



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, December 18, 2024
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The STA TAC conducts 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=OGI4aHZTSzdhUVA0Ym90T0l1bE92Zz09>

Webinar ID: 875 7446 3138

Passcode: 166103

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 – 1:40 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:40 – 1:50 p.m.)	
✓ STA Projects Update	Nick Burton
✓ Truck Scales Update	
5. CONSENT CALENDAR (1:50– 1:55p.m.)	
<u>Recommendation:</u> Approve the following consent items in one motion.	
A. Minutes of the TAC Meeting of November 20, 2024	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of November 20, 2024 Pg. 5	

TAC MEMBERS

<u>Neil Leary</u>	<u>Christopher Fong</u>	<u>Sanjay Mishra</u>	<u>Greg Malcolm</u>	<u>Nouae Vue</u>	<u>Brian McLean</u>	<u>Melissa Tigbao</u>	<u>Matt Tuggle</u>
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 Nick Burton STA

6. ACTION NON-FINANCIAL ITEMS

A. STA 2025 Legislative Platform and Priorities

Sean Person

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2025 Legislative Platform and Priorities as shown in Attachment A.

(1:55 – 2:00 p.m.)

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B. 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year

Dulce Jimenez
Robert Guerrero

Recommendation:

1. Forward the recommendation to the STA Board to adopt the 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year.

2. Provide an updated list of Model TAC participants as shown in Attachment A.

(2:00 - 2:05 p.m.)

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7. ACTION FINANCIAL ITEMS

A. Safe Routes to Schools (SR2S) Micro-Grant Program Project Recommendations

Amy Antunano

Recommendation:

Forward a recommendation to the STA Board to approve the funding award recommendations for the SR2S Micro Grant Cycle 3 as proposed in Attachment B.

(2:05 – 2:10 p.m.)

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B. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – January 2025, which includes TDA Claims for the City of Dixon, City of Suisun City, and Solano County Recommendation:

Ron Grassi

Forward a recommendation to the STA Board to approve the January 2025 TDA Matrix for FY 2024-25, which includes the TDA claims for the City of Dixon, and amended claims for the City of Suisun City, and Solano County, as shown in Attachment B.

(2:10 – 2:15 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Transit 2030 Policy Committee Update

(2:15 - 2:20 p.m.)

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Daryl Halls

B. Comprehensive Transportation Plan (CTP) Update – Element Goals and Objectives and Draft Project Prioritization Criteria

(2:20 - 2:25 p.m.)

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Robert Guerrero
Kathrina Gregana

- C. **Solano Napa North Bay Passenger Rail Feasibility Study – Request for Proposals** Kathrina Gregana
(2:25 - 2:40 p.m.)
Pg. 79

NO DISCUSSION

- D. **Solano Mobility Call Center 1st Quarter report FY 2024-25** Erika Dohina
Pg. 87
- E. **Legislative Update** Sean Person
Pg. 91
- F. **Summary of Funding Opportunities** Jasper Alve
Pg. 101

9. FUTURE TAC AGENDA TOPICS:

January 2025

1. OBAG 3 and OBAG 4 schedule update
2. SR 37 Fairgrounds Drive Improvement Project Update
3. I-80, I-680, SR12 Interchange Phase 5
4. TDA Article 3 Call for Projects
5. TFCA Call for Projects
6. Draft Safe Route to School (SR2S) Plan
7. County Collaborative on Housing
8. Routes of Regional Significant Presentations

February 2025

1. SR 12 Update
2. Travis AB update

March 2025

1. SR113 Update
2. Zero Emission Update

10. ADJOURNMENT

No meeting in October. The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 29, 2025**, at STA’s office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2025

- 1:30 p.m., Wed., January 29th
 1:30 p.m., Wed., February 26th
 1:30 p.m., Wed., March 26th
 1:30 p.m., Wed., April 30th
 1:30 p.m., Wed., May 28th
 1:30 p.m., Wed., June 25th
 ~ **No Meeting in July** ~
 1:30 p.m., Wed., August 27th
 1:30 p.m., Wed., September 24th
 ~ **No Meeting in October** ~
 1:30 p.m., Wed., November 19th (Earlier Date)
 1:30 p.m., Wed., December 17th (Earlier Date)

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
November 20, 2024

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
	Christopher Fong	City of Dixon
	Sanjay Mishra	City of Fairfield
	Greg Malcolm	City of Rio Vista
	Noaue Vue	City of Suisun City
	Brian McLean	City of Vacaville
	Mark Helmbrecht for Melissa Tigbao	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present: *(In Alphabetical Order by Last Name)*

Jasper Alve	STA
Nick Burton	STA
Lorene Garrett (Zoom)	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Natalie Hannigan	STA
Dulce Jimenez	STA
Johanna Masiclat	STA
Sean Person	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Brian McLean, and a second by Nouae Vue, the STA TAC approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ STA Projects Update
 - SR 37 Fairgrounds Drive Improvement Project Update
 - I-80, I-680, SR12 Interchange Phase 5
- ✓ STA Comprehensive Transportation Plan Update

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Brian McLean, the STA TAC unanimously approved Consent Calendar Item A. (7 Ayes)

A. Minutes of the TAC Meeting of September 25, 2024.

Recommendation:

Approve TAC Meeting Minutes of September 25, 2024.

6. ACTION NON-FINANCIAL ITEMS

A. STA Draft 2025 Legislative Platform and Priorities

Sean Person reviewed the STA’s Legislative Platform and Priorities for 2025. He noted the draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. He also noted that the Final Draft of the STA’s 2025 Legislative Platform will be placed on the December 2024 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 8, 2025 meeting.

Recommendation:

Forward a recommendation to the STA Board to release the STA’s Draft 2025 Legislative Platform and Priorities for 30-day public review and comment

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

7. ACTION FINANCIAL ITEMS

A. Fiscal Year 2023-24 Regional Transportation Impact Fee Annual Report

Jasper Alve presented the RTIF Annual Report for FY 2023-24. He outlined the annual RTIF revenue and funding available by district.

Chris Fong arrived at the meeting.

Recommendation:

Forward a recommendation to the STA Board to adopt the 11th RTIF Annual Report for fiscal year 2023-24 as shown in Attachment E.

On a motion by Brian McLean, and a second by Nouae Vue, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. State Route 37/Fairgrounds Drive Interchange Improvements Project – Updated Funding Plan

Nick Burton presented the SR 37/Fairgrounds Drive Interchange Improvement Project and provided an update to the funding plan. He outlined the list of potential funding sources, along with the amounts from each source, that would adequately fund the project and award the construction contract.

Prior to approving to forward the recommendations for the STA Board for approval, TAC members expressed to amend the recommendations to take into account (1) revising recommendation #3 from RTIF District 7 to RTIF District 6 and (2) adding the recommendations approved by the STA Consortium with regards to the STAF reprogramming and new allocation requests. The amended recommendations that TAC members proposed and approved included all funding identified in Attachment A of the staff report.

1. Authorize the STA to submit to the MTC the allocation request for \$3 million in RM3 funds from the North Bay Transit Access Improvements component of the RM3 Expenditure Plan;
2. Authorize the STA to amend previous funding agreement with the County to swap Federal earmarks funds totaling \$850,000 with TDA Article 4 funds totaling \$500,000 and Regional Transportation Impact Fee Program district 7 funds totaling \$350,000;
3. Authorize the STA to program \$350,000 of RTIF ***District 6*** 7 funds to the project; ***and***
4. Authorize the STA to program fiscal year 2025-26 TDA 3 funds for \$400,000 and TFCA funds for \$100,000 to the project.
5. ***Authorize the STA to reprogram \$623,000 of STAF funds from the I-80/West Texas Bus Stop and Pedestrian Improvements to the project; and***
6. ***Authorize the STA to submit an allocation to the MTC for \$850,000 in STAF funds to the project.***

On a motion by Matt Tuggle, and a second by Mark Helmbrecht, the STA TAC unanimously approved the recommendation to include amendments shown above in ***striketthrough bold italics***.

(8 Ayes)

8. INFORMATIONAL ITEMS

A. Corridor Updates for State Route (SR) 12 and SR 113

Leslie Gould provided an update on future development along SR 12 and SR 113. He noted that recent development efforts have been delayed due to the need for greater impact study, but the interest in the area remains. This delay affords STA and partner agencies the time needed to conduct updated corridor studies/plans updates.

B. Solano's Routes of Regional (ROR) Significance Update

Leslie Gould reviewed the process of updating the ROR identified within the Arterials, Highways, and Freeways element as part of the Comprehensive Transportation Plan (CTP). He noted that as part of the process to evaluate projects, STA is requesting that each member agency present its priority projects during the Arterials, Highways, and Freeways Committee meeting, tentatively scheduled in March 2025.

C. Plan Bay Area 2050 Update

Robert Guerrero reviewed STA's projects being recommended for inclusion in PBA 2050+. He noted the Express Lanes Project will need to undergo a Project Initiation Document Process with Caltrans and will be added in the Programmatic/Development category along with later phases of the I-80/I-680/SR 12 Interchange Project (construction packages 6 and 7).

D. Solano Rail Hub Residential Cluster Priority Development Area Plan and Solano Priority Production Area Plan – RFP Process Update

Kathrina Gregana provided an update on the Solano Rail Hub PDA Plan and Solano PPA Plan. She provided a status update on the Solano Rail Hub Residential Cluster PDA Plan and aligning middle wage jobs with housing in the PPA Plan.

E. 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year

Dulce Jimenez reviewed the need for the 2024 SNABM Land Use update noting that the need to ensure the model is compliant with MTC’s Regional Model to allow for projects to have a 30-year forecast (2050). She also outlined the next steps of presenting to the planning directors at their meeting on November 21, 2024 and TAC action to forward to the STA Board for adoption at their January 2025 meeting.

F. \$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update

Dulce Jimenez reviewed each agency’s process of currently advancing EV charging projects and identified six locations with a total of eleven EV chargers. She noted that as projects get completed, STA staff will continue to work with the member agencies to submit invoices for their respective projects.

NO DISCUSSION

G. Solano Mobility Programs Annual Report for FY 2023-24– Veterans and Older Adults and People with Disabilities Programs

H. Legislative Update

I. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS

December 2024

1. Zero Emission Update
2. OBAG 3 and OBAG 4 schedule update
3. SR2S Microgrant Program
4. 2025 Legislative Platform and Priorities
5. TDA Claims for the City of Dixon

January 2025

1. TDA Article 3 Call for Projects
2. TFCA Call for Projects
3. Draft Safe Route to School (SR2S) Plan

10. ADJOURNMENT

The meeting adjourned at 2:30 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 18, 2024** at STA’s office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: December 10, 2024
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: STA 2025 Legislative Platform and Priorities

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 10, 2024, the STA Board approved its 2024 Legislative Platform and Priorities to provide policy guidance on transportation legislation and the STA's legislative activities during 2024.

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

Discussion:

This revised draft has been distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. The SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the previous Draft 2025 Legislative Platform and Priorities for comment at their meetings in November and staff received no comments from either committee. Staff proposed edits to the Platform are shown with tracked changes (Attachment A). The Final Draft of the STA's 2025 Legislative Platform has been placed on the December 2024 agenda of the Consortium and TAC and will be forwarded to the STA Board for adoption at their January 8, 2025 meeting.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2025 Legislative Platform as shown in Attachment A.

Attachment:

- A. STA's 2025 Legislative Platform and Priorities

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PROJECTS AND FUNDING PRIORITIES

Pursue and seek funding for the following priority projects:

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express Lanes Project Initiation Document (PID) (I-505 to Yolo County Line)
 - I-80 Express Lanes Environmental Impact Report (EIR) (SR 37 to Carquinez Bridge)
- Access to Travis Air Force Base
 - Jepson Parkway/North Gate Segment 2C (Vacaville)
 - South Gate Entrance (Peterson Rd)
 - Creed Rd / Branscombe Rd
- Canon Rd Overcrossing (Fairfield)
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
 - Interim Project Segment B (Mare Island to Sears Point)
 - Mare Island Interchange PID
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- Zero-Emission of ALL Transit Operators
- Freight Electrification on I-80
- EV Charger Infrastructure

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80/I-680/SR 12 Interchange Package 3, 4, 6, and 7
- SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
 -
- Zero-Emission of Municipal Fleets

Rail and Mass Transportation:

Priority Tier 1:

- California State Rail Plan: Solano County Rail Hub at the Suisun/Fairfield Amtrak Station (Public Access and Americans with Disabilities Act)
 - Fairfield-Vacaville Hannigan Train Station, (building/parking/solar panels/electric vehicle charging stations)
-

Transit Centers/Capital:

Priority Tier 1:

- SR 37/Fairgrounds Mobility Hub (Solano County/Vallejo)
- Vallejo Station Parking Structure Phase B

Priority Tier 2:

- SolanoExpress Buses replacement

Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
 - Solano Rail Hub Pedestrian Crossing
 - Vacaville Ulatis Transit to Downtown Connector
 - Benicia Road Complete Streets Project (Phase 2)
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Solano Mobility Management
- Safe Routes to School
- Safe Routes to Transit
- SolanoExpress – operating funds to sustain service

Priority Tier 2:

- Support Bay Area Housing Finance Authority (BAHFA) housing funds for affordable housing production located in Priority Development Areas (PDA) located adjacent to regional transit services
- Support implementation of Clipper 2.0 in coordination with County’s transit operators

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various Senate Bill 1 (SB 1) transportation funding programs. Seek grant funding through SB 1 competitive programs for:
 - a. I-80 Express Lanes in Dixon (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
 - b. I-80 Express Lanes in Vallejo (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
 - c. I-80/680/12 Interchange Construction Package 5 (Solutions for Congested Corridors/Local Partnership Program)
 - d. Jepson Parkway (Local Partnership Program)
 - e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program)
2. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County.
3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - a. Zero Emissions Transit, Capital, and Operating Improvements
 - b. Other eligible clean air projects (e.g., alternative fuel, including hydrogen, and active transportation projects)
4. Seek funding for planning/design studies to advance the development of the Solano County Rail Hub intermodal station as put forth in the draft 2023 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano, and Sonoma Counties) to develop an expedited funding, financing, and project implementation strategy for the reconstruction of SR 37. Including State authorization to develop equity programs with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, and congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
6. Support efforts to extend the Cap-and-Trade program beyond 2030 and pursue Cap and Trade funding programs that support Solano County's transportation projects and programs.
7. Oppose efforts to reduce or divert funding from transportation projects.
8. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
9. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
10. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

11. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and current and future affiliated federal funding programs through the One Bay Area Grant (OBAG).
12. Monitor the Implementation of California Air Resources Board (CARB) Advanced Clean Cars II Regulation:, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035.
13. Monitor and support the implementation of Metropolitan Transportation Commission’s (MTC) Plan Bay Area 2050 four planning quadrants of Transportation, Housing, Environment, and Economy in coordination with STA member agencies such as Solano Economic Development Corporation, Travis Air Force Base, the Solano City County Coordinating Council (4Cs), and other partnership agencies.
14. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - a. Implementation of the Solano rail hub at the Suisun/Fairfield Amtrak Station
 - b. Support rail crossing safety improvements and update to the Rail Crossings Safety Improvements Plan
15. Monitor and support the California Transit Association’s (CTA’s) and the Metropolitan Transportation Commission’s (MTC’s) efforts to obtain federal and state funding for transit.
16. Monitor legislative proposals from the MTC’s Blue Ribbon Transit Recovery Task Force and the Transportation Revenue Measure Select Committee recommendations and support implementation of the Six Functional Areas: Fare Integration Policy, Wayfinding & Mapping, Bus Transit Priority, Accessible Services (including Paratransit and Solano Mobility), Rail Network Management, and Connected Network Planning.
17. Support efforts to ensure Solano County receives its fair share of federal transportation funding from the state and region.
18. Support implementation of national, state, and regional freight plans that include construction of the I-80 managed lanes from Carquinez bridge to Yolo County line, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment, Freight Electrification, and alternative fueling and rest stations.
19. Support establishment and operation of a regional Express Lanes network by the Bay Area Infrastructure Financing Authority (BAIFA), which includes I-80 in Solano County and connects the Bay Area region to Sacramento.
20. Support “fix it first” efforts that prioritize a large portion of scarce federal and state resources on maintaining, rehabilitating, and operating Solano County’s aging transportation infrastructure over expansion.
21. Monitor legislation which impacts STA’s statutory authority to serve as the Countywide Transportation Planning and Congestion Management Agency (CMA) for Solano County.

I. Active Transportation/Land Use/Housing/Jobs

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

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes agency regulations such as the State's Climate Action Plan for Transportation Infrastructure (CAPTI), California Air Resources Board (CARB) greenhouse gas reduction target setting and the extension of the Cap-and-Trade program beyond 2030, and the Advanced Clean Cars II Regulations.

3. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs). (Objective #13)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles, including the installation of more consumer level chargers, electrification of freight vehicles and the electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers.
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality, and enhance economic development.
10. Support TIRCP Funds that fund transit electrification, and overall reduction of GHG.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions, including litigation and transit funding impacted by PEPR/13(c). Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers' compensation that impacts employee benefits, control of costs, and changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including

those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84, and 113.

2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, fires, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities. Support legislation for fully protected species-take permitting with long-term mitigation related to the State Route (SR) 37 corridor project.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements (Section II Climate Change/Air Quality, #6).
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support state legislation that streamlines CEQA for transit and active transportation projects, including expanding the list of statutorily exempt projects.
8. Monitor and support provisions in federal law Infrastructure Investment and Jobs Act (IIJA), that further streamline the environmental review and permitting process to allow projects to advance more quickly and more cost effectively.
9. Support and monitor MTC’s Climate resiliency implementation efforts and Caltrans’ Climate Action Plan for Transportation Infrastructure, including projects such as the SR 37 Corridor.

V. **Water Transport**

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for SolanoExpress intercity bus operations and local transit operators. This includes additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to restore the level of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Support recommendations of the STA’s Water Transit Feasibility Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Advocate for Congress to pass surface transportation legislation that provides stable and reliable funding for highway, transit and rail programs, including continued funding of competitive grant programs.
3. Advocate for supplemental funding for federal transportation grant programs in annual appropriations legislation.
4. Pursue annual state legislative funding requests for priority transportation projects from members of the State Legislature representing Solano County.
5. Pursue annual community project funding requests for priority transportation projects from members of Congress representing Solano County.
6. Support reauthorization and continued funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All, Strengthening Mobility and Revolutionizing Transportation (SMART) and Advanced Transportation Technologies & Innovative Mobility Deployment grant programs.
7. Protect Solano County's statutory portions of state highway and transit funding programs.
8. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs, and projects.
9. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
10. Support state budget and California Transportation Commission (CTC) allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
11. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transit Transformation Task Force.
12. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
13. Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.

14. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
15. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Objective #7)
16. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
17. Support implementation of national, state, and regional freight plans that fund construction of the I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and zero-emission technology of freight. (Objective #18)
18. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
19. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
20. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
21. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
22. Support the Capitol Corridor Joint Powers Authority (CCJPA) to secure discretionary grants, including, but not limited to (CRISI, and State of Good Repair, SOGR) for rail capital projects.
23. Support the implementation of Caltrans' California State Rail Plan, which includes advancing the development of the Solano Rail Hub at the Suisun/Fairfield Amtrak Station
24. Protect construction jobs by opposing efforts to divert funding from construction to transit operations.
25. Support legislation that promotes and protects the STA's role as the Program Manager for the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) program.

26. Monitor MTC's development of legislation by the Transportation Revenue Select Committee to address the region's transit operators' fiscal cliff, and support county opt-in provision and county flexibility for utilization of the proposed regional measure.

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery and enhance STA's working relationship with local, state, and federal governments.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation, regulations and policies to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
4. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
5. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
6. Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.

VIII. Rail

1. In partnership with other counties located along the Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the State Rail Plan, including advancing the development of the Solano Rail Hub, improvements at the Fairfield Vacaville Hannigan Rail Station, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation and funding to adequately fund implementation of safety improvements at rail crossings, including replacement of at-grade railroad crossings with grade-separated crossings.

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

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County, including seeking funding from the federal Safe Streets and Roads for All grant program.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small, and large Urbanized Areas (UZAs).
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry, and rail. (Objective #2)
6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations and 6 functional areas consistent with the recommendations identified in STA's Connected Mobility Plan.
7. Monitor implementation of requirements in the IJA regarding agency safety plans for small, urbanized areas.
8. Support the use of Cap-and-Trade funds for improved or expanded transit service.
9. Support funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs.

10. Support funding for public transportation at the levels authorized in the IIJA and reauthorization of federal transit programs at the level to support public transit needs.
11. Support administrative policy or statutory modification to the commercial vehicle safety inspection code of public transit buses by California Highway Patrol while buses are in revenue service. Support streamlined inspections to ensure passenger and operator safety.

XI. Travel Demand Management (TDM)/Microtransit

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

XII. Movement of Goods

1. Monitor and participate in implementation of national, state, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange and SR 12 improvements, and Intelligent Transportation System (ITS) deployment and zero-emission freight.
2. Monitor and support initiatives that augment planning and funding for the movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for the movement of goods via aviation, rail, ports, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), improve access to North and South Gate, and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessels and vehicle fuels, including the zero-emission of freight.



DATE: November 27, 2024
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: 2024 Solano-Napa Activity Based Model (SNABM) Land Use Update to a 2050 Forecast Year

Background:

The Solano Transportation Authority (STA), in partnership with the Napa Valley Transportation Authority (NVTa), has maintained an activity-based travel demand model called the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Solano and Napa Counties.

As part of this partnership, STA has retained TJKM as our On-Call Model consultant since 2017. TJKM’s primary task is to support STA and NVTa staff with member agency model data requests, conduct model runs, and support with as-needed model updates to ensure model consistency with the MTC’s regional model. The On-Call agreement with TJKM and the funding agreement with NVTa is set to expire on June 30, 2025.

Discussion:

The SNABM was previously updated in 2020, with land use and demographic data provided by the 2017 Regional Transportation Plan (RTP) also known as Plan Bay Area 2040. However, since the 2020 model update, ABAG/MTC completed its 2021 RTP (Plan Bay Area 2050), with updated land use and demographic data. Seeing that the previous iteration of the SNABM land use data was limited to a 2040 forecast year, the model was no longer compliant and needed to be updated to a 30-year forecasting year – 2050, therefore STA staff with the support of TJKM and Solano County and city planning staff commenced the model update in May 2023.

The effort to update the SNABM was broken down into two phases – Phase I occurred during the Summer/Fall 2023 in which the consultant incorporated the 2021 RTP land use and demographic data for Solano jurisdictions. As part of Phase I, STA staff engaged with the Model TAC, and the Planning Directors on the land use changes to the model which included discussing the 2050 forecast year for Solano jurisdictions, which based on MTC’s land use data anticipated a stronger growth for employment compared to housing and population for Solano.

Phase II occurred during Winter 2023/Spring 2024 in which STA staff held individual meetings with planning and public works staff from each jurisdiction to review their respective land use results and gather specific feedback on their Traffic Analysis Zones (TAZ). Through these meetings, member agencies identified areas of anticipated population and employment growth and requested for the negative growth in specific TAZs to be addressed in the final model update.

As part of Phase II, the consultant incorporated all the submitted comments along with rectifying negative growth in the TAZs by proportionally distributing the total control numbers given by MTC. The updated version of the model will be made available for future model requests from member agencies or consultants working with member agencies on transportation-related projects.

Looking ahead, both STA and NVTA staff will work together to plan and update the base year which is currently set for 2015. With the anticipated model updated, STA staff anticipates reconvening the Model TAC, with Attachment A providing a list of public works staff currently on the committee. With the new year calendar year approaching, staffing changes are anticipated and therefore STA staff will be looking to reconfirm membership and if needed restaff positions to fill in any vacancies to ensure all Solano jurisdictions are represented on the committee. The scope of work and budget for updating the base year of the SNABM will be brought back to the TAC as a future agenda item.

This informational item was previously presented at the STA TAC meeting held on November 20, 2024. No additional comments were submitted at this point.

Fiscal Impact:

None. The SNABM Land Use update is currently in the STA Budget.

Recommendation:

1. Forward the recommendation to the STA Board to adopt the 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year.
2. Provide an updated list of Model TAC participants as shown in Attachment A.

Attachment:

- A. Model TAC Membership – November 2024

Model TAC Membership

As of November 2024

City of Benicia – Neal Leary

City of Dixon – Jordan Santos

City of Fairfield – Garland Wong, Tina Machado

City of Rio Vista – Vacant

City of Suisun City – Nouae Vue, Nick Lozano

City of Vacaville – Gwen Owens

City of Vallejo – Mark Helmbrecht

Unincorporated County of Solano – Matt Tuggle, Gladis Valladeres

Unincorporated County of Solano – Stewart Bruce, Daniel Machado

NVTA – Danielle Schmitz, Adrell Coleman

Caltrans – Vacant

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DATE: December 13, 2024
TO: STA TAC
FROM: Amy Antunano, Safe Routes to School Program Manager
RE: Safe Routes to Schools (SR2S) Micro-Grant Program Project Recommendations

Background:

In November 2019, the STA Board launched a Safe Routes to School (SR2S) Micro-Grant Pilot Program to support small-scale projects or capital purchases that improves bike and pedestrian usage and safety around schools in Solano County. Eligible applicants include Solano County schools, school districts, cities and/or CBO's or nonprofit organizations. Two funding cycles have been conducted, resulting in the funding of 30 projects totaling \$271,575. Types of eligible projects include installation of Radar Feedback signs, Rectangular Rapid Flashing Beacon, Crosswalk restriping, and installation of skateboard and bike racks.

On December 22nd, 2024, the STA Board authorized the SR2S Micro Grant Program Cycle 3 with \$212,172 in TDA Article 3 funds and had an application submittal deadline set for February 2, 2024, at 5:00 pm. The SR2S Micro Grant Program was advertised to Solano County cities, schools, school districts, community-based organizations, the STA Bicycle and Pedestrian Advisory Committees, and the public through the SR2S website, emails, social media posts, and stakeholder meeting announcements. Twelve applications totaling \$189,451.00 were approved for funding, with the remaining balance of \$22,721 (Attachment A).

Discussion:

The second Call for Projects for the Safe Routes to School Micro-Grant Program was released on September 9th, with applications due by October 11th. Five applications totaling \$57,220 were received. These applications were reviewed and scored by the Micro-Grant subcommittee, with funding recommendations proposed (see Attachment B) based on the scoring rubric. Criteria included the project proposal, letters of support from stakeholders, specific implementation plan, project timeline, and how proposed incentives and equipment encourage or support safety and/or walking and biking programs. Projects that serve a Title 1 school, Community of Concern, or underserved community, or those incorporated into a prioritization plan, received additional consideration.

STA staff recommends approving the allocation of the remaining Micro-Grant funds to:

- 1.) City of Rio Vista for bicycle and pedestrian improvements around D.H. White Elementary School, and
- 2.) Kairos Public School in Vacaville for the Kairos Safer Streets and Active Feet Program.
- 3.) City of Suisun City for crosswalk improvement (Attachment B) The Suisun City project ranked third during the application review process, is ready to commence as soon as the funds are allocated.

In addition, due to unforeseen circumstances, the Fairfield PAL Center has recently informed staff that they will be unable to utilize their allocated funding of \$17,749 bringing the total available funds to the program up to \$40,407.

Fiscal Impact:

The SR2S Microgrant Program is funded by TDA Article 3 funds.

