Route, buses operating on major arterials and collections, running on a schedule with timed stops along the route.
- Dial a Ride/ Microtransit, that provides point-to-point transportation based on the patron's origin and desired destination within the City of Rio Vista.
- Special Services Paratransit. Special Services provides door-to-door transportation for qualified seniors and disabled individuals.

City of Rio Vista TDA capital funding needs for Fiscal Year 2023-24 include \$108,000 for electrification and bus replacement.

The City of Rio Vista TDA total claim amount of \$508,000 is included in the October TDA matrix Attachment B. The previous TDA matrixes approved by the STA Board included TDA Claims for Solano County, Suisun City, SolTrans, and the City of Vacaville. The Cities of Fairfield, and Dixon will be submitting TDA claims in the coming months. All claims are also submitted to the Paratransit Coordination Counsel (PCC) in accordance with MTC guidelines.

Fiscal Impact:

No financial impact to STA, the STA Board's approval of the October 2023 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the City of Rio Vista.

Recommendation:

Forward a recommendation to the STA Board to approve the October 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Rio Vista as shown in Attachment B.

Attachments:

- A. FY 2023-24 TDA Fund Estimate for the City of Rio Vista dated July 2023
- B. October 2023 TDA Matrix for FY 2023-24 which includes TDA Claim the City of Rio Vista.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4556
Page 9 of 20
7/26/2023

FY2022-23 TDA Revenue Estimate					FY2023-24 TDA Revenue Estimate					
FY2022-23 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 22)		25,527,409			13. County Auditor Estimate		27,790,758			
2. Actual Revenue (Jul, 23)		26,181,314			FY2023-24 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		653,905			14. MTC Administration (0.5% of Line 13)		138,954			
FY2022-23 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		138,954			
4. MTC Administration (0.5% of Line 3)		3,270			16. MTC Planning (3.0% of Line 13)		833,723			
5. County Administration (Up to 0.5% of Line 3) ⁴		3,270			17. Total Charges (Lines 14+15+16)		1,111,631			
6. MTC Planning (3.0% of Line 3)		19,617			18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴		720,336			
7. Total Charges (Lines 4+5+6)		26,157			19. TDA Generations Less Charges (Lines 13-17)		25,958,791			
8. Adjusted Generations Less Charges (Lines 3-7)		627,748			FY2023-24 TDA Apportionment By Article					
FY2022-23 TDA Adjustment By Article					20. Article 3.0 (2.0% of Line 18)		519,176			
9. Article 3 Adjustment (2.0% of line 8)		12,555			21. Funds Remaining (Lines 18-19)		25,439,615			
10. Funds Remaining (Lines 8-9)		615,193			22. Article 4.5 (5.0% of Line 20)		0			
11. Article 4.5 Adjustment (5.0% of Line 10)		0			23. TDA Article 4 (Lines 20-21)		25,439,615			
12. Article 4 Adjustment (Lines 10-11)		615,193								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4.5										
SUBTOTAL	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(1,293,664)	0	1,106,100	28,334	1,595,303	1,085,464	2,680,767
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	165,545	7,373,062	6,819,888	14,192,950
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	14,141	1,646,669	564,546	2,211,215
Solano County	2,985,017	10,252	2,995,269	(544,390)	0	1,005,770	25,764	3,482,412	1,043,031	4,525,443
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	40,517	1,230,184	1,643,640	2,873,824
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	137,538	7,047,275	5,759,622	12,806,897
Vallejo/Benicia	13,442,493	45,203	13,487,696	(12,110,729)	0	7,938,655	203,355	9,518,976	8,523,424	18,042,400
SUBTOTAL	44,435,129	150,869	44,585,998	(37,323,496)	0	24,016,187	615,193	31,893,881	25,439,615	57,333,496
GRAND TOTAL	\$45,394,948	\$155,250	\$45,550,198	(\$38,658,529)	\$0	\$24,506,313	\$627,748	\$32,025,729	\$25,958,791	\$57,984,520

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

FY 2023-24 TDA Matrix - October 2023

Attachment B

Date Prepared September 18, 2023
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY23-24 TDA Revenue Estimate from MTC	1	\$ 1,085,464	\$ 6,819,888	\$ 564,546	\$ 1,643,640	\$ 5,759,622	\$ 8,523,424	\$ 1,043,031	\$ 25,439,615
Projected Carryover from MTC	1	\$ 1,595,303	\$ 7,373,062	\$ 1,646,669	\$ 1,230,184	\$ 7,047,275	\$ 9,518,976	\$ 3,482,412	\$ 31,893,881
Available for Allocation per MTC	1	\$ 2,680,767	\$ 14,192,950	\$ 2,211,215	\$ 2,873,824	\$ 12,806,897	\$ 18,042,400	\$ 4,525,443	\$ 57,333,496
FY22-23 Allocations / Returns	1		\$ (1,630,000)			\$ (1,030,011)	\$ 1,082,603		\$ (1,577,408)
Total TDA Revenue Available for Allocation		\$ 2,680,767	\$ 12,562,950	\$ 2,211,215	\$ 2,873,824	\$ 11,776,886	\$ 19,125,003	\$ 4,525,443	\$ 55,756,088
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 240	\$ 4,111	\$ 50	\$ 10,000	\$ 28,070	\$ 82,496	\$ 400,033	\$ 525,000
Paratransit	3							\$ 250,000	\$ 250,000
Local Taxi Scrip & Local 1st/Last Mile	3				\$ 35,000				\$ 35,000
Subtotal Paratransit		\$ 240	\$ 4,111	\$ 50	\$ 45,000	\$ 28,070	\$ 82,496	\$ 650,033	\$ 810,000
Local Transit Service	3			\$ 400,000	\$ 650,000	\$ 2,778,357	\$ 4,847,471		\$ 8,675,828
SolanoExpress Intercity Bus									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 182,606	\$ 2,793,358
Subtotal SolanoExpress Intercity Bus		\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 182,606	\$ 2,793,358
Transit Capital	3			\$ 108,000	\$ 310,000	\$ 6,610,000	\$ 4,780,360		\$ 11,808,360
STA Planning	6	\$ 34,314	\$ 200,986	\$ 17,159	\$ 50,029	\$ 169,843	\$ 251,252	\$ 32,768	\$ 756,351
Swaps / Other									
LCTOP swap: Dixon to claim from Fairfield	7		\$ 2,091						\$ 2,091
SGR swap: Dixon to claim from TBD	7								\$ -
LCTOP swap: Rio Vista to claim from TBD	8								\$ -
SGR swap: Rio Vista to claim from TBD	8								\$ -
LCTOP swap: Vacaville to claim from Fairfield	9		\$ 6,797						\$ 6,797
SGR swap: Vacaville to claim from Fairfield	9		\$ 4,279						\$ 4,279
Intercity Bus Capital Plan claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 50,669			\$ 50,669
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	15							\$ 60,000	\$ 60,000
Subtotal Swaps		\$ -	\$ 13,167	\$ -	\$ 410,000	\$ 50,669	\$ -	\$ 105,000	\$ 578,836
Total To Be Claimed by All Agencies		\$ 100,157	\$ 842,479	\$ 525,209	\$ 1,653,565	\$ 9,952,556	\$ 11,378,360	\$ 970,407	\$ 25,422,733
Balance		\$ 2,580,610	\$ 11,720,471	\$ 1,686,006	\$ 1,220,259	\$ 1,824,330	\$ 7,746,643	\$ 3,555,036	\$ 30,333,355

Notes (continued on next page)

FY 2023-24 TDA Matrix - October 2023

Attachment B

Date Prepared September 18, 2023

STA Board Action

(1) MTC July 26, 2023 Fund Estimate; Reso 4556; columns I, H, J; FY22-23 Allocations/Returns include allocations after Jan. 31, 2023 per MTC's 6/14/23 Programming & Allocations Committee agenda item 2d; FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.

(2) STA will be the claimant. Based on FY 2023-24 Intercity Taxi Card Funding Amounts.

(3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$650k), first-last mile (\$35k), and three vehicles (\$310). Vacaville amount includes Planning & Administration.

(4) Based on FY 2023-24 Intercity Transit Funding Budget Approved by STA Board on June 12, 2023, and subject to an updated Solano Express Operating agreement between STA and SolTrans

(5) TBD

(6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). From May 10, 2023 STA Board meeting.

(7) Dixon to claim TDA from Fairfield per April 20, 2023 letter.

(8) TBD

(9) Vacaville to claim TDA from Fairfield per March 21, 2022 and September 1, 2022 letters.

(10) TBD

(11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY21-22 costs.

(12) To be claimed by STA for Suisun Amtrak station maintenance

(13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 3 of 4

(14) To be claimed by STA for Faith in Action

(15) To be claimed by STA for Equitable Access to Justice Pilot Program

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DATE: September 14, 2023
TO: STA TAC
FROM: Nick Burton, Director of Projects
RE: Regional Measure 3 (RM 3) Allocation for I-80/I-680/State Route (SR) 12 Interchange – Package 5

Background:

Regional Measure 3 (RM3) was approved by the Bay Area voters in 2018 and included an Expenditure Plan that identified specific projects as well as programs with designated funding amounts. The Solano Transportation Authority (STA) was designated as the sole project sponsor for two projects, the I-80/I-680/SR 12 Interchange Project and the I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility with associated earmarked funding in the amount of \$150M and \$105M respectively. The STA was a co-sponsor to a third project with the other north bay county transportation authorities for the State Route 37 corridor which received \$100 million. The Fairgrounds Drive Interchange Improvement Project was allocated \$15 million out of the \$100 million. RM3 also included several competitive programs such as the San Francisco Bay Trail, North Bay Transit Access Improvements and Ferry Enhancement Programs.

Litigation prevented RM3 allocations from occurring until June of 2023, after the State Supreme Courts upheld the Appellate Courts decision. Prior to the litigation being resolved, MTC allowed a process for sponsors to expend local funds to advance projects listed in the RM 3 Expenditure Plan with a Letter of No Prejudice (LONP). The STA chose to enter into several LONP agreements to further both the I-80/I-680/SR 12 Interchange Project and the I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility.

On April 12, 2023, The STA Board authorized the Executive Director to sign an amended Master Funding Agreement Between the Metropolitan Transportation Commission (MTC) and the STA as well as submit the Independent Project Reports (IPR) and Cash Flow Plans for the following projects:

- I-80/I-680/SR 12 Interchange in the amount of \$1 million;
- I-80 Westbound Truck Scales Project in the amount of \$25.47 million;
- SR 37 at Fairgrounds Drive Improvements Project in the amount of \$15 million;
- \$7.143 million in LONP agreements.
- Suisun-Fairfield Station Pedestrian Access Project in the amount of \$2 million

On June 28, 2023, the MTC Commission approved the allocation for the LONP agreements and the I-80 Westbound Truck Scales Project and subsequently approved the remaining RM3 allocation requests at their July 26, 2023 meeting.

Discussion:

Since 2001, STA staff have been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. Several projects have already been completed since that time, including the I-80 High

Occupancy Vehicle (HOV) Lanes, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR12 Interchange Project - Construction Packages 1 and 2.

In order to fully fund Construction Package 2, the MTC issued several LONP's in June of 2020, totaling approximately \$33M to advance the project to construction. Construction started in the fall of 2020 and was completed and opened to traffic last year. Improvements in Package 2 included removing the existing eastbound SR 12W to eastbound I-80 connector and constructed a new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 that meets the design requirements for future project phases. Additionally, the project included construction of the off-ramp from eastbound SR 12W to Green Valley Road and a braided ramp connection from eastbound I-80 to Green Valley Road and southbound I-680.

The LONP's associated with Package 2 and the recent allocation of \$1M that the STA was granted in July of 2023 has drawn the remaining balance of available RM3 funds from \$150M to \$116M. The STA is now looking to advance Package 5 which addresses local circulation around the interchange. This package will construct the SR 12 (West)/Red Top Road/Business Center Drive interchange, by extending Business Center Drive across SR 12 to connect with a realigned Red Top Road at the existing I-80/Red Top Interchange. (Attachment A) These improvements will complete local roadway improvements to create a parallel arterial between I-80/Red Top Road east to I-80/Abernathy Road and improve local circulation.

In order to begin this project, the STA staff is recommending an RM3 allocation of \$10.8M to complete design, evaluate the current interchange to make future packages more competitive for grants and pay the remaining PG&E relocation costs associated with CP1 and CP2. To submit an RM3 allocation request, STA staff is required to submit the IPR and cash flow plan for the project.

Fiscal Impact:

The PS&E phase for the I-80/I-680/SR 12 Interchange Package 5, evaluation of the current interchange to make future packages more competitive for grants and pay the remaining PG&E relocation costs associated with CP1 and CP2 is estimated to cost \$10.8M and the RM3 allocation will cover the entire cost for the phase of work.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit the IPR and cash flow plan to the MTC for an allocation of RM3 funds for the I-80/I-680/SR 12 Interchange Package 5 in the amount of \$10.8M.