Recommendation:

Forward a recommendation to the STA Board to approve the funding award recommendations for the SR2S Micro Grant Cycle 3 as proposed in Attachment B

Attachment:

- A. Safe Routes to School Micro Grant Approved Allocations
- B. Safe Routes to School Micro-Grant Funding Recommendation Lis

Safe Routes to School Micro Grant Approved Allocations

APPLICANT	APPLICANT TYPE	PROJECT DESCRIPTION	FUNDS AWARDED	STATUS
B. Gale Wilson Middle School	Non-Infrastructure	Custom A-frame signs; hand-held stop sign paddles; safety cones; safety vests	\$3,225	Completed
City of Fairfield	Infrastructure	RE: Cordelia Hills ES & GVMS Crosswalk improvements: ladder detail and updated stop signs.	\$30,000	Completed
Dan Mini Elementary School	Non-Infrastructure	30 Bicycles for bike program	\$4,800	Completed
Fairview Elementary School	Non-Infrastructure	Safety equipment for traffic calming	\$2,500	Completed
Fairfield Suisun Unified School Dist	Infrastructure	RRFB at Anna Kyle, Sheldon Elementary School, and Loral Creek Elementary School	\$30,000	Completed
Green Valley Middle School	Non-Infrastructure	Incentives for WoW and Safety equipment for traffic calming	\$2,176	Completed
Nelda Mundy Elementary School	Non-Infrastructure	Equipment for traffic calming	\$4,000	Completed
Fairfield PAL Center	Infrastructure	Purchase and install outdoor bike pump and repair station	\$17,749	Withdrawal
Hogan Middle School	Non-Infrastructure	Bicycles for bike program	\$5,000	Pending
City of Benicia	Infrastructure	RE: Drolette Way and Corrigan Court. Replace 2 existing and non-compliant ADA curb ramps with a hi-vis crosswalk.	\$30,000	Pending
City of Vacaville	Infrastructure	RRFBs @ Youngsdale Drive (Foxboro ES), N. Orchard Ave (Orchard ES), Ulatis Drive and Mills Roads, Ulatis Drive and Stonybrook Lane (Cooper ES)	\$30,000	Pending
City of Vallejo	Infrastructure	Traffic calming @ Nebraska Street and Amador Street for Vallejo HS	\$30,000	Pending
			\$189,451	

Safe Routes to School Micro-Grant Funding Recommendation List

Applicant	Applicant Type	Project Description	Total
City of Rio Vista	Infrastructure	Radar feedback signs and flashing stop signs along Elm Way servicing DH White Elementary	\$17,359
Kairos Public Schools	Non-Infrastructure	Incentives to promote current SR2S programs; safety equipment for traffic calming	\$5,000
City of Suisun City	Infrastructure	Painting curbs around crosswalks red (AB 413) @ Dan O. Root Elementary, Suisun Elementary, and Crystal Middle Schools	\$17,749
Totals:			\$40,108



DATE: December 6, 2024
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –
January 2025, which includes TDA Claims for the City of Dixon, City of
Suisun City, and Solano County

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. TDA funds are shared among agencies to fund joint services such as the Solano Express transit service and the Intercity Taxi Card Program.

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) and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2024-25 TDA fund estimates from July 24, 2024, by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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 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. The TDA apportionment for FY 2024-25 includes revenue estimates and projected carryover. The claims for the City of Dixon, and amended claim for the City of Suisun City, and Solano County are within the parameters of available TDA funds.

Discussion:

The City of Dixon (Readi Ride) TDA Summary

The City of Dixon is claiming \$660,000 in FY 2024-25 TDA funds. The \$660,000 of TDA funds will be used for the operations and maintenance of the Dixon Readi Ride transit service. The January TDA matrix includes the City of Dixon TDA claim amounts, as shown in Attachment B.

The City of Suisun City (Microtransit) TDA Summary

On December 3, 2024, the Suisun City Council approved using an additional \$380,292 in Suisun City TDA funds for local transit operations and the Suisun City Lyft Program. STA will be the claimant of these additional funds on behalf of Suisun City. Suisun City initially requested \$650,000 for local transit operations. Due to a January 2025 contract renewal, increased maintenance, fuel, and contract management costs, an increase of \$255,292 is required for a total claim of \$905,292.

Initially, for the Suisun Lyft Program, \$75,000 of Suisun City TDA funds was claimed; however, due to current ridership trends, that amount needs to be increased by \$125,000 to \$200,000. Suisun City's TDA claim amounts are included in the January 2025 TDA matrix Attachment B.

Solano County TDA Summary (Claimed by STA)

STA needs to claim an additional \$500,000 of Solano County TDA for the transit improvements of the State Route 37/ Fairgrounds Drive Project. TDA funds are just a portion of the funding plan. On December 11, 2024, the STA Board approved using various funding sources totaling \$6.173 million to close the project's funding gap for construction of the project. Solano County's TDA claim amounts are included in the January 2025 TDA matrix Attachment B.

Fiscal Impact:

There is no additional financial impact on STA. The City of Dixon, the City of Suisun City, and Solano County claims are consistent with the available FY 2024-25 TDA Funds. The STA Board's approval of the January 2024 TDA matrix provides the guidance MTC needs to process the TDA claims submitted by the City of Dixon, the City of Suisun City, and Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the January 2025 TDA Matrix for FY 2024-25, which includes the TDA claims for the City of Dixon, and amended claims for the City of Suisun City, and Solano County, as shown in Attachment B.

Attachments:

- A. FY 2024-25 TDA Fund Estimate for Solano County Jurisdictions
- B. January 2025 TDA Matrix for FY 2024-25 includes the City of Dixon, the City of Suisun City, and Solano County TDA Claims

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4629
Page 9 of 19
7/24/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	14. County Auditor Estimate	28,647,982
2. Actual Revenue (Jul, 24)	26,074,646	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,716,112)	15. MTC Administration (0.5% of Line 14)	143,240
FY2023-24 Planning and Administration Charges Adjustment		16. County Administration (0.5% of Line 14)	143,240
4. MTC Administration (0.5% of Line 3)	(8,581)	17. MTC Planning (3.0% of Line 14)	859,439
5. County Administration (Up to 0.5% of Line 3) ⁴	(8,581)	18. Total Charges (Lines 15+16+17)	1,145,919
6. MTC Planning (3.0% of Line 3)	(51,483)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ⁵	742,556
7. Total Charges (Lines 4+5+6)	(68,645)	20. TDA Generations Less Charges (Lines 14-18-19)	26,759,507
8. STA Planning (2.7%)	(44,482)	FY2024-25 TDA Apportionment By Article	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(1,602,985)	21. Article 3.0 (2.0% of Line 20)	535,190
FY2023-24 TDA Adjustment By Article		22. Funds Remaining (Lines 20-21)	26,224,317
10. Article 3 Adjustment (2.0% of line 9)	(32,060)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(1,570,925)	24. TDA Article 4 (Lines 22-23)	26,224,317
12. Article 4.5 Adjustment (5.0% of Line 11)	0		
13. Article 4 Adjustment (Lines 11-12)	(1,570,925)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
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	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4.5										
SUBTOTAL	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4/8										
Dixon	2,204,870	47,091	2,251,961	(973,157)	0	1,085,464	(67,029)	2,297,240	1,123,910	3,421,150
Fairfield	7,030,992	198,495	7,229,488	(12,470,986)	0	6,819,888	(421,136)	1,157,254	7,063,650	8,220,904
Rio Vista	1,761,669	37,069	1,798,739	(635,209)	0	564,546	(34,861)	1,693,214	590,263	2,283,477
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	(64,408)	3,936,204	1,069,777	5,005,981
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	(101,497)	1,159,468	1,682,556	2,842,024
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	(355,663)	2,016,580	5,957,351	7,973,931
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	(526,331)	7,862,524	8,736,810	16,599,334
SUBTOTAL	44,170,475	1,064,647	45,235,121	(49,354,420)	373,093	25,439,615	(1,570,925)	20,122,484	26,224,317	46,346,801
GRAND TOTAL	\$45,432,860	\$1,092,797	\$46,525,657	(\$50,968,181)	\$373,093	\$25,958,791	(\$1,602,985)	\$20,286,375	\$26,759,507	\$47,045,882

1. Balance as of 6/30/23 is from the MTC FY2022-23 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 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. 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 2024-25 TDA Matrix - January 2025

Attachment B

Date Prepared December 6, 2024
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY24-25 TDA Revenue Estimate from MTC	1	\$ 1,123,910	\$ 7,063,650	\$ 590,263	\$ 1,682,556	\$ 5,957,351	\$ 8,736,810	\$ 1,069,777	\$ 26,224,317
Projected Carryover from MTC	1	\$ 2,297,240	\$ 1,157,254	\$ 1,693,214	\$ 1,159,468	\$ 2,016,580	\$ 7,862,524	\$ 3,936,204	\$ 20,122,484
Available for Allocation per MTC	1	\$ 3,421,150	\$ 8,220,904	\$ 2,283,477	\$ 2,842,024	\$ 7,973,931	\$ 16,599,334	\$ 5,005,981	\$ 46,346,801
FY23-24 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 3,421,150	\$ 8,220,904	\$ 2,283,477	\$ 2,842,024	\$ 7,973,931	\$ 16,599,334	\$ 5,005,981	\$ 46,346,801

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 350	\$ -	\$ 300	\$ 5,075	\$ 25,140	\$ 41,972	\$ 447,163	\$ 520,000
Paratransit	3		\$ 694,241			\$ 941,757	\$ 872,207	\$ 200,000	\$ 2,708,205
Microtransit	3		\$ 1,646,191						
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 200,000	\$ 57,458	\$ 20,000	\$ 175,000	\$ 452,458
Subtotal Paratransit		\$ 350	\$ 2,340,432	\$ 300	\$ 205,075	\$ 1,024,355	\$ 934,179	\$ 822,163	\$ 3,680,663

Local Transit Service (Fixed Route) & Administration	3	\$ 660,000	\$ 2,982,531	\$ 563,518	\$ 905,292	\$ 2,066,576	\$ 5,400,000		\$ 12,577,917
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SolanoExpress Intercity Bus									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538
Subtotal SolanoExpress Intercity Bus		\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538

Transit Capital Claimed by each agency	3	\$ -		\$ 60,000		\$ 2,295,000	\$ 3,357,736	\$ 260,000	\$ 5,972,736
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STA Planning Claimed by STA (2.7%)	6								\$ -
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Swaps / Other									
LCTOP swap (FY23-24 Pop& Rev funds): Dixon to claim from Fairfield	7		\$ 51,825						\$ 51,825
SGR swap (FY23-24 funds): Dixon to claim from Fairfield	7		\$ 1,366						\$ 1,366
LCTOP swap (FY23-24 Pop& Rev funds): Rio Vista to claim from Fairfield	7		\$ 27,585						\$ 27,585
SGR swap: correction for Rio Vista / Fairfield swap of FY24-25 funds, Rio Vista to claim next year	7		\$ 448	\$ 448					\$ 896
LCTOP swap (FY23-24 Pop& Rev funds): Vacaville to claim from Fairfield	7		\$ 271,271						\$ 271,271
SGR swap (FY23-24 funds): Vacaville to claim from Fairfield	7		\$ 4,441						\$ 4,441
Prior Year LCTOP and SGR apportionments: Vacaville to claim from Fairfield	10		\$ 35,725						\$ 35,725
Repayment of FY22-23 loan for CNG Bus Purchase, claimed by FAST	8						\$ 1,630,000		\$ 1,630,000
Solano Express FY22-23 reconciliation: SolTrans to claim from Fairfield	9		\$ 42,389						\$ 42,389
Fairfield-Vacaville Train Station claimed by FAST for FY21-22 and FY22-23 costs	11					\$ 122,995			\$ 122,995
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							\$ 40,000	\$ 40,000
Transit Improvements for SR 37/Fairgrounds Dr. claimed by STA	16							\$ 500,000	\$ 500,000
Subtotal Swaps		\$ -	\$ 435,051	\$ 448	\$ 410,000	\$ 122,995	\$ 1,630,000	\$ 585,000	\$ 3,183,494

Total To Be Claimed by All Agencies		\$ 725,953	\$ 6,382,229	\$ 624,266	\$ 1,708,903	\$ 5,824,543	\$ 13,407,706	\$ 1,865,939	\$ 28,893,347
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Balance		\$ 2,695,197	\$ 1,838,675	\$ 1,659,211	\$ 1,133,121	\$ 2,149,388	\$ 3,191,628	\$ 3,140,042	\$ 17,453,454
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FY 2024-25 TDA Matrix - January 2025

Attachment B

Date Prepared December 6, 2024
STA Board Action

Notes (continued on next page)

- (1) MTC July 24, 2024 Fund Estimate; Reso 4629; columns I, H, J; FY23-24 Allocations/Returns include allocations after June 30, 2024; 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 2024-25 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 (\$905,292), first-last mile (\$200,000) from Dec. 3, 2024 Suisun City Council meeting. Benicia TDA (\$20K) for Benicia Lyft Solano County (\$175K) is for Medical Concierge G0-G0
- (4) Based on FY 2024-25 Intercity Transit Funding 22-May-24 draft Budget, subject to approval by STA Board and to an updated Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.
- (5) TBD
- (6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) Dixon, Rio Vista, and Vacaville to claim TDA from Fairfield. Includes FY23-24 LCTOP Pop & Rev apportionments, and FY23-24 SGR apportionments.
- (8) To be claimed by FAST for FY 2022-23 loan to SolTrans to assist with payment for new CNG commuter buses in 2023
- (9) SolTrans to claim from Fairfield for reconciliation of FY22-23 SolanoExpress service.
- (10) Vacaville to claim from Fairfield, previously unclaimed prior-year apportionments include: LCTOP from FY19-20 to FY22-23 and SGR from FY20-21 to FY22-23.
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers costs incurred by Fairfield in FY21-22 and FY22-23. (FY21-22 costs had been included in FY23-24 TDA matrix but were not claimed by Fairfield.)
- (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 4 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
- (16) To be claimed by STA for Transit Improvements as a part of the State Route 37/Fairgrounds Drive Interchange Improvements Project

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DATE: November 20, 2024
TO: STA TAC
FROM: Daryl Halls
RE: Solano Transit 2030 Policy Committee Update

An update will be provided at this meeting regarding the recommendations of the Solano Transit 2030 Policy Committee.

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DATE: December 4, 2024
TO: STA TAC
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Kathrina Gregana, Associate Planner
RE: Comprehensive Transportation Plan (CTP) Update – Element Goals and Objectives and Draft Project Prioritization Criteria

Background:

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that guides and prioritizes the STA’s investments in transportation. Transportation projects and programs seeking STA discretionary funding (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District’s (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) or support must be identified in the STA’s Comprehensive Transportation Plan for consideration. The STA’s CTP was last updated in 2020.

The CTP includes the following elements:

1. Active Transportation Element
2. Arterials, Highways and Freeways Element
3. Transit and Rideshare Element Update

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. Complete copies of the STA’s CTP is available online from the STA’s website: sta.ca.gov

Discussion:

Element Goals and Objectives

Working with the three STA CTP subcommittees, STA staff has made significant progress on the CTP Update since kicking off the effort in 2023. The three CTP subcommittees have held two to three meetings each and at this point, completed the draft goals and objectives for their respective elements (the draft Goals and Objectives can be found in Attachment A-C). The Active Transportation Element goals and objectives have been formally approved by the Active Transportation Committee, while the remaining two elements are still pending approval by their respective policy committees.

Project Prioritization Criteria:

With the Goals and Objectives for each element largely completed, the STA staff began working with its consultant to develop a draft Project Prioritization Criteria, included as Attachment D. The purpose of this criteria is to categorize identified transportation projects and programs into priority tiers as part of the CTP Update process. This approach ensures that the highest-priority projects in the plan most closely align with the overall goals and objectives of the CTP and are the most competitive for funding sources.

The prioritization categories were designed to align with the Goals and Objectives for each plan element. In addition, two additional categories (Local Needs and Priorities; Mode-Specific Factors) were included to provide some level of customized scoring across projects.

STA staff is presenting this draft Project Prioritization Criteria to the TAC in preparation for the upcoming member agency meetings that will be scheduled for January 2025. These meetings will focus on discussing each jurisdiction's local priority projects for the Arterials, Highways, Freeways, and Transit elements. Member agencies are requested to submit their draft lists of priority projects by March 2025, using this proposed criteria as a guide for identifying high-ranking projects. STA staff will assist and coordinate with member agencies to develop their project lists for these two remaining elements.

As the next set of CTP subcommittees convenes in 2025, member agencies will also be invited to present their priority projects for the Transit and Arterials/Highways/Freeways elements, similar to the Active Transportation presentations held last year. The meetings are scheduled as follows:

- Arterials, Highways, and Freeways Committee: March 12, 2025, from 4:00PM-5:30PM
- Transit Committee: April 9, 2025, from 4:00PM-5:30PM

After receiving the draft list of projects, STA staff and the consultant will conduct an evaluation process, in coordination with the TAC and the CTP Committees, to categorize the projects in priority tiers. Projects from the previous CTP and other relevant plans will also be considered, as well as additional projects that are identified as part of the analysis of the Solano transportation network for the CTP update.

STA staff is requesting feedback from the TAC on the draft Project Prioritization Criteria. In terms of next steps, we anticipate bringing back this item to request approval at the January TAC meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Active Transportation Element Draft Goals and Objectives
- B. Arterials, Highways, and Freeways Element Draft Goals and Objectives
- C. Transit Element Draft Goals and Objectives
- D. Comprehensive Transportation Plan Update – Draft Project Prioritization Criteria



1

CTP ACTIVE TRANSPORTATION ELEMENT - GOALS AND OBJECTIVES

ACCESS

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>People of all ages and abilities should be able to walk and bicycle throughout Solano County using a comfortable, connected, and well-maintained network to access transit and key destinations.</p>	<p>Continue to work with member agencies to build upon the existing Class I and Class IV facilities and other low-stress networks to complete a Countywide Low-Stress Active Transportation Network that connects to important activity centers and the regional backbone network within Solano County.</p>
	<p>Maintain a Safe Routes to School advisory committee to advise local task forces, review and prioritize community projects and programs, and identify regional, state, and federal funding sources for Safe Routes to School projects.</p>
	<p>Maintain existing bicycle and pedestrian facilities and provide funding for maintenance of future facilities.</p>
	<p>Develop and implement a methodology to rate the pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travel ways. Develop a program to correct deficiencies.</p>

EQUITY

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>All Solano County residents should have equitable access to convenient and safe, low-cost transportation options.</p>	<p>Maintain a public process to periodically review and equitably prioritize bicycle and pedestrian projects identified in the CTP and the Solano County Active Transportation Plan. Prioritize projects for funding based upon criteria included in the Active Transportation Plan.</p>
	<p>Work to balance the needs of all transportation users and promote investments in Solano County equity communities.</p>
	<p>Provide equitable resources to all local jurisdictions in Solano County.</p>
	<p>Maintain an Equity Working Group to provide an equity perspective to the STA Board.</p>

HEALTH AND SAFETY

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>Solano County’s active transportation system should be designed to increase our community’s health and safety by providing opportunities for increased active transportation, increasing safety for vulnerable road users, and reducing vehicle emissions.</p>	<p>Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), and Safe Routes for Seniors (SR4S).</p>
	<p>Continue to use data-based methodology from the Local Roadway Safety Plan to identify systemic safety improvements to advance STA’s Vision Zero goal.</p>
	<p>Encourage new development and construction zones to include safety precautions for bicyclists and pedestrians.</p>
	<p>Promote health benefits of active transportation and ensure safety benefits reach all users.</p>

QUALITY OF LIFE

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>Solano County communities should be vibrant, active, and promote a good quality of life for all residents.</p>	<p>For projects requesting STA administered funding, ensure support facilities such as shade, greenery/urban greening, water, and bike lockers are provided at key system nodes and activity centers.</p> <p>Promote and support consistent signage to identify system segments and provide wayfinding information, including:</p> <ul style="list-style-type: none"> i. Signage to identify system segments and trail names ii. Signage to provide wayfinding information, including connections to the Backbone network
	<p>Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail, the Vine Trail, and the Ridge Trail, and regional parks and recreational areas. Seek out opportunities to use the same facility for both local and regional trails.</p>
	<p>Encourage end-user focused bicycle and pedestrian facility planning at transit facilities and by employment centers, academic institutions, and recreational areas.</p>
	<p>Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map</p> <p>Provide near real-time information on travel times of public transit.</p>

QUALITY OF LIFE (CONT.)

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>Solano communities should be vibrant, active, and promote a good quality of life for all residents.</p>	<p>Continue to provide a financial incentive for the purchase of bicycles to be used for commuting through the Solano Mobility Program.</p>
	<p>Promote active transportation encouragement and education campaigns, through STA's Safe Routes to School Program, Solano Mobility, STA BAC and PAC, and Active Transportation Committee, along with participating member agencies.</p>

ENVIRONMENTAL STEWARDSHIP

Goal	Objective
<p>Solano County’s active transportation system should reduce environmental impacts by promoting sustainable mode shift, reduction of air and noise pollution, vehicle miles traveled, and greenhouse gas emissions.</p>	<p>Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs).</p>
	<p>Develop and implement a plan to improve transportation resources supporting Priority Conservation Areas (PCAs).</p>
	<p>Support sustainable new and emerging zero emission technology by providing fleet demonstration programs, increasing zero emission infrastructure, maintaining a broad information base and securing applicable funding.</p> <ul style="list-style-type: none"> • Work with the Solano Express Transit Consortium (countywide forum of transit and fleet providers) to identify and implement zero emission technologies for transit fleets serving Solano County. • Work with member agencies to identify and implement zero emission technologies for agency owned vehicles, including both heavy vehicles and light-duty on-road vehicles.

ENVIRONMENTAL STEWARDSHIP (CONT.)

Goal	Objective
<p>Solano County’s active transportation system should reduce environmental impacts by promoting sustainable mode shift, reduction of air and noise pollution, vehicle miles traveled, and greenhouse gas emissions.</p>	<p>Seek to provide financial incentives for private acquisition and operation of zero emission vehicles for on-road use. Support development of infrastructure to support privately-operated zero emission vehicles.</p>
	<p>Adopt and encourage Complete Streets principles in Solano County consistent with California Department of Transportation and the Metropolitan Transportation Commission’s Complete Streets policies.</p>
	<p>Reduce greenhouse emissions by encouraging the reduction of vehicle miles traveled and encouraging active transportation.</p>
	<p>Continue to integrate active transportation facility improvements when planning for transit facility improvements to encourage active transportation and first/last mile connections to transit.</p>
	<p>Include green infrastructure in roadway and trail design.</p>
	<p>Ensure that active transportation infrastructure is designed with resiliency to climate hazards in mind.</p>

COLLABORATION

Goal	Objective
<p>Solano County should work collaboratively with local and regional partners to realize shared active transportation values.</p>	<p>Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), other county Transportation Authorities, other transit operators, and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities.</p>
	<p>Maintain separate Bicycle and Pedestrian Advisory Committees to provide different perspectives for the two modes of travel to the STA Board.</p>
	<p>Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all transportation options. Support transportation facilities in Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs.</p>
	<p>Maintain a countywide Active Transportation Plan and support development and maintenance of Active Transportation Plans for member jurisdictions.</p>
	<p>Continue to participate in and support regional public active transportation committees, such as with Caltrans and MTC.</p>

INVEST IN OUR VALUES

Goal	Objective
<p>Solano County and its seven cities take pride in investing in active transportation as an aspect of our community by funding mobility options for residents in their everyday lives.</p>	<p>Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained.</p>
	<p>Coordinate funding from various regional, state and federal sources, including OneBayArea Grants, clean air funds, state bonds, and other sources in order to support appropriate development in PDAs.</p>
	<p>Assist local jurisdictions in identifying and obtaining funds to support planning documents for PDAs. This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.</p>

INVEST IN OUR VALUES (CONT.)

Goal	Objective
<p>Solano County and its seven cities take pride in investing in active transportation as an aspect of our community by funding mobility options for residents in their everyday lives.</p>	<p>Maintain and update the Solano-Napa Activity-Based Model which includes land use forecasts that it can be used to support analysis of the implementation of Sustainable Communities Development projects.</p>
	<p>Continue to work with member agencies to develop selection criteria for active transportation projects.</p>
	<p>Encourage consistency with local jurisdictions to facilitate project implementation and grant-readiness.</p>
	<p>Maximize equitable funding for active transportation projects.</p>



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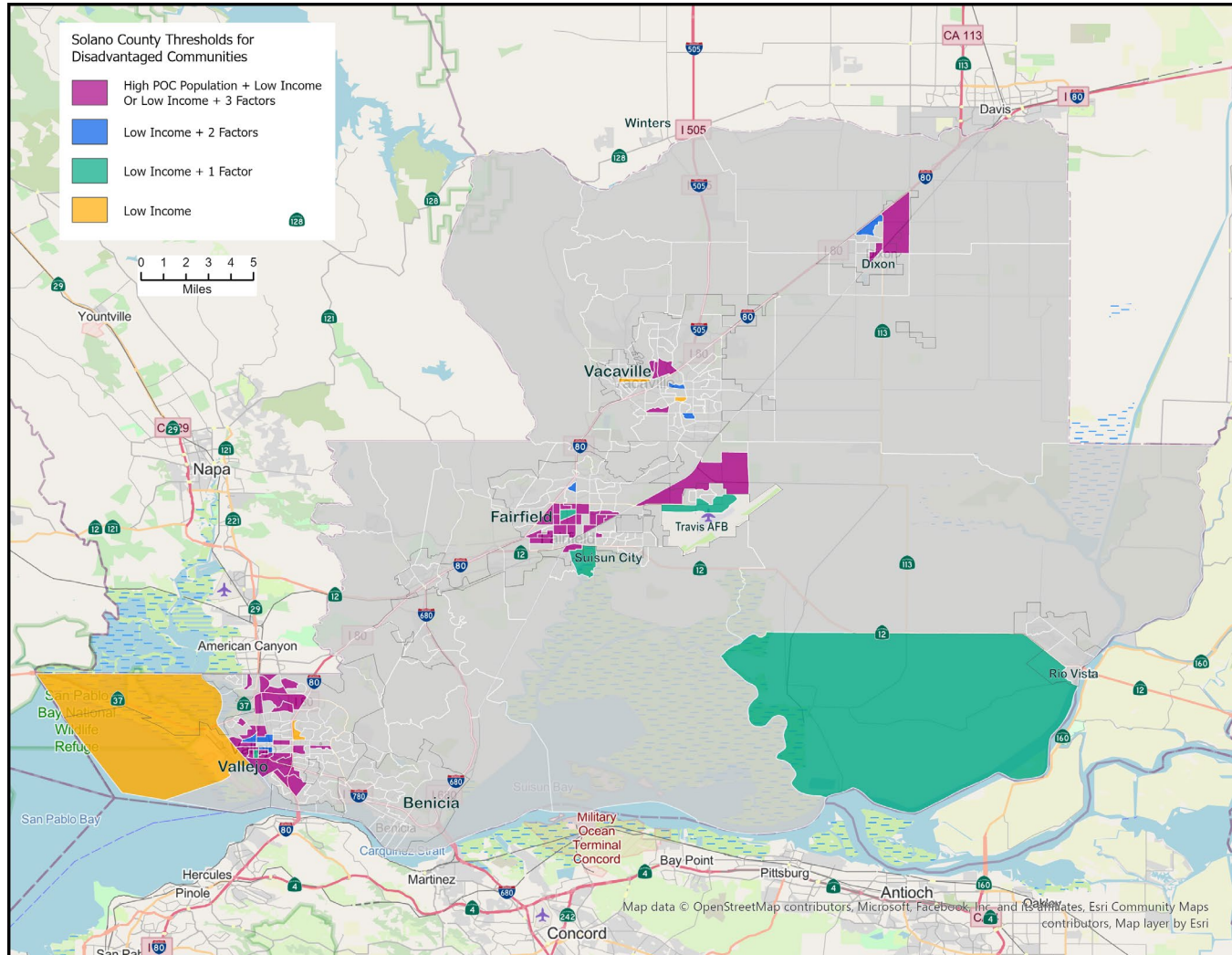
CTP ARTERIALS, HIGHWAYS, AND FREEWAYS ELEMENT - GOALS AND OBJECTIVES

2020 COMPREHENSIVE TRANSPORTATION PLAN

1. Create an Arterials, Highways and Freeways System that improves mobility for all modes of travel (Mobility)
2. Improve system safety (Safety)
3. Maintain the system at an appropriate level (State of Good Repair)
4. Support the creation of Solano County jobs and other locally decided land uses (Economic Vitality)
5. Anticipate and mitigate system construction and operation impacts (Sustainability & Resilience)



NEW GOAL - EQUITY FRAMEWORK (UNDER DEVELOPMENT)



- Disadvantaged/underserved Communities
- Thresholds align with MTC definitions but with local refinements
- Equity considerations will underlie all goals, objectives and performance metrics, as well as project prioritization

MOBILITY

Proposed revisions for discussion (new text in bold):

Goal	Objective
<p>Create an Arterials, Highways and Freeways System that improves mobility for all modes of travel.</p>	<p>Prioritize funds for projects that improve Routes of Regional Significance in an equitable manner.</p>
	<p>Seek consistent width to avoid congestion caused by reduction in number of lanes. Develop and fund projects that eliminate bottlenecks.</p>
	<p>Implement Complete Streets appropriate to the context of the roadway. Implement Complete Streets projects that serve all roadway users, including transit vehicles.</p>
	<p>Implement active transportation facilities that serve all ages and abilities.</p>
	<p>Improve system efficiency through technology prior to adding lanes. Prioritize projects that improve efficiency (e.g., through technology) versus increased capacity.</p>
	<p>Identify and preserve needed rights of way for future transportation projects.</p>
	<p>Develop and implement corridor plans.</p>

SAFETY

Proposed revisions for discussion (new text in bold):

Goal	Objective
Improve system safety	Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average.
	Implement Complete Streets projects that reduce conflicts between vehicles and vulnerable roadway users.
	Fund projects identified through systemic safety analysis to equitably and proactively identify safety enhancing projects.