Attachments:

- A. Map
- B. Independent Project Report
- C. Cash Flow Plan



DATE: September 15, 2023
TO: STA TAC
FROM: Dulce Jimenez, Planning Assistant
RE: Caltrans Sustainable Communities Grant Request for Solano Zero-Emission Transportation Readiness and Implementation Plan

Background:

For the past several fiscal years, Caltrans has issued a Call for Projects for its Sustainable Transportation Planning Grant Program that provides funding to support local and regional planning that further state goals and implement the Metropolitan Transportation Commission's Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS). These collective goals and strategies ultimately strive to comply with the State's greenhouse gas (GHG) reduction targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

The upcoming Fiscal Year (FY) 24-25 Sustainable Transportation Planning Grant Program will include three funding categories: Sustainable Communities, Climate Adaptation Planning and Strategic Partnerships, with final guidelines scheduled to be released on October 2023 with applications due in January 2024. Based on the previous grant cycle, applications can request a minimum of \$100,000 and a maximum of \$700,000. As part of the grant application, a local match of 11.47% is also anticipated to be a requirement.

For this upcoming grant cycle, STA is interested in applying for the Sustainable Communities Grant funding category for the development of a Solano Zero-Emission Transportation Readiness and Implementation Plan.

Discussion:

In 2018 Solano Transportation Authority (STA) adopted the Solano Electric Vehicle (EV) Transition Program Final Report, also known as our EV Readiness Plan—which has been fundamental in guiding our EV implementation efforts for public chargers as we plan to meet the future demand spurred by the proliferation of zero-emission vehicles. Supporting the planning and implementation of EV infrastructure coincides with Solano County's goal of having successful integration of land use and infrastructure planning by creating healthy and vibrant communities through the reduction of GHG by giving access to a reliable EV charging network.

STA staff, through our conversation with the TAC and PDWG members regarding EV planning efforts, have identified the need for additional resources to help our member agencies with the planning and implementation of EV chargers. This includes support with prepping sites for EV charger installations, along with the cities/county fleet electrification. STA also has other parallel electrification efforts with transit and freight that are also not captured by the EV Readiness Plan but do have their own standing plans—such as the recently adopted 2022 Solano Electrification Transition Plan and the 2013 Alternative Fuels Plan.

When considering the needs of our member agencies with their respective electrification efforts, along with the upcoming swaths of funding from state and federal agencies to support their climate emission reduction goals, STA staff would like to ensure Solano County is not missing out on critical funding to build out a publicly accessible, connected and affordable EV charging network that would greatly benefit the public health and wellbeing of Solano residents.

Therefore, STA staff is recommending applying for \$500,000 in Caltrans Sustainable Communities Grant funds to update the Solano EV Readiness Plan, which will be renamed to the Solano Zero-Emission Transportation Readiness and Implementation Plan. The primary objective for this effort is to create a clear blueprint to guide our investments in zero-emission infrastructure and to help member agencies identify and prepare sites to be competitive capital projects to be submitted for funding in one cohesive plan. Additional elements included as part of the plan update would be, other alternative fuels, a revenue generator analysis from EV chargers, e-bikes/bikeshare, and other emerging technologies related to the build-out of an equitable zero-emission transportation system in Solano County.

Fiscal Impact:

If the grant is successful, STA's Planning budget will be increased by \$500,000 with a required local match of 11.47% (\$65,000) with STA planning funds.

Recommendation:

Forward the recommendation to the STA Board to authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Sustainable Communities Grant to develop a Solano Zero-Emission Transportation Readiness and Implementation Plan.



DATE: September 27, 2023
TO: STA TAC
FROM: Amy Antunano, Assistant Program Manager-SR2S
RE: Public Safety Education and Enforcement Grant Awarded Funds

Background:

The Solano Safe Routes to School (SR2S) program supports a variety of engineering and enforcement strategies as part of its comprehensive approach. The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians, and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely.

The SR2S Program has typically allocated \$150,000 towards Safety Enforcement and Education services to local police departments in 2-year grant cycles since the grant program's inception in 2011. However, funding for this program is not guaranteed and depends on available competitive grant funding provided by the State and the Metropolitan Transportation Commission (MTC). The STA was successful in obtaining competitive Congestion Mitigation Air Quality (CMAQ) Program funds through MTC and the California Office of Traffic Safety in the past.

The most recent SR2S Safety Education and Enforcement grant funding was awarded to the City of Benicia Police and City of Suisun City Policy Department to allow their School Resource Officers to help implement the program at their schools. Generally, smaller cities have shown the most interest in the grant program given their limited police budgets. Staff from the STA work with interested agencies to develop their grant applications in an effort to assist local agencies in making the process as simple as possible.

Discussion:

The STA successfully applied for the Metropolitan Transportation Commission (MTC) Safe and Seamless Mobility Quick-Strike Funding for the STA's SR2S Program last year. As part of that award, a total of \$150K of the grant funding was provided to continue the safety education and enforcement outreach efforts of local police departments.

The Safety Education and Enforcement Grant program originally launched in 2014. This grant has allowed agencies to develop innovative programs and has provided funding for dedicated staff to support the SR2S Program at schools to help address traffic safety and education since then. On July 27, 2023, staff released a Call for Applications for the Public Safety Education and Enforcement Grant for \$150,000 funded by OTS Applications were due August 21, 2023. After a brief review process, STA staff is recommending awarding \$75,000 to the City of Benicia for FYs 2023-24 with the option to extend. Staff are also recommending awarding \$75,000 to the City of Suisun City for FY 2023-24 with the option to extend. The review process included two members of the Safe Routes to School Advisory Committee and an STA representative. Applications were scored based on a grading that reflects the importance of promoting safety, education, and enforcement to encourage safe travel options for students in addition to reasonable budget that correlates with expected outcomes.

Fiscal Impact:

None. Funding for the SR2S Safety Education and Enforcement Grant funding is included in the STA 2023-24 budget for \$150,000.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Award City of Benicia Police Department and Suisun City Police Department \$75,000 to implement a School Safety Traffic Officer in Benicia and Suisun for FY 2023-24; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Benicia and the City of Suisun for an amount not-to-exceed \$75,000 for each Enforcement Agency for a School Safety Traffic Officer.



DATE: September 13, 2023
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Nexus Study Update

Background:

The STA and the County of Solano coordinate with all seven cities in Solano County on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF Program divides the County into five geographical districts with a Working Group identified for each district. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County Road projects (unincorporated County Working Group).

As is required by law, every five years the County must update the Nexus Study for the PFF. Projects must be identified in the Study to be eligible to receive RTIF funding. This most recent update to the Study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent. The RTIF Program began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule.

Discussion:

The STA Board on December 14, 2022 authorized the STA Executive Director to enter into agreement with Fehr & Peers to update the RTIF Nexus Study. The update includes projects recommended by members of each RTIF Working Group except for the Transit Working Group, which did not recommend a project. The working groups initially met in October 2022 and subsequently in February 2023 to finalize the list of projects. The recommended projects are listed in Attachment A.

Fehr & Peers has concluded the 2023 RTIF Nexus Study update, which is attached to this report as Attachment B. The updated study highlights changes to the Mitigation Fee Act through recent legislation – Assembly Bill 602. STA legal counsel reviewed and worked with Fehr & Peers to ensure that the Study is in compliance with the new legislation. Part of the new requirements include releasing the updated study for public review and comments prior to adoption.

Fiscal Impact:

None to the STA Budget.

Recommendation:

Forward a recommendation to the STA Board to approve releasing the RTIF Nexus Study update for public review and comment for a period of thirty (30) days.

Attachment(s)

- A. List of New Projects Recommended
- B. RTIF Nexus Study Draft

ATTACHMENT A

Attachment A: List of New Projects Recommended

Agency	Facility	Total Cost Estimate (2023 \$)
Fairfield	Markeley Lane	\$5,800,000
Fairfield	Canon Road & Jepson Parkway	\$44,834,000
Suisun City	Railroad Avenue Realignment at Sunset Avenue	\$11,900,000
Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue	\$35,000,000
Benicia	Park Road	\$3,000,000
Benicia	Columbus Parkway (Benicia)	\$2,000,000
Vallejo	Columbus Parkway (Vallejo)	\$8,000,000
Vallejo/ Solano County	Benicia Road	\$9,500,000
Vallejo/ Solano County	Lake Herman Road	\$10,500,000
Dixon/ Solano County	Vaughn Road	\$6,100,000
Dixon/ Solano County	Pedrick Road Corridor	\$7,000,000
Dixon	N 1st Street Rail Crossing	\$500,000
Dixon	Parkway Boulevard Road Extension	\$7,000,000
Dixon	Pedrick Road Rail Crossing	\$64,500,000
Solano County	Midway Road	\$2,300,000

Final Report

Solano RTIF Nexus Update

Prepared for:
Solano Transportation Authority

September 6, 2023

WC23-3964

FEHR  PEERS

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1. Introduction

Background and Purpose

Impact fees are established under a state law known as Assembly Bill (AB) 1600, the Mitigation Fee Act. Fees charged pursuant to this legislation are used to build capital facilities needed to offset the impacts generated by new development. It is common practice throughout California for local jurisdictions to establish impact fee programs to fund the construction of several types of public infrastructure and facilities; one common type of fee program is a traffic mitigation fee, which generates funds that are used to construct infrastructure and provide facilities that support the transportation needs of new residents and businesses.

Per the requirements of the Mitigation Fee Act, each impact fee program must be supported by a “nexus” analysis, which is a rational and documented set of procedures by which the agency establishes that there is a reasonable relationship (or “nexus”) between anticipated future development in the jurisdiction, the need for new infrastructure to support that development, and the fees that will be charged to help fund that infrastructure. Thus, the technical reports (such as this report) that are prepared to support a fee program are commonly called nexus studies.

Solano County currently maintains a Regional Transportation Impact Fee (RTIF) program as part of the Solano County Public Facilities Fee (PFF). The Solano RTIF was established in 2013 and has been continuously maintained since that time, as a mechanism for sharing the costs of needed transportation improvements among all development within the County. As required by State law, County staff prepares annual financial disclosure reports for the RTIF program, and every five years staff prepares a comprehensive review that describes the program in detail, including the program’s historical background, the projects that have been completed or modified, and the financial status of the overall program. The most recent annual financial report was presented to the Board of Supervisors in December 2022, while the most recent comprehensive five-year review was presented to the Board on July 23, 2019. The Solano Transportation Authority (STA) administers the funds collected through the RTIF program.

The current fee amount charged in the Solano RTIF program is \$2,500 per dwelling unit equivalent (DUE). The fee amount was adjusted at its most recent comprehensive review on 2019, which recommended increasing the fee from \$1,500 per DUE to \$2,500 per DUE, per the Board Resolution 2019-156. The most recent focused update conducted for the RTIF is documented in *Solano RTIF Nexus Update Final Report*, prepared by Fehr & Peers, dated August 27, 2021 (referred to in this document as the *2021 Nexus Update Report*). The most recent nexus update conducted for the entire PFF program, including the RTIF, is documented in *Nexus Analysis for Solano County Public Facilities Fee Update Final Report*, prepared by Economic & Planning Systems, dated August 6, 2019 (referred to in this document as the *2019 PFF Report*).

There is interest in conducting a targeted update of the RTIF to adjust the list of capital improvement projects. The fees will continue to be charged on new development that occurs anywhere in Solano County.

The purpose of this report is to serve as the necessary documentation to allow the County to adjust the capital improvements included in the RTIF program.

Organization of the Report

After this introductory section, the report contains four additional sections:

- *Section 2* – Project List, describes the list of capital improvement projects that would be included in the program.
- *Section 3* – Growth Projections, documents the amount of growth anticipated over the next twenty years in Solano County.
- *Section 4* – Nexus Analysis and Fee Calculations, describes the results of the nexus analysis and calculates the fee amounts using the information presented in the report.
- *Section 5* – Summary of Required Program Elements, summarizes how the information in this report satisfies the requirements of the Mitigation Fee Act (AB 1600).