STATE OF GOOD REPAIR

Proposed revisions for discussion (new text in bold):

Goal	Objective
Maintain the system at an appropriate level	Equitably invest funds to maintain a minimum Pavement Conditions Index (PCI) of Fair and an average rating of Good on the RORS network. Work with Caltrans to ensure that a similar standard is maintained on the State system.

ECONOMIC VITALITY

Goal	Objective
<p>Support the creation of Solano County jobs and other locally decided land uses</p>	<p>Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County.</p>
	<p>Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities.</p>
	<p>Prioritize available funds to support Priority Development Areas (PDAs), and Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs) with special emphasis being given to support for Transit Facilities of Regional Significance.</p>
	<p>Support equitable access to economic opportunities throughout Solano County.</p>

SUSTAINABILITY AND RESILIENCY

Goal	Objective
<p>Anticipate and mitigate system construction and operation impacts</p> <p>Create a sustainable and resilient transportation network.</p>	<p>Special emphasis should be given to Emphasize projects and designs that reduce emissions of criteria pollutants and greenhouse gases.</p>
	<p>Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects.</p>
	<p>Incorporate green infrastructure wherever possible.</p>
	<p>Explore the feasibility of establishing a countywide VMT mitigation program or exchange bank. Reduce or mitigate VMT within Solano County.</p>
	<p>Plan for climate adaptation and resiliency, including analysis of evacuation routes.</p>
	<p>Ensure that environmental impacts of the transportation network are not disproportionately concentrated within Solano County underserved/disadvantaged communities.</p>



1

CTP TRANSIT ELEMENT - GOALS AND OBJECTIVES

Provide Rider Convenience and Choice

- A. Provide access to county and regionally significant population centers, employment and civic amenities
- B. Connect these land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)
- C. Support an **equitable, efficient, and** reliable local and intercity mass transit system that conveniently connects to regional transit systems
- D. Develop and implement programs to coordinate the provision of interregional, intercity and local transit services. When requested, support transit operators who are interested in ~~system~~ and functional consolidation, **service expansion and innovation**
- E. Ensure **accessibility** ~~mobility~~ by providing services for ALL through the programs of *Solano Mobility*
- F. Address “first mile/last mile” gaps **by facilitating multimodal improvements such as mobility hubs**
- G. Increase transit and rideshare usage at a faster rate than population growth **to reduce regional VMT by tracking transit mode-share and passengers per vehicle-revenue hour**
- H. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance
- I. **Implement effective paratransit services for ALL (i.e Solano County Intercity Taxi (ITX) Card program)**

**Public Transit System: includes regional and local buses, rail, and ferry services*

STATE OF GOOD REPAIR

Develop and Maintain Infrastructure

- A. Maintain and develop conveniently located transit and **mobility** facilities ~~and policies~~ that support public transit service and accommodate private transit and support service providers
- B. **Develop policies and** focus transit and **mobility** infrastructure investments into **Mobility Hubs** and Transit Facilities of Regional Significance **to expand commuter shared-ride participation**
- C. ~~Expand commuter shared-ride participation, Identify, construct and expand convenient park-and-ride locations~~ **Mobility Hubs**, improve access to Transit Facilities of Regional Significance and implement an Express Lane system on major freeways
- D. Improve safety by reducing accidents and injuries in the vicinity of Transit Facilities of Regional Significance ~~and develop a strategic plan to address the issue~~ **through the development of a Safe Routes to Transit plan**
- E. ~~Implement effective paratransit services (i.e Solano County Intercity Taxi (ITX) Card program)~~ **[moved to Mobility]**

**Public Transit System: includes regional and local buses, rail, and ferry services*

TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE (2020 CTP)

Legend

Roads
 Local Roads

Transit and Park and Ride Facilities

(Existing Facilities)

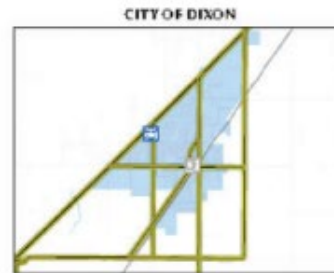
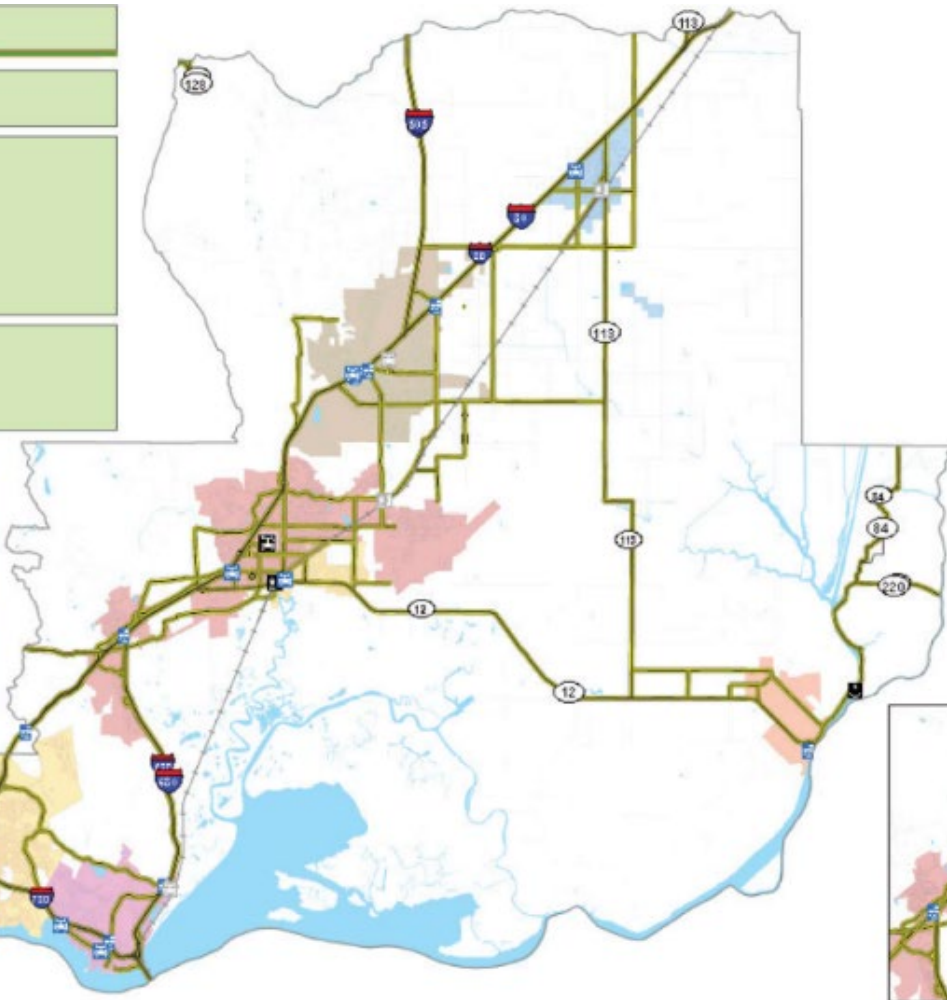
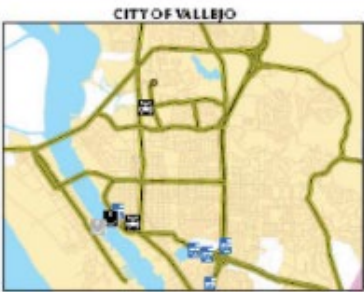
- Regional Commuter Rail Line
- BusRapid Transit and Park & Ride Lot
- BusRapid Transit
- Heavy Rail Station Head
- Park and Ride Lot
- Ferry Facility
- Rail Station

(Future Facilities)

- Future Services (BusRapid Transit)
- Future Ferry Facility
- Future Rail Station

Cities and Major Employment Centers

- Alameda
- Contra Costa
- East Bay
- North Bay
- San Francisco
- San Mateo
- Marin
- Northwest
- South



Facility Name	Location
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Facility Name	Location
Passenger Stations	
Dixon Park and Ride	Dixon
Fairfield Transportation Center	Fairfield
Fairfield-Vacaville-Hannigan Train Station	Fairfield
Suisun City Train Depot	Suisun City
Vacaville Transportation Center	Vacaville
Vallejo Ferry Terminal	Vallejo
Passenger Transfer Sites (Bus)	
Benicia Industrial Park Bus Hub	Benicia
Curtola Park and Ride	Vallejo
Sereno Transfer Station	Vallejo
Vallejo Transit Center	Vallejo
Support Facilities (Bus, Ferry, Rail)	
SolTrans Bus Maintenance Yard	Vallejo
Fairfield and Suisun Transit Bus Maintenance Yard	Fairfield
San Francisco Bay Ferry Maintenance/Fueling Station	Vallejo
Mare Island Strait	Vallejo
Union Pacific Railroad Tracks	Suisun City



SUSTAINABILITY AND RESILIENCY

Create a Sustainable and Resilient Transit Network ~~Help Improve Air Quality~~

- A. Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
- B. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.
- C. Achieve a fully ~~electrified-zero-emission~~ transit and mobility system that enhances air quality, and promotes equitable access to efficient and affordable mobility solutions**
- D. Attain Climate Action Plan for Transportation Infrastructure (CAPTI) goals to encourage mode-shift and reduce Vehicle Miles Travelled (VMT) while increasing person-throughput of transportation network**
- E. Encourage the identification of transportation assets that are vulnerable or at risk of impact from climate change and recommend resiliency improvements**

**Public Transit System: includes regional and local buses, rail, and ferry services*

SERVICE DELIVERY

Fund Vehicles, Facilities and Services

- A. To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
 - i. Ensure all major Transit Corridor Studies are conducted and kept up-to-date including for I-80/I-680/I-780, SR 12, SR 29 and SR 37
 - ii. Conduct Countywide Ridership Surveys every two to three years with specific target surveys of services to improve efficiency and productivity
 - iii. Assist transit operators to obtain and provide more accurate data and reporting
- B. Help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure **for regional service**
- C. Help fund ~~adequate maintenance and~~ strategic expansion of Transit Facilities of Regional Significance
- D. Facilitate informed service and investment decisions and provide decision-makers with timely, accurate and sufficient information
- E. Make investment decisions in partnership with regional and inter-regional transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transportation Authority (WETA) and regional partners such as BART, Metropolitan Transportation Commission, and Caltrans
- F. Participate in regional and mega-regional multimodal corridor studies and implementation on SR-37, I-80, and I-680.
- G. **Facilitate a dynamic, responsive, resilient, and accessible and cost-effective microtransit system that seamlessly integrates into the countywide transportation network**

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DRAFT PRIORITIZATION METHODOLOGY MEMO

DATE: December 3, 2024

TO: Kathrina Gregana | Solano Transportation Authority
Robert Guerrero | Solano Transportation Authority

FROM: Josh Pilachowski | DKS Associates
Erin Vaca | DKS Associates

SUBJECT: STA Countywide Comprehensive Transportation Plan

Project #23x02-025

INTRODUCTION

The purpose of this memorandum is to present an approach for prioritizing the list of projects that were identified as part of the Comprehensive Transportation Plan process. The plan will include projects that have previously been identified as well as newly identified projects, and each project will fall under one or more of the modal elements, including:

- Active Transportation
- Arterials, Freeways, and Highways
- Transit and Rideshare

This approach includes a summary of the prioritization process, identification of prioritization categories, and review of the criteria used for scoring. While the prioritization methodology will be made as universally applicable as possible, it recognizes that there are project and mode specific factors that do not apply to all projects and include a mode specific category that can be customized for each project as relevant. For example, different modes have different average trip lengths, and so their effect on travel patterns will be scored differently.

PRIORITIZATION CATEGORIES

Prioritization categories have been selected to align with the goal and objective statements identified for the plan and for each element. Additionally, there will be two additional categories (Local Needs and Priorities; Mode-Specific Factors) that will allow for some level of customized scoring across projects. The proposed prioritization categories are as follows:

- Mobility and Connectivity – Improving mobility and connectivity for all users of the regional transportation system

- Accessibility – Closing gaps and improving access to key destinations
- Safety – Improving Safety and reducing existing crash rates and severity
- Sustainability and Resiliency – Creating a sustainable and resilient transportation system
- Equity – Investing in an equitable and inclusive transportation system
- System Maintenance – Maintaining existing infrastructure
- Funding – Availability of funds or funding source(s)
- Local Needs and Priorities – Aligning with local transportation needs and priorities
- Mode-Specific Factors – Varies by mode

PRIORITIZATION SCORING CRITERIA

Each prioritization category has been given a recommended scoring criterion based on various factors related to each category. **Table 1** provides scoring criteria that can be applied across all projects regardless of mode. The Regional Transportation Network is a proxy term that refers to a combination of the Routes of Regional Significance, the Active Transportation Backbone Network, and Regional Transit hubs and routes (see attached **map series**).

In addition to the scoring criteria that can be applied to projects regardless of mode, there are scoring criteria that are only relevant to one or more specific modes (see **Table 2**).

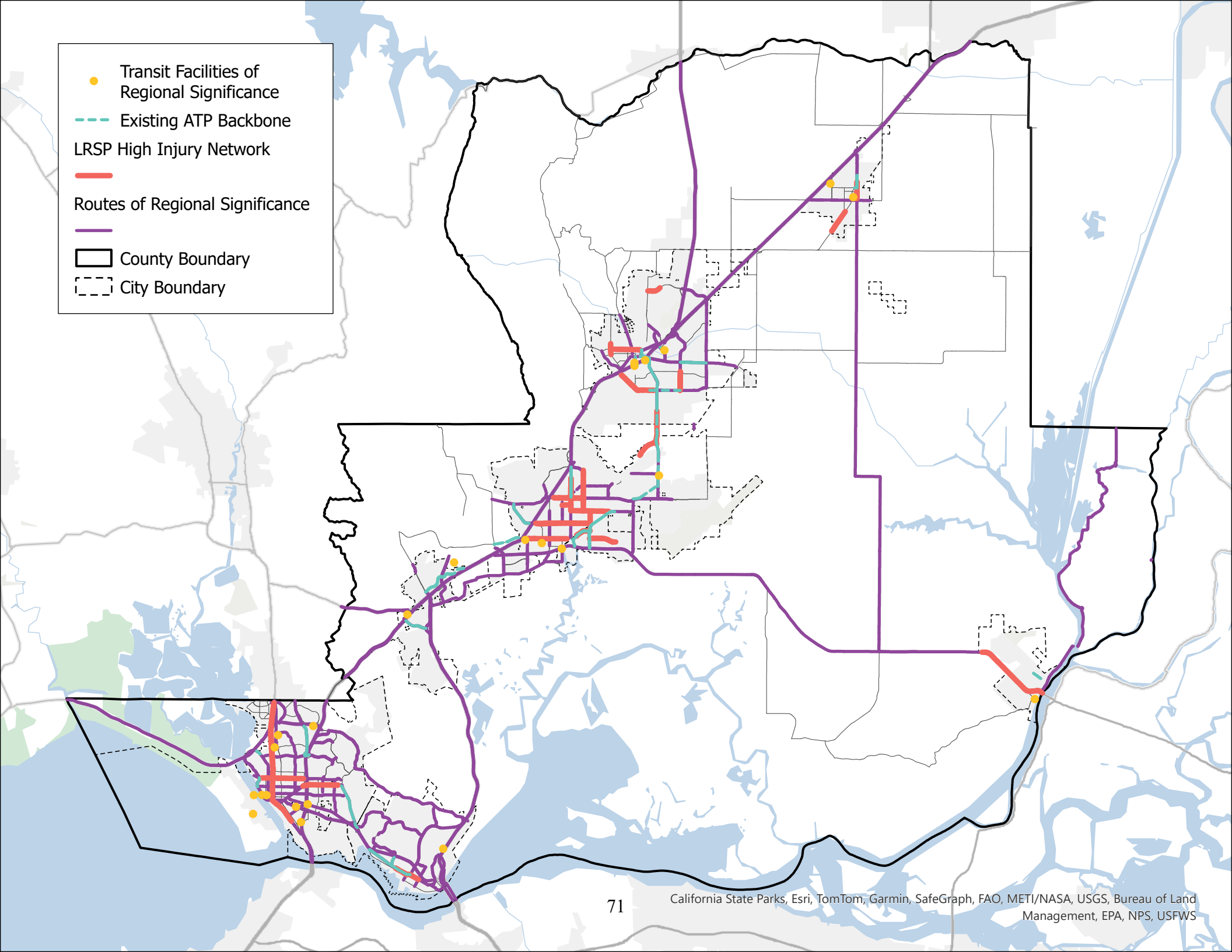
Table 1 - Prioritization Scoring (All Modes)

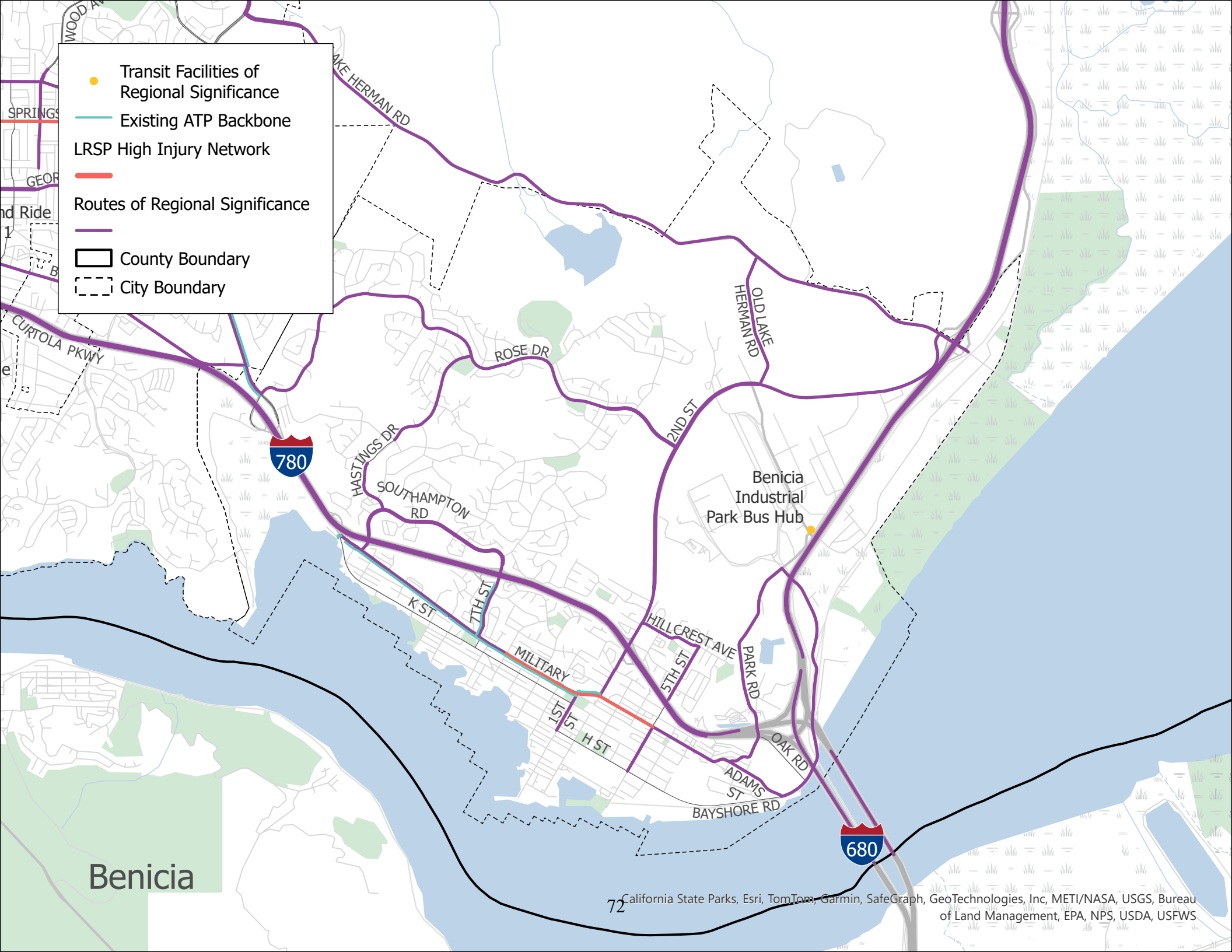
Category	Subcategory	Criteria	Points	Max
Mobility and Connectivity	<i>Multimodal</i>	Adds a multimodal hub to the Regional Transportation Network		12
		Complete Streets project on the Regional Transportation Network		
	<i>Mobility</i>	Eliminates a bottleneck on the Regional Transportation Network		
		Project improves efficiency/throughput without increasing vehicular capacity		
<i>Connectivity</i>	Connects to the Regional Transportation Network			
	Closes a gap in the Regional Transportation Network			
Accessibility	Provides access to key destination (employment, school, transit, essential services, community center) – Gap Closure			5
	Provides access to key destination (employment, school, transit, essential services, community center) – First/Last Mile			
	Improves universal accessibility of existing infrastructure			
	No improvement to accessibility			
Safety	Project located on the High Injury Network and identified in an adopted Local Road Safety Plan, Vision Zero Action Plan safety plan, or other equivalent safety plan			5
	Project located on the High Injury Network but not identified in a safety plan			
	Project is not located on in closer proximity the High Injury Network but is a proven safety countermeasure			
	Project is not safety related			
Sustainability and Resiliency	<i>Alternative Fuel Vehicles</i>	Implements Alternative Fuel Infrastructure		12
		Includes/encourages fleet conversion consistent with Advanced Clean Fleets (ACF) legislation		
		Improve Alternative Fuel Infrastructure		
		No Alternative Fuel Vehicle Involvement		
	<i>VMT Goals</i>	Project supports VMT/GHG reduction		
		Project does not induce VMT or VMT increase is mitigated		
		Project induces VMT		
<i>Resiliency</i>	Improves resiliency of key transportation infrastructure to climate change impacts			
	Identifies resiliency concerns from climate change impacts			
	No relevance to climate change impacts			
Equity	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and 3 or more equity factors			5
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 2 more equity factors			
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 1 more equity factor			
	Project serves/benefits a Census block group meeting only the Solano Low Income Threshold			
	Project is not located within or serves/benefits an STA Equity Priority Community			
System Maintenance	Repair/Replace infrastructure			5
	Update infrastructure to meet current requirements/guidance			
	Planning effort to inventory or identify maintenance needs			
	No maintenance activities involved			
Funding and Project Readiness	<i>Project Stage</i>	Shovel Ready		9
		PS&E		
		PAED/Alternatives Analysis		
		Conceptual		
	<i>Project Funding</i>	Fully funded with Federal or State sources (plus local match)		
		Fully funded with local funds (RTIF, etc.) Not fully funded		
<i>Environmental Clearance</i>	Project environmentally cleared or exempt			
	Project not environmentally cleared and not exempt			
Local Needs and Priorities	Identified in a local plan			5
	Identified through community support/public outreach			
	Not identified through a local planning process			

Table 2 - Prioritization Scoring (Mode Specific)

Category	Subcategory	Criteria	Points	Max
Arterials, Hwys, & Fwys		Project implements improvement identified in a local or countywide evacuation study or the Solano County Safety Element		5
		Project benefits the movement of goods/freight		
		Project addresses a need identified in a corridor plan		
		No impact on car/truck/freight movement		
Bicycle	<i>Separation between Travel Modes</i>	Class I and IV – Greatest Separation		10
		Class II (Buffered bike lanes)		
		Class III (Bicycle Boulevard, not sharrows only)		
		Class II (Bike lanes)		
	No Separation			
	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		
New Facility				
		Achieves LTS 1 or LTS 2 (low stress)		
Pedestrian	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		10
		New Facility		
		Project is LTS 3 or LTS 4		
	<i>Crossing Visibility</i>	Pedestrian Signal		
		Beaconed crossing/RRFB		
		High-visibility crosswalk		
		No visibility improvements		
Transit	<i>Transit Access</i>	Regional or Countywide Transit Center		10
		Construction of new, facility improvement, or access improvement to Local Transit Center		
		Construction of new, facility improvement, or access improvement to Local Transit Stop		
	<i>Transit Utilization</i>	Transit capital investment		
		Transit service hour increase /frequency improvement		
		Transit user assistance		
		Transit user information		
		Transit service marketing		
		No contribution to improving utilization		

- Transit Facilities of Regional Significance
- - - Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- Routes of Regional Significance
- County Boundary
- City Boundary

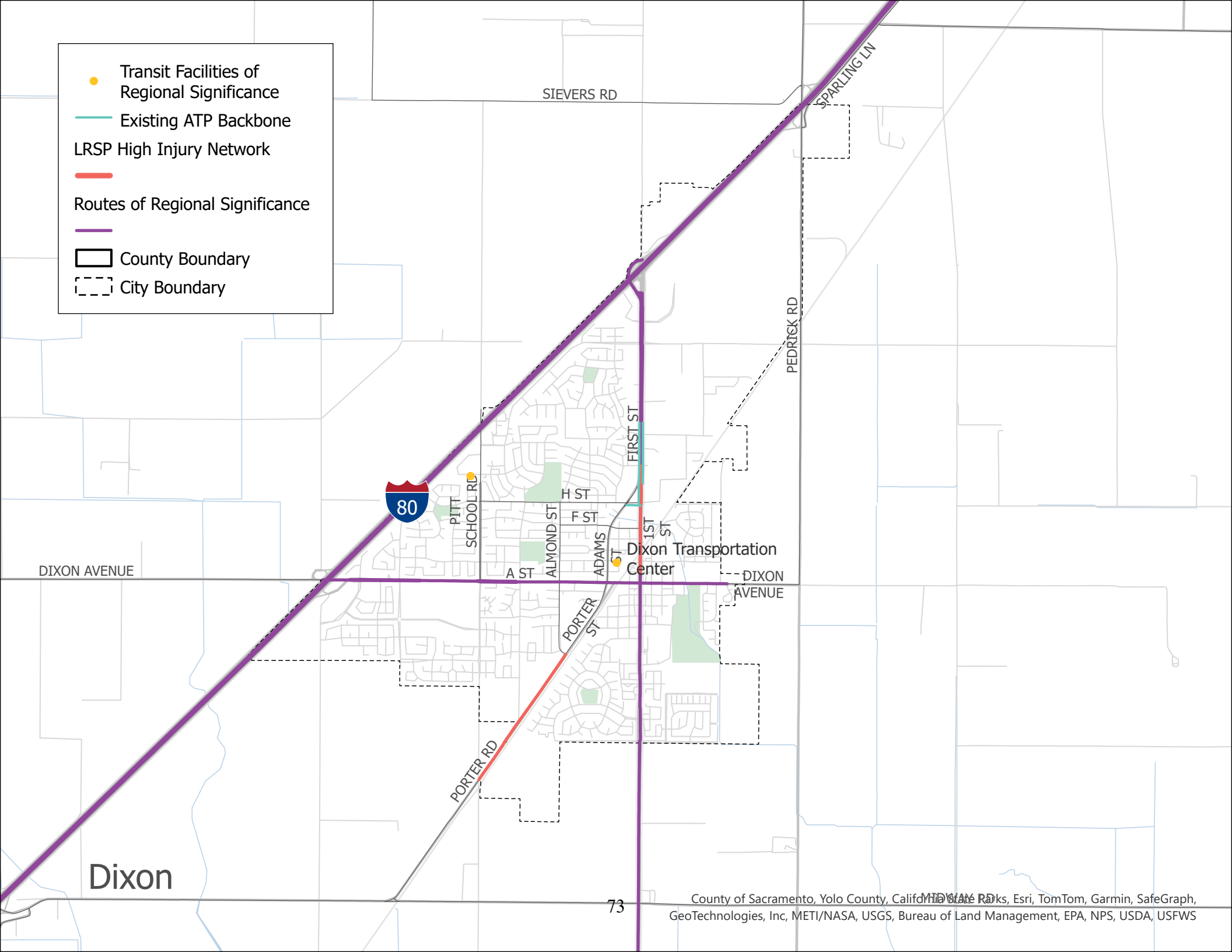




- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- County Boundary
- City Boundary