2. Project List

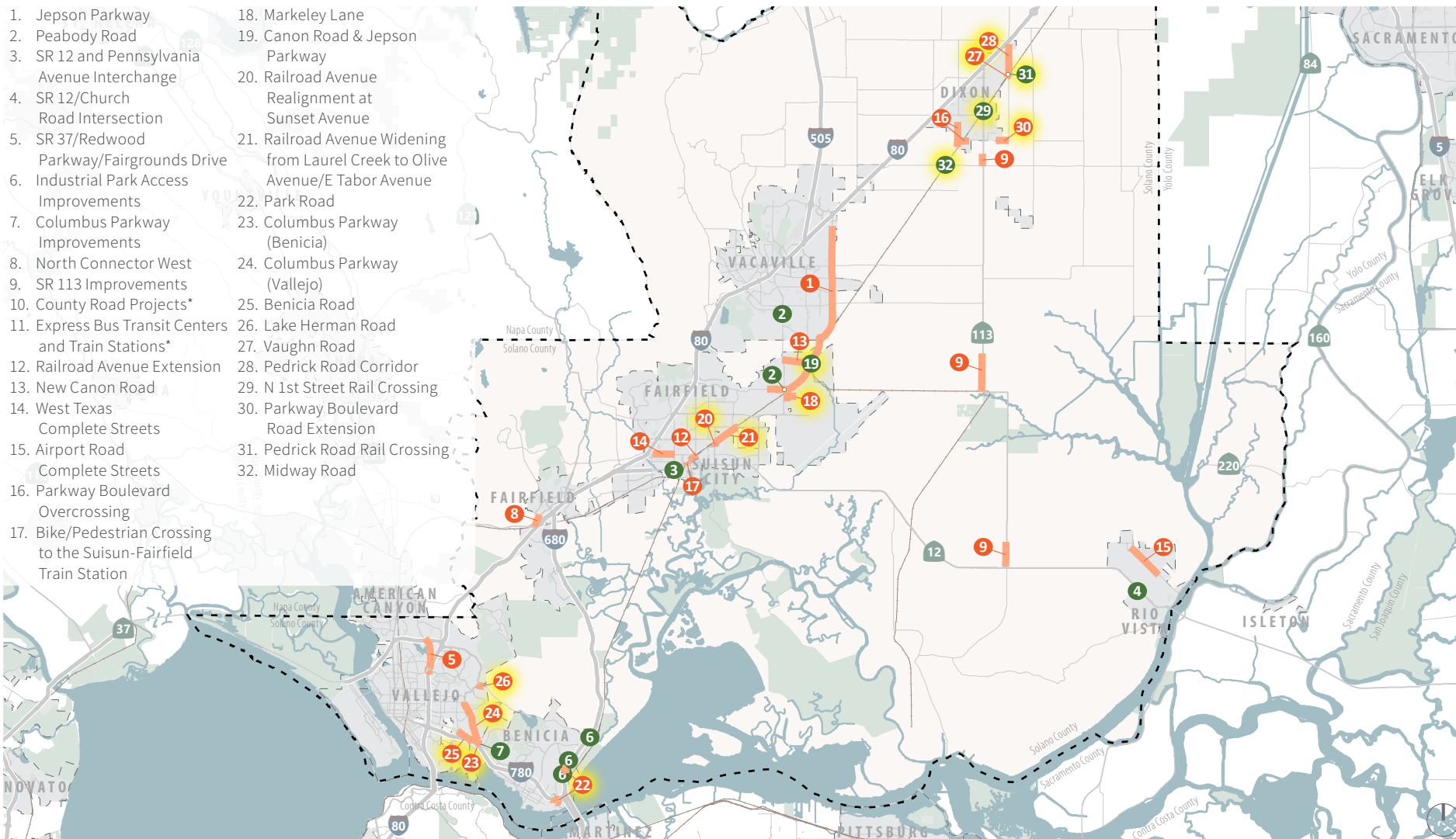
The Solano RTIF program, as most recently updated in 2021, has a capital improvement list made up of 17 projects. Fifteen of the projects are individual capital improvements and the remaining two are general categories for: 1) County Road Projects, and 2) Express Bus Transit Centers and Train Stations. As documented in previous nexus studies, the transportation facilities included in the Solano RTIF project list are needed in whole or in part to accommodate the impacts of growth in Solano County. The Solano RTIF area and the current set of projects is shown on **Figure 1**.

The primary purpose of this 2023 update is to incorporate additional transportation improvement projects that are consistent with the purpose of the RTIF. STA staff provided 15 additional projects for inclusion in this update. Three projects, Park Road, Benicia Road and Lake Herman Road, are projects that are intended to enhance conditions for bicyclists and pedestrians. These 15 new projects have been added to the project list as project numbers 18 through 32 (and are also shown on Figure 1); these projects need to undergo a nexus analysis in order to be incorporated into the Solano RTIF program.

The project sponsors for the 15 new projects provided recent cost estimates, which have been added to the updated project list. In addition, the estimated costs of the initial 17 projects have been escalated to account for inflation since the RTIF was last updated in 2021. The updated project list, including the cost estimates, is shown in **Table 1**.

Project List

1. Jepson Parkway
2. Peabody Road
3. SR 12 and Pennsylvania Avenue Interchange
4. SR 12/Church Road Intersection
5. SR 37/Redwood Parkway/Fairgrounds Drive
6. Industrial Park Access Improvements
7. Columbus Parkway Improvements
8. North Connector West
9. SR 113 Improvements
10. County Road Projects*
11. Express Bus Transit Centers and Train Stations*
12. Railroad Avenue Extension
13. New Canon Road
14. West Texas Complete Streets
15. Airport Road Complete Streets
16. Parkway Boulevard Overcrossing
17. Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station
18. Markeley Lane
19. Canon Road & Jepson Parkway
20. Railroad Avenue Realignment at Sunset Avenue
21. Railroad Avenue Widening from Laurel Creek to Olive Avenue/E Tabor Avenue
22. Park Road
23. Columbus Parkway (Benicia)
24. Columbus Parkway (Vallejo)
25. Benicia Road
26. Lake Herman Road
27. Vaughn Road
28. Pedrick Road Corridor
29. N 1st Street Rail Crossing
30. Parkway Boulevard Road Extension
31. Pedrick Road Rail Crossing
32. Midway Road



Note: Projects #10 and #11 are in multiple locations and are not displayed on the map.

- # Projects that Modify Intersections
 # Projects that Modify or Create Segments
 ● New RTIF Project
- Solano County

Figure 1

Table 1: Solano RTIF Projects

Number ¹	Agency	Facility	Description	Total Cost Estimate (2023 \$)
1	Fairfield/ Vacaville	Jepson Parkway	Construct remaining segments of Jepson Parkway in Fairfield and Vacaville.	\$346,009,000
2	Fairfield	Peabody Road	Widen Peabody Road from 2 to 4 lanes, from New Canon Rd to Fairfield city limits	\$8,212,000
3	Suisun City/ Fairfield	SR 12/Pennsylvania Ave	Construct new interchange	\$82,116,000
4	Rio Vista/ Solano County	SR 12/Church Road	Improve intersection	\$14,604,000
5	Vallejo	SR 37/Redwood Parkway/ Fairgrounds Drive	Widen roads and improve interchanges	\$109,067,000
6	Benicia	Industrial Park Access Improvements	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-80/Park/Industrial	\$33,138,000
7	Benicia	Columbus Parkway Improvements	Add traffic signal at Columbus/Rose and improve westbound approach	\$1,680,000
8	Fairfield/ Solano County	North Connector West	Construct North Connector from Business Center Drive to SR12	\$64,800,000
9	Dixon/ Solano County	SR 113 Improvements	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-n-ride facilities, advance curve warning signs, speed feedback signs, fog detection)	\$7,350,000
10	Solano County	County Road Projects	Unincorporated County roadway improvements that address new growth impacts	\$23,623,000
11	Various	Express Bus Transit Centers and Train Stations	Countywide Express Bus Transit Centers and Train Stations that address new growth impacts	\$20,423,000
12	Suisun City	Railroad Ave Extension	Construct extension of Railroad Avenue to connect with SR12 and Main Street	\$11,747,000
13	Fairfield	New Canon Road	Construct extension of New Canon Road from Jepson Parkway to Travis AFB	\$51,044,000
14	Fairfield	West Texas Complete Streets	Modernize West Texas Street to improve conditions for bicyclists and pedestrians between Beck Avenue and Pennsylvania Avenue	\$21,402,000 ²
15	Rio Vista	Airport Road Complete Streets	Install 12-foot landscape strip along existing Class I bike and pedestrian path	\$6,200,000

16	Dixon	Parkway Blvd. Overcrossing	On Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4-lane roadway and overcrossing of UPRR & Porter Rd; On Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders and reconstruct roadway	\$13,041,000
17	Fairfield/ Suisun City	Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station	Construct a grade-separated north-south connection between Ohio Street in Fairfield to the existing plaza area south of Highway 12 in Suisun City	\$57,481,000
18	Fairfield	Markeley Lane	Markeley Lane will be extended to Peabody Road. The project would also reconstruct Markeley Lane to include new sidewalks and bike lanes.	\$5,800,000
19	Fairfield	Canon Road & Jepson Parkway	Construct a grade-separated rail overcrossing at Canon Road.	\$44,834,000
20	Suisun City	Railroad Avenue Realignment at Sunset Avenue	The project entails re-routing Railroad Avenue to an alignment that is generally along the east side of Laurel Creek, and connecting the realigned street segment to the Railroad Avenue West /Sunset Avenue t-intersection, resulting in a standard intersection having four approaches. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.	\$11,900,000
21	Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue	The project entails widening Railroad Avenue from Laurel Creek to Humphrey Drive; constructing a new east-west road from Humphrey Drive to Olive Road; resurfacing Olive Avenue; and installing a traffic signal at the Olive Road/East Tabor Avenue intersection. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.	\$35,000,000
22	Benicia	Park Road	Repave the street, install bike lanes, ADA compliant sidewalks, and stormwater structures. Project limits are Park Road between Adams Street and Oak Road also Park Road between Bayshore Road and Industrial Way.	\$3,000,000
23	Benicia	Columbus Parkway (Benicia)	Add 1 lane in each direction to eliminate traffic bottleneck between City of Vallejo and city limits and Rose Drive. Also install bike lanes and ADA compliant sidewalks and stormwater structures.	\$2,000,000
24	Vallejo	Columbus Parkway (Vallejo)	Ultimate improvements for Columbus Parkway from Benicia City limits to Springs Road. Installation of 4 lanes of travel way, sidewalk, curb & gutter, street lighting, landscaped median, green infrastructure elements, bike lanes, and supporting signage and striping.	\$8,000,000

25	Vallejo/ Solano County	Benicia Road	Installation of roadway improvements to provide bicycle and pedestrian facilities incorporating ADA compliant curb ramps and driveways between Columbus Parkway and Rollingwood Drive.	\$9,500,000
26	Vallejo/ Solano County	Lake Herman Road	Installation of roadway improvements to provide bicycle and pedestrian facilities incorporating necessary ADA compliant curb ramps and driveways, street lighting and green infrastructure elements.	\$10,500,000
27	Dixon/ Solano County	Vaughn Road	Construction of realigned eastern portion of Vaughn Road north along Union Pacific Railroad to connect to Pedrick Road	\$6,100,000
28	Dixon/ Solano County	Pedrick Road Corridor	Rehabilitation of existing Pedrick Road for approximately 1 mile between the Union Pacific Railroad and the I-80 Corridor. The project would expand the road to a 4-lane road and install new sidewalks and a bicycle lane.	\$7,000,000
29	Dixon	N 1 st Street Rail Crossing	Improvements to include improved lighting and striping for the existing railroad crossing.	\$500,000
30	Dixon	Parkway Boulevard Road Extension	Extension of existing East Parkway Boulevard to Pedrick Road.	\$7,000,000
31	Dixon	Pedrick Road Rail Crossing	Construction of a grade-separated railroad crossing at the UPRR crossing on Pedrick Road, and closure of the at-grade railroad crossing on Vaughn Road.	\$64,500,000
32	Solano County	Midway Road	Provide at-grade rail crossing on Midway Road.	\$2,300,000
TOTAL				\$1,089,871,000

Notes:

1: Project numbers 1 through 17 are part of the current RTIF program; project numbers 18-35 are proposed to be added to the program as a result of this targeted nexus update.

2: An existing deficiency reduction of 20% was applied to the cost of project number 14. The details of this adjustment are documented in *Solano RTIF Nexus Update Final Report, Fehr & Peers, August 2021*.

Sources: Solano County and STA, 2023.

3. Growth Projections

An important element of every fee calculation is the estimate of future growth in the fee area.

Land Use Projections

For the purposes of this targeted nexus update, the growth projections from the *2019 PFF Report* that were used in the *2021 Nexus Update Report* are maintained here, with the only adjustment being that the base year is now 2023 as compared to the 2021 base year used in the *2021 Nexus Update Report*. The countywide totals used in this analysis are shown in **Table 2**.

Table 2: Countywide Growth Projections

Land Use Type	2023 Base Year	2040 Projection	Growth Percentage
Population	442,450	516,222	17%
Dwelling Units	154,336	177,085	15%
Jobs	140,343	161,128	15%
Service Population ¹	582,793	677,350	16%

1: Service population is defined as the sum of residents and employees.

Source: *Nexus Analysis for Solano County Public Facilities Fee Update Final Report*, Economic & Planning Systems, August 2019; Fehr & Peers, 2023.

Dwelling Unit Equivalent (DUE) Projections

This analysis relies on Dwelling Unit Equivalent (DUE) factors to compare and evaluate future development across land use categories. Specifically, DUE factors compare residential and non-residential land uses to one another based on their trip characteristics in order to develop a common metric for analysis. The factors used to convert residential and non-residential growth into DUEs are shown in **Table 3**. These factors have been developed following the same structure established in the 2019 and 2021 Reports; the values in each column have been updated to reflect the most current data available.