Benicia

- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- County Boundary
- City Boundary



80

SIEVERS RD

SPARLING LN

PEDRISK RD

DIXON AVENUE

PITT SCHOOL RD

A ST

H ST

F ST

ADAMS ST

FIRST ST

1ST ST

Dixon Transportation Center

DIXON AVENUE

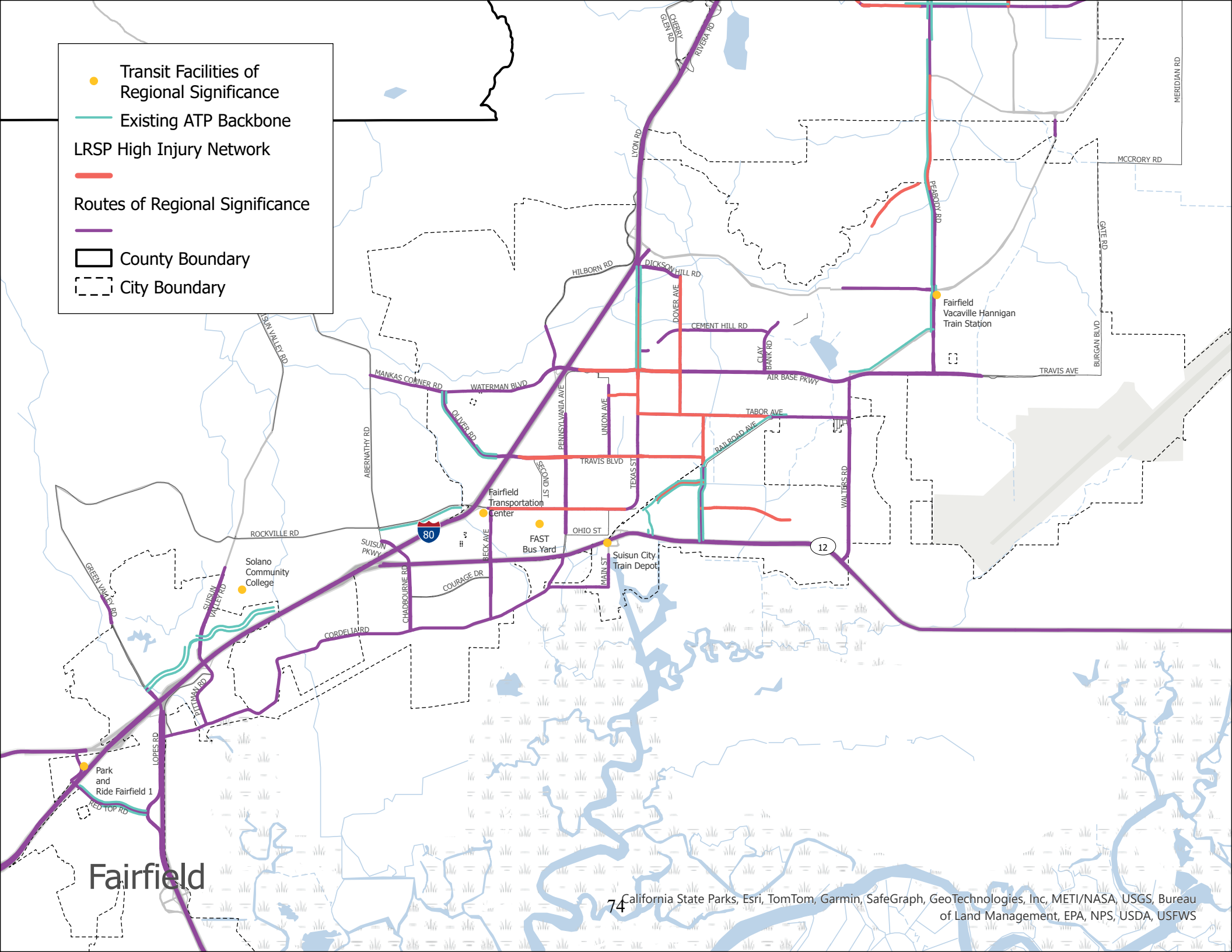
PORTER ST

PORTER RD

Dixon

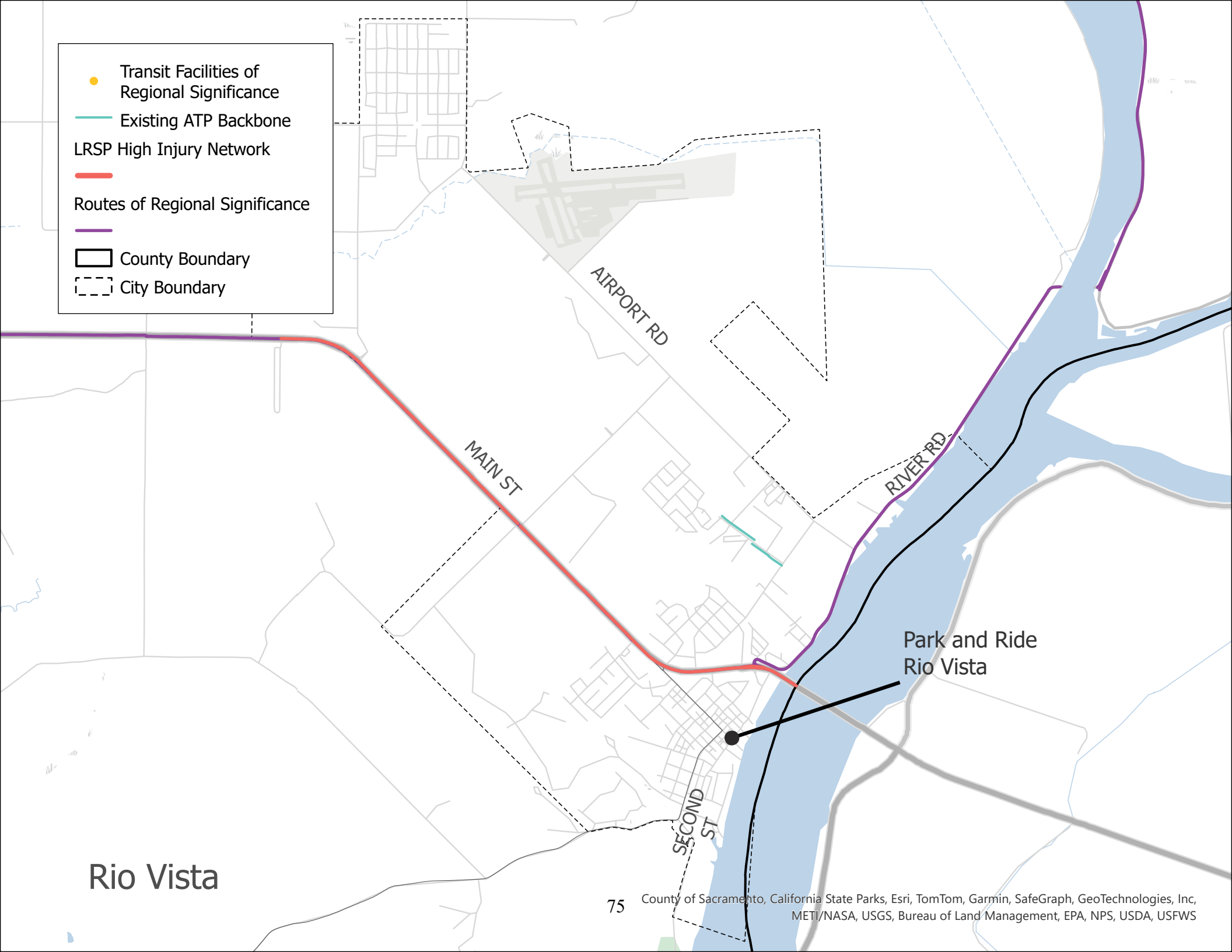
73

- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- Routes of Regional Significance
- County Boundary
- City Boundary



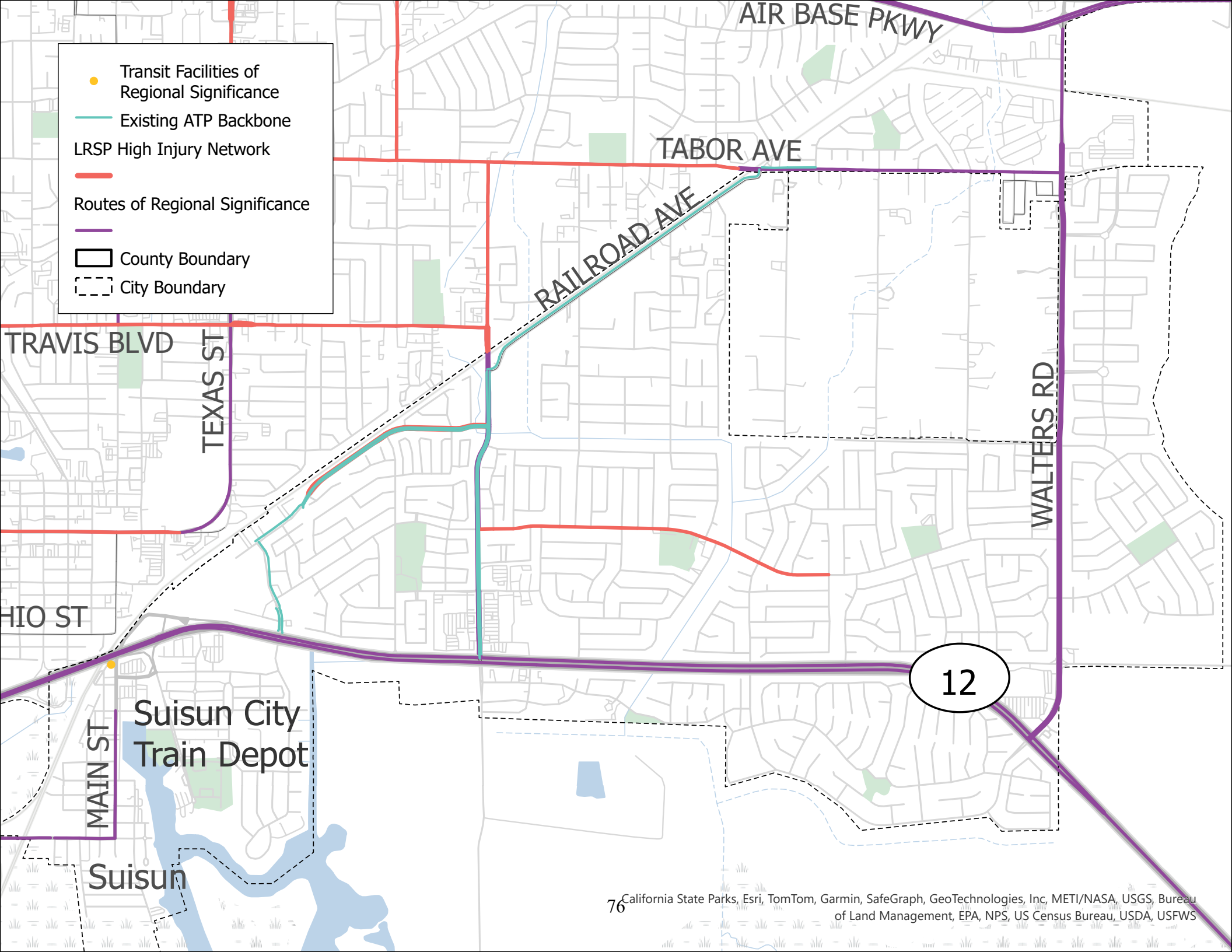
Fairfield

- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- Routes of Regional Significance
- County Boundary
- City Boundary



Rio Vista

Park and Ride
Rio Vista



- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- County Boundary
- City Boundary