Table 3: Dwelling Unit Equivalent Assumptions

Fee Category	Unit Type	Peak Hour Trip Rate ¹	Pass-through Trip Allowance ²	Peak Hour Trips per Unit ³	DUE per Unit ⁴
Residential					
Single Family	Unit	0.94	100%	0.94	1.00
Multifamily	Unit	0.51	100%	0.51	0.54
2 nd SFR Unit/Accessory Dwelling Unit (ADU)	Unit	0.48	100%	0.48	0.51
Age-Restricted/Senior Multifamily	Unit	0.25	100%	0.25	0.27
Nonresidential					
Retail/Commercial	KSF	3.40	50%	1.70	1.81
Service/Commercial	KSF	7.80	51%	3.98	4.23
Office	KSF	1.44	77%	1.11	1.18
Institutional/Assembly	KSF	0.49	64%	0.31	0.33
Lodging	Room	0.59	58%	0.34	0.36
Industrial	KSF	0.65	85%	0.55	0.59
Warehouse/Distribution	KSF	0.18	85%	0.15	0.16
Agricultural Uses					
Non-residential Agricultural Accessory Structure	KSF	0.19	80%	0.15	0.16

1. Reflects average number of trips at peak hour of day for the unit type indicated based on data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).
2. Discount to peak trip rate to account for pass-through trips.
3. Calculated as: Peak Hour Trip Rate * % Trip Allowance.
4. DUE per Unit is calculated by normalizing the Peak Hour Trips per Unit for each category such that the single-family residential category is assigned a DUE of 1.00. This is accomplished by dividing the Peak Hour Trips per Unit for each category by Peak Hour Trips per Unit of the single-family residential category. So, for example, the DUE per Unit for the Multi-family category is calculated as $0.51 / 0.94 = 0.54$.

Source: *Nexus Analysis for Solano County Public Facilities Fee Update Final Report*, Economic & Planning Systems, August 2019; Fehr & Peers, 2023.

The DUE factors are then used to calculate total DUE growth by land use. The level of growth projected to occur in Solano County was taken from the *2019 PFF Report* and **Table 4** displays how that growth was multiplied by the DUE factors to derive total growth expressed in units of DUEs. Overall, these calculations result in an estimated 13 percent increase in DUEs countywide between 2023 and 2040.

Table 4: Growth Converted to DUEs

Land Use Type	# of Dwelling Units or # of Employees	KSF	DUE Conversion Factor	DUEs
Existing (2023)				
Single Family	116,543		1.00	116,543
Multifamily	37,793		0.54	20,505
Retail Employment	17,003	6,631	1.81	11,993
Non-Retail Employment	123,340	57,353	0.60	34,412
Total				183,452
Future (2040)				
Single Family	129,976		1.00	129,976
Multifamily	47,109		0.54	25,559
Retail Employment	17,205	6,710	1.81	12,135
Non-Retail Employment	143,923	66,924	0.60	40,155
Total				207,825
Growth (2023 - 2040)				
Single Family	13,433		1.00	13,433
Multifamily	9,316		0.54	5,054
Retail Employment	202	79	1.81	142
Non-Retail Employment	20,583	9,571	0.60	5,743
Total #				24,373
Total %				13%

Source: *Nexus Analysis for Solano County Public Facilities Fee Update Final Report*, Economic & Planning Systems, August 2019; Fehr & Peers, 2023.

4. Nexus Analysis and Fee Calculations

The nexus analysis process involves determining the relationship between the new development in the area subject to the fee and the cost of the improvements to be constructed. This process determines what proportion of the cost of each project would be funded by the fee program and determines if there are existing deficiencies that should be accounted for. The final result is a set of calculations for the maximum level of fee that could be applied to new development in Solano County.

Existing Deficiencies

The purpose of the existing deficiencies analysis is to establish whether the transportation facilities addressed by the projects in the fee program are currently deficient. If there are existing deficiencies at those locations, then an adjustment should be made in the fee calculations to ensure new development is not being required to pay for correcting an existing problem.

As in the original RTIF study, the determination of existing deficiencies is being drawn from the results of prior traffic analyses, and no new traffic data has been collected. Based on the available traffic analyses, no existing deficiencies were identified for the 18 new projects being added to the RTIF list

Modeling Analysis of Future Usage

The next step in the nexus analysis is to conduct an analysis of the future usage of the RTIF facilities. Consistent with the methods used in previous nexus studies, this analysis uses the available travel demand model to estimate the proportion of traffic on each of the new facilities that comes from new development and is regional in nature. Because the RTIF is charged to new development and is intended to support the construction of transportation infrastructure that serves regional travel needs, the focus of the nexus analysis is on travel from new development that serves multiple jurisdictions. It should be noted that this analysis focuses on the 18 projects that are proposed to be added to the RTIF; for the 17 projects that are already part of the RTIF, the nexus percentages have been taken directly from the *2021 Nexus Update Report*.

The travel model that is currently available to conduct this analysis is the Solano-Napa Activity Based Model (SNABM). Using the SNABM, the trip tables were separated into “baseline” and “growth” trip tables. The baseline trip table came from the 2023 scenario of the model and was subtracted from the 2040 trip table to produce a “growth” table that would represent the trips generated by new development. This is an important step since the fee will be charged only to new development and is based on an evaluation of that new development’s effects on the RTIF projects. The baseline and growth trip tables were then assigned simultaneously to a year 2040 network. This method allows for the production of a year 2040 traffic assignment, while still allowing each trip to be characterized as either part of the baseline or part of the growth increment.

Since the RTIF is a regional fee program, it is also important to identify the proportion of traffic on each facility that is regional in nature. As with all previous RTIF studies, trips have been divided into regional and non-regional types. Regional trips are those trips that cross at least one jurisdictional boundary (e.g., trips that travel between two different jurisdictions in the County, or that have one end inside the County and one end outside the County). Non-regional trips would be all other types of trips, including those that pass through the County without stopping, or those trips that remain entirely within a single jurisdiction.¹ The RTIF calculations are based on growth in regional trips only.

The results are shown in **Table 5**. The table lists each of the RTIF projects and shows the percentage of the new traffic on the facility (i.e., the traffic resulting from new growth in Solano County) that meets the definition of regional trips, as described above. The percentage of new regional traffic on each facility is then used as the percentage of that facility's improvement cost that will be considered eligible for inclusion in the RTIF program.

It should be noted that some projects on the TIF list are not roadway capacity-enhancing projects but are active transportation-related projects. This includes project numbers 22, 25 and 26. These types of projects cannot be reflected in the SNABM model, so the modeling procedure described above is not applicable to them. Instead, because of the nature of these projects, and that they are expected to benefit all County residents and workers, both those that are already in the County and those that will come to the County as a result of new development, the proportion of the projects' costs considered eligible for RTIF funding has been set to be the same as the projected growth in service population in the County as displayed in **Table 2** above. This is consistent with the approach used for existing projects number 10, 11 and 17.

The intent of this analysis is solely for the purposes of the RTIF process. The primary result is the percentage of new trips projected to use each facility that is regional. It is not intended for these results to be used to determine the appropriate size or configuration for any particular facility, or to directly support any project-specific planning activities.

Table 5: Project Costs Eligible for RTIF

Number	Project	Total Cost Estimate (2023 \$)	% of New Regional Trips	Cost Eligible for STA RTIF
1	Jepson Parkway	\$346,009,000	77.2%	\$267,118,900
2	Peabody Road	\$8,212,000	78.5%	\$6,446,400
3	SR 12/Pennsylvania Ave	\$82,116,000	58.4%	\$47,955,700
4	SR 12/Church Road	\$14,604,000	79.3%	\$11,581,000
5	SR 37/Redwood Parkway/ Fairgrounds Drive	\$109,067,000	58.4%	\$63,695,100

¹ Note that local jurisdictions may be using different definitions of "regional" and "non-regional" trips in their local fee programs than the definitions used for the purposes of this RTIF analysis.

6	Industrial Park Access Improvements	\$33,138,000	81.6%	\$27,040,600
7	Columbus Parkway Improvements	\$1,680,000	98.7%	\$1,658,200
8	North Connector West	\$64,800,000	83.1%	\$53,848,800
9	SR 113 Improvements	\$7,350,000	94.5%	\$6,945,800
10	County Road Projects	\$23,623,000	18.0%	\$4,252,100
11	Express Bus Transit Centers and Train Stations	\$20,423,000	18.0%	\$3,676,100
12	Railroad Ave Extension	\$11,747,000	39.9%	\$4,687,100
13	New Canon Road	\$51,044,000	80.3%	\$40,988,300
14	West Texas Complete Streets	\$21,402,000	40.4%	\$8,646,400
15	Airport Road Complete Streets	\$6,200,000	51.8%	\$3,211,600
16	Parkway Blvd. Overcrossing	\$13,041,000	81.6%	\$10,641,500
17	Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station	\$57,481,000	18.0%	\$10,346,600
18	Markeley Lane	\$5,800,000	50.5%	\$2,930,100
19	Canon Road & Jepson Parkway	\$44,834,000	100.0%	\$44,834,000
20	Railroad Avenue Realignment at Sunset Avenue	\$11,900,000	86.8%	\$10,328,800
21	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue	\$35,000,000	68.9%	\$24,131,900
22	Park Road	\$3,000,000	16.2%	\$486,700
23	Columbus Parkway (Benicia)	\$2,000,000	100.0%	\$2,000,000
24	Columbus Parkway (Vallejo)	\$8,000,000	80.2%	\$6,413,500
25	Benicia Road	\$9,500,000	16.2%	\$1,541,400
26	Lake Herman Road	\$10,500,000	16.2%	\$1,703,600
27	Vaughn Road	\$6,100,000	93.9%	\$5,730,000
28	Pedrick Road Corridor	\$7,000,000	100.0%	\$7,000,000
29	N 1st Street Rail Crossing	\$500,000	58.3%	\$291,400
30	Parkway Boulevard Road Extension	\$7,000,000	95.1%	\$6,659,900
31	Pedrick Road Rail Crossing	\$64,500,000	93.9%	\$60,587,800
33	Midway Road	\$2,300,000	92.9%	\$2,137,200
Total		\$1,089,871,000	70.0%	\$749,516,500

Source: Solano RTIF Nexus Update Final Report, Fehr & Peers, August 2021; Solano County, STA, SNABM. Fehr & Peers, 2023.

Fee Calculations

The maximum fee calculation is based on the total costs eligible for inclusion in the RTIF program divided by the projected amount of new development (expressed in units of DUEs) anticipated to occur between 2023 and 2040. **Table 6** presents these calculations, resulting in a maximum fee calculation of \$30,752 per DUE. **Table 7** applies this maximum value across all of the land use categories.

Table 6: Calculation of Maximum RTIF Fee per DUE

Calculation	Value
Cost Eligible for RTIF	\$749,516,500
DUE Growth	24,373
Maximum Fee per DUE	\$30,752

Source: Fehr & Peers, 2023.

Table 7: Maximum RTIF Fee per Land Use Category

Land Use Category	Peak Hour Trip Rate	Pass-through Trip Allowance	DUE Calculation	Maximum Fee per Unit
Residential				
Single Family	1.00	100%	1.00	\$30,752
Multifamily	0.54	100%	0.54	\$16,685
2 nd SFR Unit/Accessory Dwelling Unit (ADU)	0.51	100%	0.51	\$15,703
Age-Restricted/Senior Multifamily	0.27	100%	0.27	\$8,179
Nonresidential				
Retail/Commercial	3.62	50%	1.81	\$55,616
Service/Commercial	8.30	51%	4.23	\$130,142
Office	1.53	77%	1.18	\$36,275
Institutional/Assembly	0.52	64%	0.33	\$10,260
Lodging	0.63	58%	0.36	\$11,195
Industrial	0.65	85%	0.59	\$18,075
Warehouse/Distribution	0.19	85%	0.16	\$5,005
Agricultural Uses				
Non-residential Agricultural Accessory Structure	0.20	80%	0.16	\$4,973

Source: Fehr & Peers, 2023.

It should be emphasized that the values presented in this nexus report are the maximum fee levels that could be set. In the past, the actual RTIF fee amounts have been set lower than the maximum levels.

5. Summary of Required Program Elements

This report has provided a detailed discussion of the elements of the Solano County Regional Transportation Impact Fee program and explained the analytical techniques used to develop this nexus study. The report addresses the following fee program elements required by the Mitigation Fee Act (Government Code Section 66000 et seq), as summarized below.

Fundamental Nexus Requirements

Section 66001 contains several fundamental requirements that an agency must document when establishing or imposing an impact fee.

1. Identifying the purpose of the fee

The Solano RTIF program is established for the purpose of supporting public infrastructure improvements and facilities needed to mitigate the traffic-related impacts of new development in Solano County.

2. Identifying how the fee will be used and the facilities to be funded through the fee

The fee is used to help fund capital improvement projects that will accommodate future transportation needs throughout the County. Table 1 identifies the projects to be funded through the fee.

3. Determining a reasonable relationship between the fee's use and the type of development on which the fee is imposed

As described in this report, different types of development generate traffic with different characteristics. The calculations presented in Table 4 account for these characteristics by calculating the travel-related characteristics of different land use types. These considerations account for the differential impacts on the local transportation system generated by different development types.

4. Determining a reasonable relationship between the need for the public facility and the type of development on which the fee is imposed

The need for the facilities listed in Table 1 has been established through local and countywide planning processes prepared by the Solano Transportation Authority and local agencies throughout the County.

5. Determining a reasonable relationship between the amount of the fee and the cost of the public facility (or portion of facility) attributable to new development

Section 4 of this report describes the calculations applied to determine the cost of the public facility that is attributable to new development in the RTIF area, accounting for the effects of existing deficiencies. Thus, a reasonable effort has been made to quantitatively establish the relationship between the fees charged in the Solano RTIF program and the costs of public improvements attributable to new development within Solano County.

Additional Elements

Due to recent changes in state legislation, Gov. Code Section 66016.5 now defines several additional elements beyond the fundamental nexus requirements that have historically been part of the Mitigation Fee Act. These additional elements include the following:

- *If a nexus study supports the increase of an existing fee, review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.*
 - The intent of this targeted update of the Solano RTIF nexus study is not to impose an increased fee, but rather to modify and update the list of capital improvement projects that would be considered eligible to receive RTIF funds. As described in Chapter 1 of this report, the Solano RTIF has been in place since 2013 and has been updated several times, most recently in 2021. All of the updates have maintained the same program structure as was established in 2013, and assumptions about future growth and future capital improvements have been updated each time using the most current data available. The amount of fees collected through the RTIF program since 2013 are approximately \$20.071M.
- *Calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development.*
 - As described in Chapter 1 of this report, the Solano RTIF is one element of the larger Solano County Public Facilities Fee (PFF) program. The Solano County PFF program does not currently impose any of its fees based on the size of proposed housing units. If this RTIF program were to calculate fees based on housing unit size, the RTIF would then be inconsistent with all of the other PFF fees. When Solano County next updates the nexus study for the PFF program, it can determine a consistent method for calculating all of the fees based on housing unit size.
- *In large jurisdictions, adopt a capital improvement plan as a part of the nexus study.*
 - The County has its own CIP, which its Board of Supervisors approved on December 6, 2022. The County's approved CIP is from fiscal year (FY) 2022/23 through FY 2027/28. The cities in the County that participate in the RTIF have their own respective CIPs. These CIPs were approved by their respective City Councils.

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DATE: August 24, 2024
TO: STA TAC
FROM: Lorene Garrett, Senior Program Coordinator
RE: First/Last Mile Program Updates

Background:

In May 2017, the Solano Transportation Authority (STA) partnered with Lyft to launch the First/Last Mile Pilot Program in Solano County. The goal of the pilot was to encourage transit/rail/ferry use by providing first-last mile connections to/from Solano County Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. In 2019, STA modified the program to cover 80% of costs for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County (Amtrak stations, Solano Express fixed stops, and 4 former FAST routes). Currently, First/Last Mile connections are provided to 12 Solano County transit hubs. In addition, STA has added Benicia Lyft, Suisun Lyft. connections in the Vallejo area as well as an Amtrak Lyft connection. Uber connections are available upon request.

Discussion:

At the first meeting of the STA's Transit Element committee for the STA, it was suggested that a Benicia Martinez connection should be added to facilitate Benicia residents traveling to the Martinez Amtrak station. Based on discussions with Benicia's Board member and alternate, STA staff recommends expanding the Benicia program to include Martinez Amtrak station.

In August of 2023, STA initiated the subsidized Solano Mobility Express Vanpool program to replace the previous Blue Line Service traveling between Vacaville, Dixon and Sacramento. To facilitate Solano Mobility Express Vanpool commuters traveling to and from employment in downtown Sacramento, STA staff recommends expanding the First/Last Mile commuter program to provide First/Last Mile connections between downtown Sacramento employees and Sacramento vanpool stops.

At the Board meeting on September 13, 2023, SolTrans staff requested a continuance of these recommendations for submission to the Solano Express Intercity Transit Consortium to provide and discuss this item further.

Fiscal Impact:

Minimal fiscal impact. Solano Mobility First/Last Mile Programs are funded by Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), State Transit Assistance Funds (STAF) and Capitol Corridor JPA Joint Marketing Funds.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Expand the Benicia Lyft program to add a connection to the Martinez Amtrak Station; and
2. Expand the First/Last Mile Commuter Program to provide connections between downtown Sacramento employees and Sacramento vanpool stops.

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DATE: September 30, 2023
TO: STA TAC
FROM: Amy Antunano, Safe Routes to School Assistant Program Manager
Janelle Gregorio, Program Coordinator
RE: Solano Safe Routes to School (SR2S) Program Annual Report Fiscal
Year (FY) 2022-2023

Background:

The Solano Safe Routes to School (SR2S) program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: Education, Encouragement, Enforcement, Engineering, Engagement, and Evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

The SR2S plan was originally created in 2008 and was updated in 2013. The plan is currently being updated again with the various SR2S partners (i.e. Community Task Forces and SR2S Countywide Advisory Committee) and the SR2S Advisory Committee. Together, they continue to provide direction for the SR2S program. The program has continued to grow, increasing in participation of schools each year since 2008, and is an important services program provided by the STA for each school district since its implementation.

Discussion:

As part of ongoing transparency and feedback on the program’s direction, STA SR2S program staff provide an SR2S Annual Report summarizing the program’s activities each year. Attachment A includes the Solano Safe Routes to School Annual Report: July 2022-June 2023 and is a summary of the program’s status of and completed tasks related to:

1. Safe Moves Bike Rodeo
2. 2020-2022 Law Enforcement Education and Enforcement Grant (Cycle 5)
3. SR2S Micro Grant Cycle 2 Projects
4. 2021-2023 California Department of Public Health Kids Plate Grant

The attached report also provides additional information related to some of the challenges, opportunities and success related to school participation.

In summary, the SR2S program continues to expand in terms of the number of schools participating and events SR2S staff are facilitating, despite the challenges that the COVID pandemic resulted in.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2022-June 2023 as shown in Attachment A.

Attachment:

- A. Solano Safe Routes to School Annual Report: July 2022-June 2023



SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT

JULY 2022 - JUNE 2023

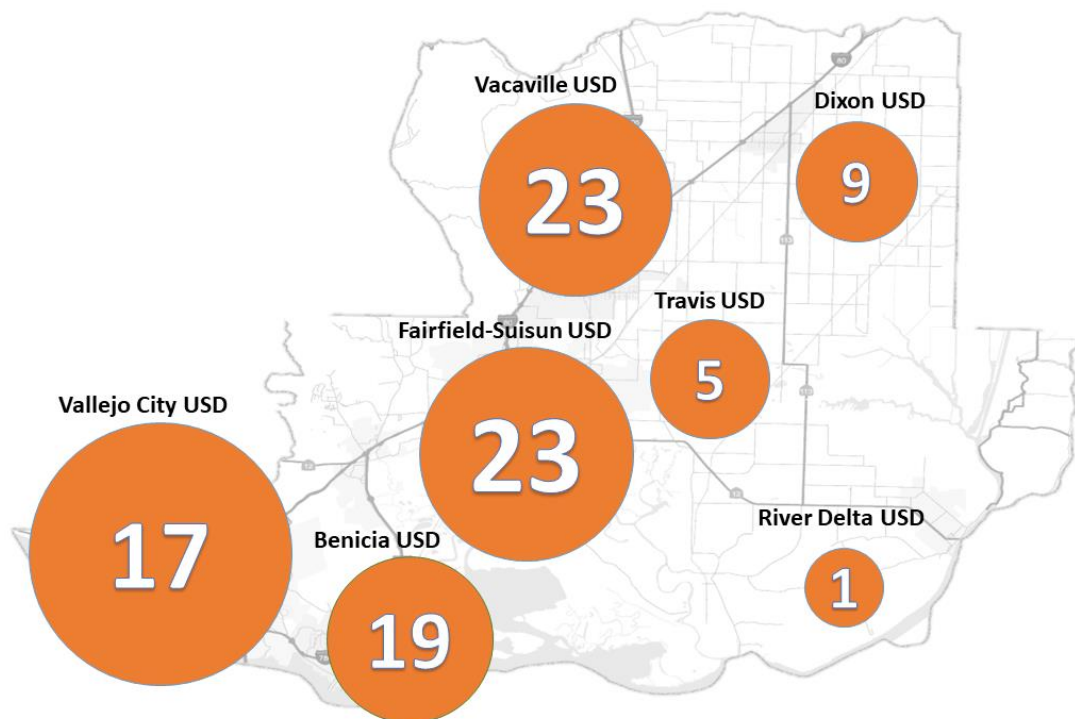


SOLANO TRANSPORTATION AUTHORITY 423 Main Street, Suisun City, CA 94585

Solano Safe Routes to School

The objective of the Solano Safe Routes to School (SR2S) Program is to increase the number of students walking and biking to school by focusing on safety, while making the journey a fun and healthy one. Using a comprehensive approach, the program includes 6 “E’s”: **Education, Encouragement, Enforcement, Engineering, Engagement and Evaluation**. Solano SR2S offers all Solano County schools activities and programs to educate students about walking and biking safety and health awareness. The program also identifies safety improvements within our communities to enhance active student travel.

In 2008, the Solano Transportation Authority (STA) Board adopted Solano County’s first Safe Routes to School Plan and authorized staff to create a Safe Routes to School Program. This plan provided the direction for the SR2S program through 2012 and led to the adoption of a second plan in 2013 which continues to guide the program today.



Map shows number of events per school district for the 2022-2023 fiscal year.

Solano SR2S Program Updates

Since 2009, the SR2S Program has consistently engaged schools and the community through annual events, weekly walk and bike programs, and educational activities. Unfortunately, COVID protocols during the 2021-2022 school year made outreach challenging for staff. This fiscal year, the SR2S staff focused acclimating to the new normal of school and completing the SR2S microgrant capital projects, re-establishing relationships with school districts and continuing to provide SR2S education and incentives whenever possible.



Volunteers and students from Nelda Mundy Elementary School (Fairfield) handing out incentives for IW2SD.

The Solano SR2S Program has continued to grow and has increased the number of participating schools each year. From 2017-2023, the program supported 78 schools with 1,741 SR2S events, activities, and meetings, engaging a total of 117,067 students.

This fiscal year, after COVID restrictions were lifted, SR2S was able to reinstate annual events such as International Walk to

School Day (October) and National Bike to School Day (May). As the 2023-2024 school year approaches, SR2S staff are preparing to engage new schools, offer support and activities, and reengage with administration and community members.

More details regarding 2022-2023 event statistics are included in the *Safe Routes to School 2022-2023 Highlights* section below.

Safe Routes to School 2022-2023 Highlights

Annual Events and Programs

Education – Engagement – Encouragement

On October 5, 2022, 31 schools across Solano County participated in **International Walk and Roll to School Day** (IW2SD). IW2SD continues to be the most participated SR2S event with over 8,800 students participating this past school year.



A Kairos Elementary School (Vacaville) student ready and excited to bike to school.

On May 3, 2023 - despite the cold temperatures - 24 schools signed up through SR2S for **National Bike and Roll to School Day** (B2SD), with a total of 2,541 students participating by biking to school.

To help advertise B2SD, SR2S staff partnered with Solano Public Health (SPH) to launch a pilot project working with Fairfield High School's video production class. SR2S and SPH staff acted as clients for the FHS students, who demonstrated their skills and creativity in producing three B2SD commercial-type videos to help encourage Solano County residents' participation in B2SD.



A Nelda Mundy Elementary School (Fairfield) student happy to receive his IW2SD prize for participating.

In acknowledgment of their hard work, the students prepared a brief presentation. This was presented at the SR2S Advisory Committee, STA board, and Bicycle Advisory Committee meetings, where they shared their experience during the collaborative project and the invaluable lessons they learned through the experience. Three videos were shared on the County's website, VibeSolano's Facebook and Instagram pages, and SR2S' Facebook page.

"We are incredibly proud of our students and the dedication they have shown in producing these commercials. This project has provided them with a unique opportunity to apply the skills they have learned in class to real-world scenarios and the work they have produced is promoting a great cause."

- Mr. Fee, FHS Video Production
Class teacher



Video production students from Fairfield High School whose videos were showcased by VibeSolano (Solano Public Health) and SR2S. Picture taken and provided by Lindsey Michels, FSUSD Communications Manager.



B2SD commercial created by FHS student, Ashley Avery.

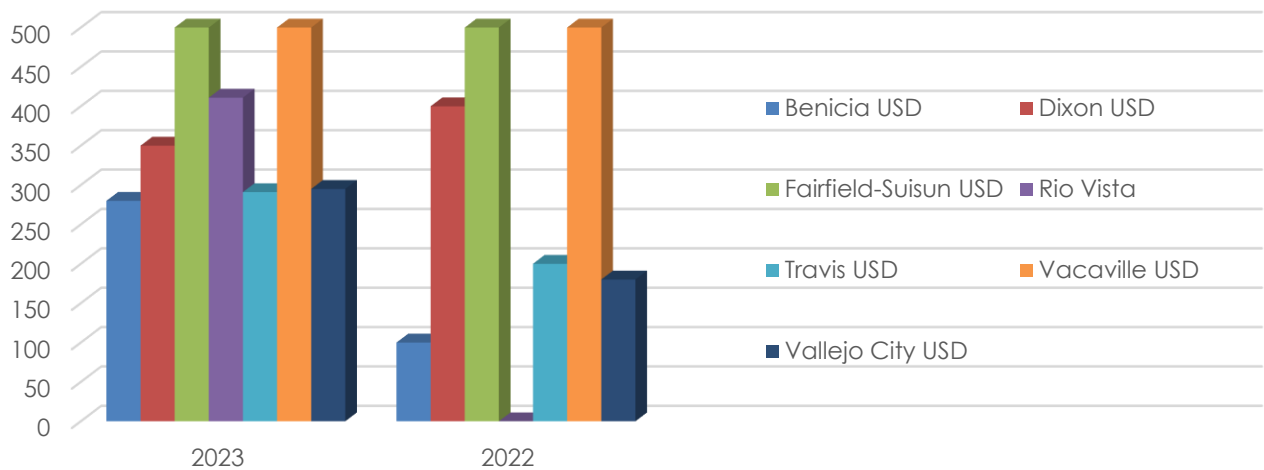


B2SD commercial created by FHS students, Ivan Oropeza Bernal, Giovanni



B2SD commercial created by FHS students, Devin Patrick and Angelica Vazquez Castillo.

Bike to School Day Student Participation per District



SR2S Programs and School Events

Education – Engagement – Encouragement

Safe Moves Bike Rodeo

In September, SR2S contracted with a non-profit organization called Safe Moves. The Safe Moves Bike Rodeo program is a comprehensive educational initiative aimed at fostering traffic safety awareness among children. By simulating diverse traffic environments and scenarios found in cities, the program provides problem-solving experiences for each grade level, allowing students to learn safe walking, biking, and riding practices.



Loaner bikes and scooters are available for participants that may not have their own with them at the event.

Each rodeo is set up as a miniature version of a city with elements such as sidewalks, crosswalks, and railroad crossings – all carefully integrated into the educational process. The program is tailored to accommodate different age groups with specialized lesson plans for each grade level. Each rodeo is handled by trained safety instructors that guide and facilitate the learning process. Their expertise and interactive approach contribute to an enhanced learning experience for each participant.

These bike rodeos serve as effective and engaging methods for teaching children essential safety practices through hands-on and interactive learning experiences. Through participation, children learn how to navigate various traffic situations safely, thereby equipping them with valuable life skills.

During the academic year, the SR2S staff successfully coordinated a total of seven bike rodeo events across the County. Among these events, five were held at various elementary schools, while others were held at community events. The school bike rodeo events were hosted by Nelda Mundy Elementary in Fairfield, Lincoln Elementary and Mare Island Health and Fitness Academy in Vallejo, Dixon Montessori Charter School in Dixon, and Markham and Padan Elementary in Vacaville. Each of these events had over 100 enthusiastic students participate.



A Nelda Mundy Elementary (Fairfield) participant demonstrating a full stop at a stop sign.

Walk or Wheel Days

Walk or Wheel Days (WoW) is a recurring event that schools can incorporate into their calendars, either on a weekly or monthly basis, to encourage students to opt for active transportation methods such as walking, biking, or scootering to school. Schools have the flexibility to market their event as either a "Walk or Wheel" day or designate a specific day, like a "Walking Wednesday" or "Fit Friday" to promote active commuting.



Lines of eager students patiently waiting for their turn to ride through the Safe Moves Bike Rodeo mock city.

As part of the SR2S program, a total of 14 schools have actively embraced the WoW Day initiative. Among them, two schools, Dixon Montessori Charter School in Dixon, and Padan Elementary School in Vacaville, have been consistently and proactively holding their WoW Days.

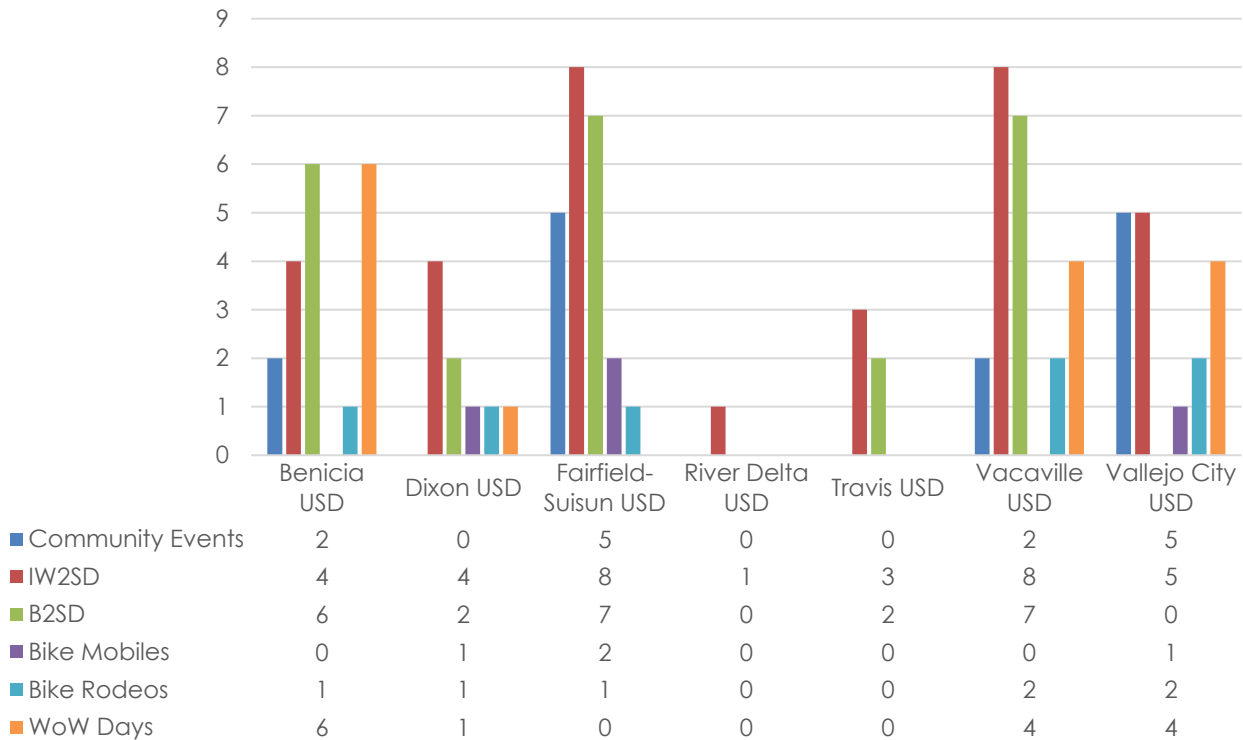
Additionally, 12 other schools, that previously suspended their WoW Days due to the COVID-19 pandemic, have successfully reinstated their events.

The participation of parent volunteers has played a pivotal role in ensuring the smooth implementation of these Walk or Wheel events. Parent volunteers assist in fulfilling crossing guard duties and distributing charms, provided by SR2S, to participants. These charms serve as tokens of encouragement and appreciation.



City of Benicia's Councilmember Trevor Macenski joined Matthew Turner Elementary for their first monthly WoW Wednesday event.

Events per District (2022-2023 Fiscal Year)



ENFORCEMENT

2020-2022 Law Enforcement Education and Enforcement Grant (Cycle 5)

The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians, and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely. The SR2S Program has been allocating \$150,000 in a 2-year grant cycle (using Congestion Mitigation and Air Quality Program funds (CMAQ)) since the grant program's inception in 2011.

In December 2020, the STA Board awarded an extension to the existing agreement with Suisun City Police Department for \$64,000 for FYs 2020-2022. The STA Board also extended the agreement with Benicia Police Department for 1 year (FY 2021-2022) in the amount of \$75,000.

During this period, the police departments participated in SR2S-related encouragement activities, including Walk and Bike to School Day Events, Walking School Bus/Walking Day Launch, Bike Rodeos, Community Events, Back to School nights, traffic safety presentations, and community stakeholder meetings to address traffic safety around schools.

The Community Service Officers patrolled the schools within their districts before and after the school day to reinforce the education provided to students with regards to safe travel to and from school, enforce parking regulations around schools and mandatory helmet law, and to encourage safe walking and biking. Benicia Police

Officers handed out over 24 helmets during the 2022-2023 school year to middle school and high school students biking around the community.

In July 2023, STA released a call for applications for Cycle 6 of the Public Safety Education and Enforcement Grant.

ENGINEERING

In July 2021, the SR2S Micro Grant Cycle 2 began with a total of \$100,000 - \$130,000 from the Transportation Development Act (TDA) Article 3 funds and \$30,000 in Clean Air Funds from the Yolo-Solano Air Quality Management District. At the August 2021 Solano Safe Routes to School Advisory Committee meeting, the Committee voted to accept the funding recommendations for 16 projects as presented by the grant scoring subcommittee and forwarded the recommendation to the STA Board of Directors for approval. The project funding recommendations list includes projects in each of the 7 cities in Solano County and projects in the seven school districts.

Due to schools dealing with the effects of COVID, progress had been slow. Currently, 14 of the 16 programs/projects have been completed with the most recent one being in Benicia. STA staff is continuing to follow up with each grantee to ensure the programs/projects are completed. The larger infrastructure projects with the City of Vallejo have been scheduled and are set to be done within the 2023-2024 fiscal year.



Rapid Flashing Beacon – Denfield Way and Military West, Benicia



Rapid Flashing Beacons at East 2nd Street and Riverhill Drive, Benicia

ENGAGEMENT

2021-2023 California Department of Public Health (CDPH) Kids Plate Grant

On June 22, 2021, STA attended a request for applications information webinar discussing grant details and requirements for the CDPH Kids Plate Grant. From this



SR2S Staff with the late Mayor Harry Price (Fairfield) at the FSUSD Resource Fair where over 300 helmets were fitted and handed out.

webinar, STA staff were highly motivated to put together a competitive application for this grant. According to recent statistics from the California Office of Traffic Safety (OTS), Solano County is ranked 12th in pedestrian collisions and 2nd in collisions involving pedestrians under 15 years old across counties statewide. In January 2021, the Safe Routes to School program was awarded \$150,000 in grant funds.

During this grant cycle, SR2S staff were able to purchase 1,100 helmets which have all been distributed at helmet-fitting events throughout Solano County. The grant funds were also used to develop a Pedestrian Safety campaign that aired at the DMV from June 2022 through June 2023.



Screencap of the Pedestrian Safety Campaign that aired in DMVs across the County.

[Click here to view the Pedestrian Safety Campaign video in English.](#)
[Click here to view the Pedestrian Safety Campaign video in Spanish.](#)

Safe Routes to School Advisory Committee (SR2S-AC)

The SR2S program is guided by the SR2S Advisory Committee comprised of community members from cities and various disciplines within Solano County. The committee is responsible for giving recommendations for funding projects and programs to the STA Board.

This year, the SR2S Advisory Committee held quarterly meetings and provided direction for development of the 2023 SR2S Plan Update, which launched in June of 2023. The SR2S Advisory Committee recommended the continuation of providing musical safety assemblies which will kick-off in October of 2023.

Evaluation

2023 Safe Routes to School Plan Update

The Solano SR2S Program is continuing to re-engage with each City/School District's SR2S Community Task Force Committees to review initial improvements from the existing 2013 SR2S Plan, discuss any new schools or areas within each jurisdiction for future safety infrastructure projects, perform walkability assessments and audits at these locations, and prioritize existing or new projects and programs to include in the updated SR2S Plan. SR2S staff is also researching the best methods for evaluating the program's overall effectiveness, especially in relation to how it ties into our Safe Routes to School infrastructure projects. With evaluation as part of our OBAG-3 funding, the program hired a consultant, DKS, in May 2023, to help advise, develop, and implement evaluation and assessment components and strategies for both SR2S infrastructure and non-infrastructure work.

The updated SR2S Plan is set to be completed by March of 2024.

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DATE: September 15, 2023
TO: STA TAC
FROM: Vincent Ma, Legislative Policy and Communications Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 11, 2023, the STA Board approved its 2023 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2023.

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

STA Staff and the City of Dixon Staff met with the Federal Rail Administration on August 16th to discuss the Rail Crossing Elimination Grant for the Parkway Blvd Overcrossing Project and identify areas of improvement for a future application. Additionally, the City's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant is still outstanding, and it is anticipated that the Federal Railroad Administration (FRA) will announce award recipients in September 2023.

Both Congressional Appropriations Committees are advancing their respective Fiscal Year 2024 Appropriations Bills; however, House Republicans are advancing bills with much lower spending limits, while the Senate is advancing bills at the level previously agreed to as part of the debt ceiling negotiation. The current federal fiscal year ends on September 30, 2023 and reconciliation between the House and the Senate is unlikely by that date, which would require Congress to pass a Continuing Resolution (CR) to avoid another government shutdown. While STA's State Route 37 & Fairgrounds Dr. Project is no longer included in the Senate Appropriations Bills, the Project is still in the House various; however, the amount of the "earmark" has been reduced from \$5 million to \$850,000.

Senator Scott Weiner (D-San Francisco) amended Senate Bill 532 (SB532): Bridge Toll Increase, which would increase bridge tolls on all Bay Area Bridges (except the Golden Gate Bridge) by an additional \$1.50 until December 2028. The proceeds of this toll increase would be collected by the Metropolitan Transportation Commission (MTC) and allocated to Bay Area transit operators. Locally, the bill was opposed by Senator Bill Dodd (D-Napa), Assembly Member Lori Wilson (D-Suisun City), Assembly Member Tim Grayson (D-Concord), and Assembly Member Cecilia Aguiar-Curry (D-Winters). Senator Weiner has decided to table this bill for the year and established a working group of Bay Area Legislators to evaluate alternative transit funding measures.

Assembly Member Buffy Wicks (D-Oakland) introduced Assembly Bill 1657 (AB 1657) would authorize a March 2024 ballot measure to issue \$10 billion in general obligation bonds for the state's affordable housing programs. If passed, the measure would contribute \$2 billion annually

over five years to housing Production and Preservation. The Bay Area Housing Finance Authority (BAHFA) would be eligible to apply for funding from this legislation. AB 1657 died in the Senate Appropriations Committee.

Assembly Member Buffy Wicks (D-Oakland) introduced Assembly Bill 1319 (AB 1319) which authorizes BAHFA to place a ballot measure on the 2024 ballot to raise revenue with general obligation bonds and allocate it within the San Francisco Bay Area to finance affordable housing. It's unclear if BAHFA will be requesting a \$20 billion or \$10 billion bond. As defined in Assembly Bill 1487 (AB 1487) which created the BAHFA, 20% of funds raised would go towards Regional Housing Revenue (BAHFA), and 80% would go to County/City Housing Revenue (return to source). The general obligation bond is only the initial revenue source; future revenue sources include parcel taxes, special head taxes, gross receipts taxes, and linkage fees (charged to real estate developments). AB 1319 passed on September 13th and is currently on the Governor's Desk.

Assembly Member Cecilia Aguiar-Curry (D-Winters) introduced Assembly Constitutional Amendment 1 (ACA 1), which would lower the voter threshold from a two-thirds majority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. The STA Board adopted a SUPPORT position on ACA1 during its March 8, 2023 meeting. ACA1 passed on September 14th and is currently with the Governor's Office to be included in an upcoming general election.

Also qualifying for the November 5, 2024 Ballot is the Taxpayer Protection and Government Accountability Act. If passed this Act would limit the ability of voters, and state and local governments to raise revenues by requiring that for "new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval." In addition, the Act would also raise the voter approval threshold for local voter-proposed special taxes to two-thirds and would eliminate voter's ability to advise how to spend revenues from the proposed tax. The proposal also expands the definition of taxes to include certain regulatory fees. This initiative is backed by the Howard Jarvis Taxpayer Association, the California Business Roundtable, and the California Business Properties Association. Staff recommends that the STA Board *OPPOSE* the Taxpayer Protection and Government Accountability Act, as it aligns with STA 2023 Legislative Platform Objectives #7: "Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures." And STA 2023 Legislative Platform VI Funding #10: "Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures" as part of Legislative Platform in December.

The Metropolitan Transportation Commission (MTC) is also exploring a regional transportation ballot measure to provide long-term funding for public transit. While MTC had considered pushing for a transportation/transit measure for the 2024 ballot, they have decided to wait and seek authorization for the 2026 ballot.

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

The Legislature returned from Summer Recess on August 14th and had until September 1st to pass bills out of fiscal committees and onto the full floor, which had until September 14th to complete any policy issues for the calendar year. Sometime in 2024, Senate Majority Leader Mike McGuire (D-Healdsburg) will become the next Senate Pro Tem.

Following the passage of the State Budget, the California State Transportation Agency (CalSTA) released draft guidelines to implement Senate Bill 125 (SB125), which requires transit agencies to meet new accountability measures in order to access the \$5.1 billion in

Transit and Intercity Rail Capital Program (TIRCP), Greenhouse Gas Reduction Fund, and Zero-Emission Transit Capital Program (ZETCP) funding that was authorized in Assembly Bill 1-2 (AB102). Final guidelines will be adopted by September 30th, at which time the MTC will draft its guidelines for funding distribution.

Updates on the following are detailed in Attachment A:

- Legislative Update
- New Senate Leader Emerges
- SB 532 (Weiner) Bridge Toll Increase for Transit Operations
- Update on State Budget Implementation
- Bills with Positions
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to align upcoming federal funding opportunities with STA and STA Member Agency projects.

Updates on the following are detailed in Attachment B:

- Fiscal Year 2024 Appropriations
- Department of Transportation Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

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August 29, 2023

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – September 2023**

Legislative Update

The Legislature returned from Summer Recess on August 14 to finish the final month of the first year of the two-year Legislative Session. September 1 is the deadline for fiscal committees to hear and report bills to the floor before the Legislature adjourns for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

New Senate Leader Emerges

On August 28, after months of speculation, Senate President Pro Tem Toni Atkins and Senate Majority Leader Mike McGuire [announced](#) that Senator McGuire secured the support of Senate Democratic Caucus to follow Senator Atkins as the next Pro Tem of the Senate. The transition will happen in 2024, but no firm date has been released. Senator McGuire represents the North Bay Area counties of Marin and Sonoma and has been very involved in improvements to the Highway 37 corridor.

SB 532 (Wiener) Bridge Toll Increase for Transit Operations

On August 21, Senator Wiener announced that he **would not** be moving forward with SB 532 this year. This bill, as drafted, would have temporarily raised tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would have directed this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements. In making the announcement, Senator Wiener stated, "I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation."

Update on State Budget Implementation

As you know, the FY 2023-24 Budget Act included [SB 125 \(Committee on Budget and Fiscal Review\)](#), which imposes new accountability and reform requirements on regions and their transit agencies to access the \$5.1 billion in funds authorized under AB 102 (Committee on Budget). SB 125 requires the

California State Transportation Agency (CalSTA) to adopt guidelines that provide greater structure and specificity to these accountability and reform requirements.

On August 19, CalSTA released [informal draft guidelines](#) to implement SB 125. When adopted, the guidelines will govern access to the General Fund-supported Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program. AB 102 appropriated \$4 billion in General Fund support to the TIRCP over the next two fiscal years as well as \$1.1 billion in Greenhouse Gas Reduction Fund and Public Transportation Account support to the Zero-Emission Transit Capital Program (ZETCP) over the next four years. Of the amounts noted above, the Metropolitan Transportation Commission is estimated to receive \$1.2 billion for suballocation to transit agencies in its jurisdiction.

The release of the informal draft guidelines formally opens a public comment period and will help facilitate the adoption of final guidelines by CalSTA by September 30. The California Transit Association's Transit Operations Funding Subcommittee has begun to review the guidelines and will provide written comments to CalSTA in response.

Bills with Positions

ACA 1 (Aguiar-Curry) Lower-Vote Threshold (SUPPORT – 3/8/23 Board Meeting)

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters. ***This bill is in the Assembly Appropriations Committee.***

Bills of Interest

SB 532 (Wiener) Bridge Toll Increase

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need. ***This is a two-year bill.***

AB 6 (Friedman) Transportation Project Funding

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board (CARB) for the reduction of greenhouse gas emissions. This bill would require CARB to provide each region of the state with greenhouse gas (GHG) emission reduction targets for the automobile and light truck sector for 2035 and 2045 and requires MPOs to work with CARB on the methodology for determining the emissions reduction targets. This bill would require an MPO to submit the SCS to CARB for review & approval and requires CARB to make a finding that the SCS would achieve the GHG emission reduction targets established by CARB. Finally, the bill would require Solutions for Congested Corridors projects to demonstrate how they would contribute to achieving the state's GHG emissions reduction targets. ***This is a two-year bill.***

AB 7 (Friedman) Transportation Project Selection

On and after January 1, 2025, this bill would require CalSTA, Caltrans and the California Transportation Commission to incorporate specified principles into their processes for project development, selection, and implementation, including improving safety for all users, addressing environmental impacts and stormwater runoff, prioritizing infrastructure less vulnerable to climate change, and investing in safe and accessible bicycle and pedestrian infrastructure and zero-emission vehicle infrastructure. This bill would also require future California Transportation plans to include a financial element that identifies cost constraints, and an analysis of how the state is achieving the principles outlined in the Climate Action Plan for Transportation Infrastructure, the federal Infrastructure Investment and Jobs Act of 2021, and the federal Justice40 initiative. ***This bill is in the Senate Appropriations Committee.***

AB 557 (Hart) Brown Act – Extension of Existing Authority

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet. ***This bill is on the Senate Floor.***

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. ***This bill was incorporated into SB 125 (Committee on Budget and Fiscal Review).***

AB 817 (Pacheco) Brown Act – Advisory Bodies

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. ***This is a two-year bill.***

AB 1525 (Bonta) Transportation Project Impacts to Priority Populations

This bill would require CalSTA, Caltrans, and the California Transportation Commission (CTC), by July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each project, as defined, to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population. Beginning July 1, 2025, the bill would require the above agencies to evaluate all new proposed projects using the criteria and then submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations. Beginning July 1, 2026 (and every three years thereafter), the bill would require at least 60 percent of the agencies'

transportation funds be allocated for projects that serve priority populations. ***This bill was held in the Assembly Appropriations Committee.***

M E M O R A N D U M

August 30, 2023

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: August Report

In August, Akin kept abreast of the fiscal year 2024 appropriations process as well as Department of Transportation grant opportunities. Susan Lent also scheduled a debriefing for STA staff and City of Dixon staff with the Federal Railroad Administration regarding the rail crossing elimination grant funding opportunity.

Fiscal Year 2024 Appropriations

The House and Senate Appropriations Committees worked to advance their respective fiscal year (FY) 2024 appropriations bills during July. Despite Congress and the White House reaching an agreement on a deal to increase the debt ceiling that included an overall agreement on funding, Republicans in the House have taken the position that the agreement was a ceiling, and they are advancing bills at lower funding levels. This will make it difficult to reconcile bills with the Senate, which is advancing bills at the levels agreed to in the debt ceiling agreement.

On July 27, the Senate Appropriations Committee met and [approved](#) the FY 2024 Defense; Interior and Environment; Labor, Health and Human Services, and Education; and Homeland Security appropriations bills. The week prior, the Committee met and [approved](#) the Energy and Water Development; State, Foreign Operations, and Related Programs; and Transportation, Housing and Urban Development, and Related Agencies appropriations bills.

Despite the progress over the past month, the tight timeline between the return from the August recess and the end of the fiscal year as well as disagreements between Republicans and Democrats regarding funding levels and policies, mean that Congress will need to pass a continuing resolution to fund the federal government and enable additional time for Congress to complete work on fiscal year 2024 funding bills. The House Freedom Caucus comprised of the most conservative House members has insisted on major funding cuts and policy concessions as a condition of supporting a continuing resolution. While House Majority Leader Kevin McCarthy (R-CA) and Senate Majority Leader Chuck Schumer (D-NY) have expressed support for a continuing resolution, it is not clear at this time whether they will have the necessary consensus and support within their parties to pass a continuing resolution and avert a government shutdown before October 1.

Department of Transportation Updates

August 30, 2023

Page 2

On August 8, DOT issued a [notice of funding opportunity](#) for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. The NOFO provides \$50 million for Stage 1 grants for planning and prototypes to demonstrate smart city or community technologies that boost transportation efficiency and safety. Such technologies include coordinated automation, connected vehicles, sensors, systems integration, delivery and logistics, innovative aviation, smart grids, and traffic signals. DOT also has said that it plans to provide \$50 million in FY 24 for Stage 2 grants to implement projects that received planning and prototyping funding. Applications are due by October 10, 2023.

On August 7, the DOT issued a [notice of funding opportunity](#) for the Pilot Program for Transit-Oriented Development Planning. This competitive grant program—totaling \$13.4 million in available funds—will bolster local planning and investment near transit hubs. Projects must be undertaken along fixed guideway or core capacity improvement corridors. The funding opportunity closes on October 10, 2023.

On July 12, the DOT [released](#) a free, technical resource to assist communities in taking advantage of federal funds for electric vehicle charging stations, as well as other forms of electrified transportation. The resource—titled “[Charging Forward: A Toolkit for Planning and Funding Urban Electric Mobility Infrastructure](#)”—serves as a resource for tapping into the *Infrastructure, Investment, and Jobs Act* ([P.L. 117-58](#); IIJA).

Bills of Interest

On July 27, Rep. Lori Chavez-DeRemer (R-OR) introduced the *Tolling Transparency Act of 2023* ([H.R. 4982](#)) to require the Secretary of Transportation to conduct an economic impact study for certain proposed toll facilities and projects.

On July 13, Rep. Haley Stevens (D-MI) introduced the *Wireless Electric Vehicle Charging Grant Program Act of 2023* ([H.R. 4636](#)). Specifically, the bill directs the Secretary of Transportation to establish a grant program to construct, install, or improve existing wireless charging infrastructure and technology for electric vehicles.



DATE: September 26, 2023
TO: STA TAC
FROM: Leslie Gould, Assistant Project Manager
RE: Transit Electrification Implementation Update

Background:

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation in December 2018. This regulation requires all public transit agencies to gradually transition to a 100 percent Zero-Emission Bus (ZEB) fleet. Beginning in 2029, all new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds; and it includes standard, articulated, over-the-road, double-decker, and cutaway buses.

The ICT regulation requires each transit agency to submit a complete Zero-Emission Bus Rollout Plan (Rollout Plan) before ZEB purchase requirements take effect. A Rollout Plan will serve as a blueprint for a full transition to zero-emission technologies. It is intended to help transit agencies work through many of the potential challenges and explore solutions. The established deadline for Rollout Plans was June 30, 2023; and updated guidance may be found in Attachment A.

To help address these mandates, Solano Transportation Authority (STA) has been seeking funding for planning, design, and installation of equipment in preparation for the arrival of electric buses. In April 2020, STA was awarded a \$2.7M Transit and Intercity Rail Capital Program (TIRCP) grant.

Discussion:

Two components of the TIRCP grant which address electrification efforts are the development of the Countywide Electrification Transition Plan, and the design and installation of regional inductive charging sites:

Countywide Electrification Transition Plan

The Countywide Electrification Transition Plan is a comprehensive final plan developed from a series of technical analyses to assist each of the county's transit agencies during its implementation of a new infrastructure and fleet. The Plan, found in Attachment B, was completed in September 2022. It is a multifaceted analysis as identified below:

- Existing conditions
- Service modeling
- Required facility, power, and energy improvements
- Phasing strategy
- Cost and funding analysis
- Staffing and training needs

Regional Inductive Charging Sites

To help alleviate range issues associated with electric buses traveling long distances, utilizing en-route charging at regionally significant transportation centers was determined as the best approach. The Curtola Park & Ride Lot was selected and constructed as a pilot location to introduce the concept. SolTrans procured an electric over-the-road coach for use on the SolanoExpress system.

In March 2021, the California Energy Commission (CEC) awarded \$1.7M to STA and Momentum Dynamics (now called InductEV) for the design and construction of additional sites. Refer to Attachment C for the Countywide Electrification Map. STA is currently partnering with InductEV, PG&E, SolTrans, and WSP to complete the remaining sites identified on the map. Attachment D shows the overall timeline required for these sites. PG&E has reviewed and surveyed each of the remaining sites. Most sites are in the final design phase. The two exceptions are listed below:

- El Cerrito del Norte BART Station – Due to multiple projects and the complexity of operations at this station, further study and design is required. That work is currently being conducted by BART, City of El Cerrito, STA, and WSP.
- Suisun Amtrak Station – The work required at this station exceeded the cost cap for PG&E’s EV Fleet Program. STA is currently evaluating PG&E’s Rule 29 Program, and communicating with Napa Valley Transportation Authority about vehicle use at this station.

County Transit Electrification Matrix

STA is coordinating with each transit agency to create a matrix (Attachment E) which quickly identifies its status of the Rollout Plan, percentage of electric vehicle procurement, and corporate yard construction timeline. The overarching goal of the matrix is to further agency collaboration and guide the county’s collective effort.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. ***Click here for immediate review and printing:***
[Zero-Emission Bus Rollout Plan Guidance for Transit Agencies](#)
- B. ***Click here for immediate review and printing:***
[Countywide Electrification Transition Plan](#)
- C. Countywide Electrification Map
- D. PG&E EV Fleet Electrification Process
- E. Solano Transit Electrification Matrix

Countywide Electrification Map



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EV Fleet electrification process

PRELIMINARY DESIGN (3–5 months)

FINAL DESIGN and EXECUTION (6–8 months)

- CUSTOMER TASK
- PG&E TASK



START

1 SUBMIT EV FLEET APPLICATION

Consult with your fleet OEM and/or electrical contractor to prepare and complete a PG&E EV Fleet program application pge.com/evfleetapp

1

6 SIGN CONTRACT

All parties review and approve the proposal. Contract is signed

6

5 PG&E ESTIMATE

PG&E calculates the time, effort and cost of your build-out (referred to as rough order of magnitude, or ROM)

5

CUSTOMER INFRASTRUCTURE DESIGN

Electrical contractor designs your charging system infrastructure behind-the-meter (BTM), which includes charging stations

2

3

4

PG&E INITIAL DESIGN

PG&E works with you and your electrical contractor on an optimal design

3 PG&E estimates how much electric capacity you'll need (referred to as a capacity check)

4 PG&E surveys your site and provides initial design of your to-the-meter (TTM) infrastructure build-out

7

7 CUSTOMER BEGINS BTM CONSTRUCTION PROCESS

Submit/obtain permit from local jurisdiction

8

8 PG&E FINAL DESIGN

PG&E finalizes TTM design

9

9 Construct electrical infrastructure behind the utility meter

10

10 Install EVSE/charging equipment

11

11 Complete municipal inspection(s)

CUSTOMER BTM CONSTRUCTION

12

PG&E TTM CONSTRUCTION

PG&E constructs utility infrastructure, installs meter and makes any necessary transformer upgrades

14

14 CUSTOMER COMMISSIONS EVSE EQUIPMENT

Ensure equipment is functioning as intended:

- Test EVSE for voltage
- Ensure connectivity to equipment manufacturer network

13

PG&E TURNS ON SERVICE

PG&E activates your service once inspections are complete

15

PG&E ISSUES QUALIFYING REBATES

COMPLETE



Solano Transit Operator Electrification Status

	California Air Resources Board (CARB) Rollout Plan Submission	Local Electric Buses Running (Planned/Current)	Purchase of Electric Buses (Planned/Current)	Electrification Plan (Est Complete Date)	Design for Electrification Plan at Corporate Yard (Est Complete Date)	Construction of Electric Facilities at Corporate Yard (Est Complete Date)	Location/Status of Regional Inductive Charging Facilities
Dixon (Readi-Ride)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	N/A
Fairfield (Fairfield Transit)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Fairfield Transportation Ctr / In Design Phase
Rio Vista (Delta Breeze)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	N/A
Suisun City (Suisun Microtransit)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Suisun Train Depot / Awaiting PG&E Estimate (Note 1)
Vacaville (City Coach)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Vacaville Transportation Ctr / In Design Phase
Vallejo (SolTrans)	Jun 2023	7 Gillig - 2024 7 Gillig - 2025 / 2 BYD - 2017 2 BYD - 2019	13 Total Planned / 1 BYD - Jun 2023 (Note 2)	Developed 2016 / Updated 2022 & 2023	Early 2021	Spring 2024	Vallejo Transit Ctr & York St / In Design Phase (est completion 2024)

Complete
 < 1 year
 1 - 2 years
 > 2 years
 N/A
 See Note

NOTES:

(1) PG&E disapproved site for EV Fleet Program. Currently, reapplying under Rule 29/15 Programs.

(2) There are no coach buses with inductive charging currently available.

As of Sep 2023



DATE: September 15, 2023
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: State Route (SR) 12 Clean California Caltrans Program Update

Background:

In 2019, the San Francisco Water Resources Board issued a cease-and-desist order to California Department of Transportation (Caltrans) District 4. This order meant that Caltrans could not obtain any further Water Board permits, until it provided a plan on how to mitigate trash flowing into waterways from Caltrans right of way. Caltrans has subsequently put forth a plan that coordinates efforts to: capture trash at inflow points, reassess maintenance agreements with local jurisdictions, revamp homeless encampment trash receptacles, and increase trash pick-up overall.

Due to the issue of waste along State highways being prevalent and a substantial surplus in this year's State budget, the Clean California (CA) Initiative was created. This program aims to clean up and beautify State highways and local roads. This new initiative is well funded with two main pots of funds: a Caltrans portion and a competitive local portion. One of the goals of the Caltrans portion is to beautify State right-of-way. Eligible project types include educational campaigns or community events about litter abatement and proper waste disposal, as well as beautification of existing public spaces such as enhanced paving, shade trees, art installations.

Caltrans staff in Fall 2021 contacted STA staff to request project ideas along State right-of-way that needed to be within a disadvantaged community (DAC) in Solano County. STA staff suggested a number of project ideas in several corridors including Interstate 80 (I-80) in Vallejo, I-780 in Benicia, State Route (SR) 113 in Dixon, and SR 12 in Fairfield, Rio Vista, and Suisun City. Due to the DAC requirement and landscaping improvements that Caltrans already planned for I-80 in Vallejo and SR12 in Rio Vista, segments of SR12 in Fairfield and Suisun City were eligible to receive potential funding from the Caltrans' portion of Clean CA.

Caltrans staff, in coordination with staff from the STA, Fairfield, and Suisun City, recommended funding projects on SR12 right-of-way in Fairfield and Suisun City. The City of Fairfield received \$2.6 million, while Suisun City received \$2.1 million for a total Clean CA award of \$4.7 million.

Discussion:

The cities of Fairfield and Suisun City are working to complete the projects on SR12 right-of-way before the Clean CA project completion deadline of June 30, 2024, which Caltrans extended from June 30, 2023. The City of Fairfield project is out to bid and has scheduled bid opening for September 26, 2023. The City anticipates construction to last 100 working days. Meanwhile, Suisun City has awarded construction of the project to Marina Landscaping; construction work commenced in July 2023. The City, to-date, has completed irrigation and planting of Oleanders on median of SR12 from Marina Boulevard to Walters Road, as well as irrigation and planting of shrubs and tree on the triangular area of SR12/Civic Center on and off ramps.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 13, 2023
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal and State sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Strengthening Mobility and Revolutionizing Transportation (SMART) Program https://www.transportation.gov/grants/SMART	\$500M (FY22-26)	October 10, 2023
2.	Pilot Program for Transit-Oriented Development Planning https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2023-notice-funding	\$13.460M	October 10, 2023
3.	Clean Communities Investment Accelerator (CCIA) https://www.epa.gov/greenhouse-gas-reduction-fund/clean-communities-investment-accelerator	\$6B	October 12, 2023
4.	FY23 Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in CY 2017, 2020, 2021, and 2022 https://www.transportation.gov/rural/grant-toolkit/public-transportation-emergency-relief-program	\$109M	October 31, 2023
5.	Electric Vehicle Charger Reliability & Accessibility Accelerator https://highways.dot.gov/newsroom/biden-harris-administration-making-100-million-available-improve-ev-charger-reliability	\$100M	November 13, 2023
6.	Diesel Emissions Reduction Act (DERA) National Grants https://www.epa.gov/dera	\$115M	December 1, 2023
7.	Bridge Investment Program	\$2.5B (FY22-26)	Upcoming in 2023
8.	Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2023
9.	Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2023
10.	National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2023
11.	Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2023
State			

1.	FY21/22 & FY22/23 Advanced Technology Demonstration and Pilot Projects	\$225M	October 12, 2023
	https://www.grants.ca.gov/grants/fy-2021-22-fy-2022-23-advanced-technology-demonstration-and-pilot-projects/		
2.	Environmental Justice Action Grants	\$25M	October 13, 2023
	https://www.grants.ca.gov/page/2/?s&applicant_type_search%5B0%5D=any&grant_categories_search%5B0%5D=any&timeframe_search%5B0%5D=any		
3.	Regional Climate Collaboratives Program Round 2	\$8.5M	December 6, 2023
	https://www.grants.ca.gov/grants/regional-climate-collaboratives-program-round-2/		
4.	Outdoor Equity Grant Program	\$50M	December 14, 2023
	https://www.grants.ca.gov/grants/outdoor-equity-grants-program-oep/		
5.	County Drought Resilience Planning Assistance Program	\$5M	Applications are due December 29, 2023
	https://www.grants.ca.gov/grants/county-drought-resilience-planning-assistance-program/		
6.	County Drought Resilience Planning Assistance Program	\$310M	Applications are due December 29, 2023
	https://www.grants.ca.gov/grants/small-community-drought-relief-program/		
7.	SB125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program		<i>Upcoming in 2023</i>
	https://calsta.ca.gov/-/media/calsta-media/documents/sb125-informal-draft-guidelines-for-posting_a11y.pdf		

Fiscal Impact:

None.

Recommendation:

Informational.