AIR BASE PKWY

TABOR AVE

RAILROAD AVE

TRAVIS BLVD

TEXAS ST

WALTERS RD

OHIO ST

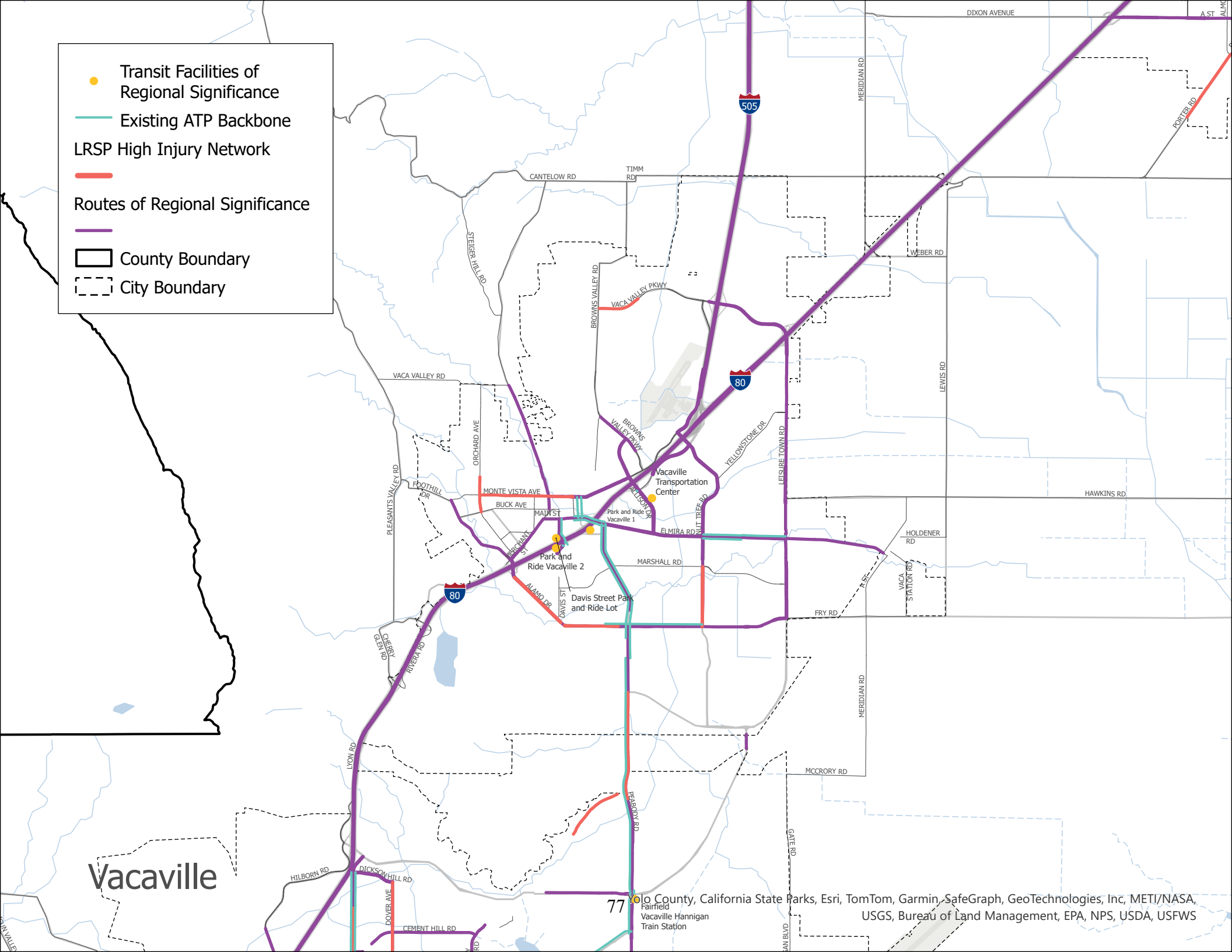
12

MAIN ST

Suisun City Train Depot

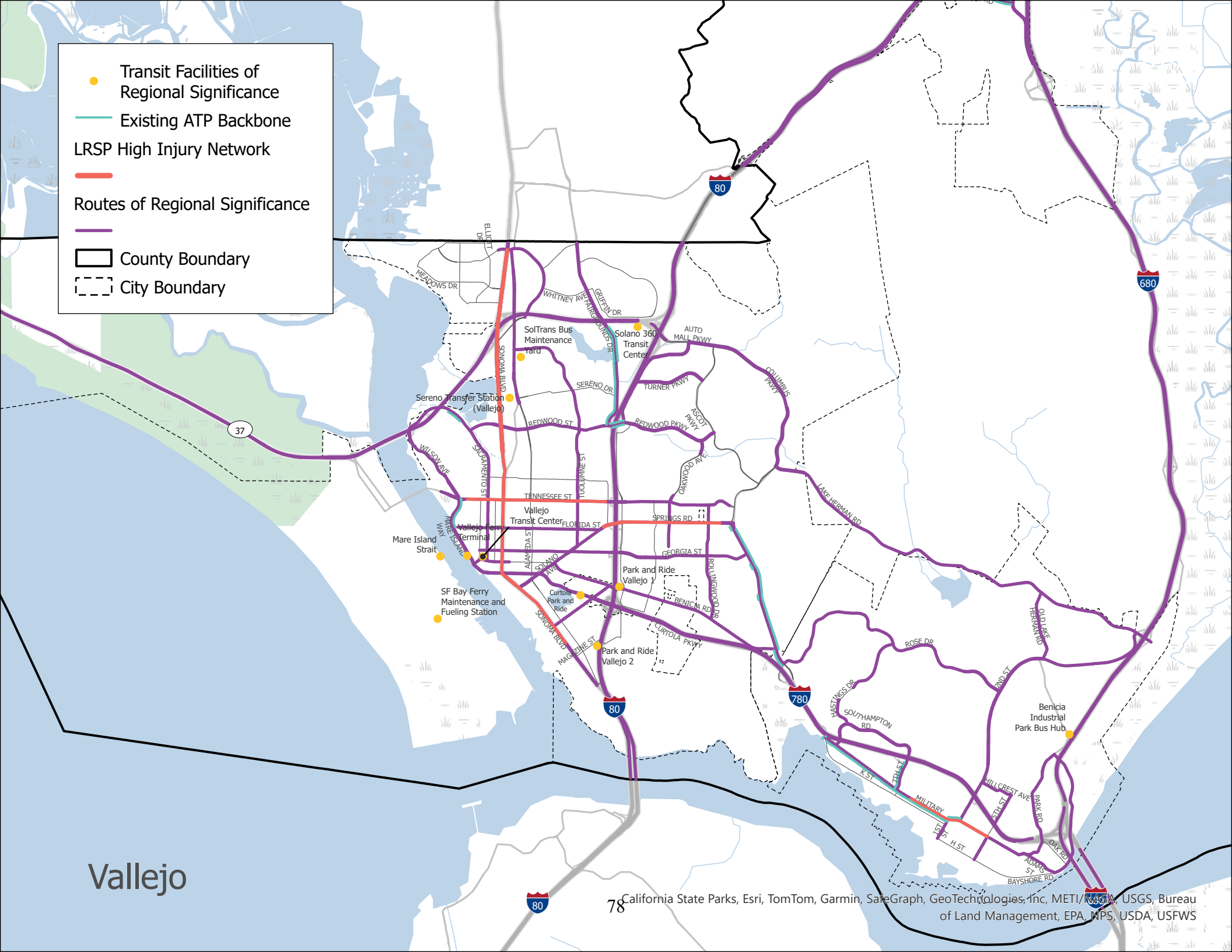
Suisun

- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
-
- Routes of Regional Significance
-
- County Boundary
- City Boundary



Vacaville

- Transit Facilities of Regional Significance
- Existing ATP Backbone
- LRSP High Injury Network
- Routes of Regional Significance
- County Boundary
- City Boundary



Vallejo



DATE: December 4, 2024
TO: STA TAC
FROM: Kathrina Gregana, Associate Planner
RE: Solano Napa North Bay Passenger Rail Feasibility Study – Request for Proposals

Background:

The 2003 Napa/Solano Passenger/Freight Rail Study assessed the economic feasibility of potential passenger rail services on several existing lines between Napa and Solano Counties, including St. Helena, Napa Junction, American Canyon, Vallejo, and Suisun/Fairfield. The study objective was revisited in the 2015 Solano Rail Facilities Plan, which reaffirmed the initial conclusion that passenger services connecting Napa to Solano would be too expensive to deliver with limited ridership.

Since the release of the 2018 California State Rail Plan, the California State Transportation Agency (CalSTA) and Caltrans Division of Rail and Mass Transit (DRMT) have made significant investments in building out the state’s rail network. To further accelerate these efforts, the State recently launched the Corridor Identification and Development Program (Corridor ID Program), which is designed to organize the planning and project development phases of statewide intercity rail planning and develop a phased implementation of projects to position the state to capitalize on larger federal matching opportunities.

Simultaneously, in partnership with the cities of Suisun City and Fairfield, the County of Solano, Capitol Corridor Joint Powers Authority (CCJPA), Amtrak, and Caltrans DRMT, the STA has been advancing the Solano Rail Hub Project, a key mobility hub identified in the State Rail Plan to connect the Capitol Corridor, future Sonoma-Marin Area Rail Transit trains, and regional buses.

Additionally, megaregional projects such as the Link 21 Program and the CCJPA’s Carquinez Strait High Level Bridge Crossing Project are progressing and will have implications to the passenger rail network in Solano County.

In light of the growing focus on rail and the significant benefits of passenger rail service, the City of Vallejo requested a study to assess the feasibility of implementing a passenger rail service within their city.

In May 2024, the STA and the City of Vallejo completed the *2024 Vallejo Passenger Rail Study (Study)*, which primarily focused on assessing the feasibility of passenger rail service within Vallejo and, at a high level, potential connections to nearby communities, including Napa, Fairfield/Suisun City, and Novato. While the report concluded that intra-Vallejo trips were limited and could be better served by bus service in the near-term, the Study identified significant travel demand from Vallejo to the North Bay counties, particularly to Napa County, followed by Solano—via the Solano Rail Hub in Suisun City. This demand presents an opportunity to support an integrated Solano Napa North Bay Passenger Rail Service as outlined in the State Rail Plan.

The Study concluded with a recommendation to work with regional and state partners and appropriate neighboring counties (such as Napa) to advocate for the inclusion of Vallejo rail service in the next update to the California State Rail Plan.

Discussion:

In the Fall of 2024, Napa Valley Transportation Authority (NVTA) and the City of Napa reached out to the STA and expressed interest in partnering on a follow up study that builds upon the recently completed Vallejo Passenger Rail Study report. Given the significant market demand identified between Vallejo and Napa, they wanted to revisit the feasibility of passenger rail service connecting the two counties. They were particularly interested in exploring connections to the State Rail Network since there is a potential for the state to financially sponsor the needed infrastructure upgrades and operational costs for such a passenger rail service. Additionally, they expressed interest in exploring the potential to leverage public-private partnerships to support the implementation and financial feasibility of the proposed service.

Over the past few months, the STA staff worked with the NVTA, the City of Napa and the City of Vallejo, while also engaging in discussions with Caltrans DRMT, to define the objectives of the upcoming study and develop a scope of work. Based on these discussions, the primary focus will be to analyze a broader, integrated Solano Napa North Bay passenger rail network that would connect Vallejo and Napa to the California passenger rail network at the planned Solano Rail Hub in Suisun City.

The objectives of this endeavor will include the following:

- Assessing the feasibility of passenger rail service between Suisun/Fairfield, Vallejo, and Napa
- Evaluating how a proposed passenger rail service can be better integrated into the California State Rail Plan
- Analyzing potential rail service providers and operating models, which may include public-private partnerships

This study will be a joint effort between the STA, the cities of Fairfield, Suisun City, and Vallejo and the cities of American Canyon and Napa. A proposed scope of work can be found in Attachment A.

The Solano Napa North Bay Rail Feasibility Study is estimated to take to one year complete, with an estimated cost of approximately \$200,000. NVTA will contribute \$100,000, and the STA will match this amount with \$100,000 from STAF funds.

Fiscal Impact:

None to the STA Budget. Funding is currently included in the STA Budget for STA’s contribution of \$100,000 with the remaining balance of \$100,000 provided by NVTA.

Recommendation:

Informational.

Attachments:

- A. Solano Napa North Bay Passenger Rail Feasibility Study – Scope of Work

Solano Napa North Bay Rail Feasibility Study

Scope of Work

Desired Objectives:

- Determine the feasibility of passenger rail service between the cities of Fairfield and Suisun City and Vallejo, and the cities of American Canyon and Napa.
- Assess how a proposed passenger rail service can be better integrated into the California State Rail Plan
- Build upon the prior work from the recently completed 2024 Vallejo Passenger Rail Study to analyze a broader, integrated Solano Napa North Bay passenger rail network connecting Vallejo and Napa to the California passenger rail network at the planned Solano Rail Hub (enhancements and upgrades to the current Suisun/Fairfield train station).

Scope of Work

Task 1: Budget and Schedule

Develop detailed project budget and schedule. A Kick-Off Meeting will be held between STA, NVRTA, the cities of American Canyon and Fairfield and Suisun City and Vallejo and the selected consultant to negotiate the final budget and determine the final schedule, including milestones and deliverables, to complete the tasks described in the Scope of Work.

Deliverable: Finalized budget and detailed project schedule

Task 2. Review of Previous Plans and Studies

The Consultant will review recently completed or upcoming rail plans, as well as other plans relevant to the rail corridors being studied. This includes, but is not limited to:

- 1) Napa/Solano Passenger/Freight Rail Study (2003)
- 2) 2019 STA SMART and SolanoExpress Station Rail Feasibility Study
- 3) 2021 Solano Rail Hub Advanced Planning Study
- 4) 2024 Vallejo Passenger Rail Study
- 5) Visit Napa Valley Visitor Profile - <https://www.visitnapavalley.com/about-us/research/>
- 6) [2020 Napa Valley Travel Behavior Study](#)
- 7) 2019 SR-37 Travel Behavior and Transit Feasibility Study
- 8) Active Transportation Plans (NVRTA and STA)
- 9) Comprehensive Transportation Plan (NVRTA and STA)
- 10) Upcoming STA Suisun City and Fairfield Solano Rail Hub Priority Development Area (PDA) Specific Plans

11) City of Vallejo's upcoming Downtown and Waterfront PDA Plan Updates

The Consultant will summarize relevant findings and recommendations from these previous plans and studies to be used for this Project.

Deliverable: Review of Previous Plans and Studies Memo

Task 3. Existing Conditions Report on Facilities and Land Use

The Consultant will conduct a comprehensive review of current rail infrastructure and assess the conditions of the infrastructure for passenger rail operations utilizing the analysis conducted for rail infrastructure in Vallejo in the 2024 Vallejo Passenger Rail Study and the segment between Napa Junction Suisun City in the [2019 SMART Passenger Rail Service Novato to Suisun City](#).

The Consultant will review infrastructure investigations from previous plans and evaluate the scope of needed improvements. This task will involve reviewing existing information from Union Pacific Railroad, SMART, and Napa Valley Railroad, including track charts, planned improvements, and freight train service levels (existing and forecasted future) to understand the existing and future baseline conditions of the infrastructure. Additionally, operations along the rail corridors within the plan study area will be reviewed.

Furthermore, the Consultant will also review existing relevant studies from local agencies to understand the condition of the infrastructure, current and future land use plans, and any existing rail service proposals. Based on this analysis, the Consultant will identify the necessary upgrades to the existing infrastructure and land use and to meet the operational requirements for providing passenger rail services.

The Consultant will also consider current and future transportation projects (such as future roadway projects) or other infrastructure projects (such as utility relocations, etc) that could impact such a potential passenger rail service.

Deliverable: Existing Conditions Report on Facilities and Land Use Memo

Task 4. Market Demand and Conceptual Transit Service Plans

Task 4.1 Market Demand

The Consultant will analyze travel demand data using big data and future travel demand forecasts to identify geographic travel markets and estimate passenger demand within the North Bay passenger rail network and to other areas (to/from Solano Rail Hub, Sacramento Valley, East Bay, et al).

The Consultant will also assess recreational travel demand on potential rail lines. The consultant will collect and review tourist activity to define the total size of the tourism market and characteristics (length of stay, trip origin/destination, existing travel mode, etc.), as well as

forecasts of future activity. In addition, consideration of special event opportunities will also be explored. The consultant will also review the Napa Valley Visitor Profile for this task.

Task 4.2 Assessment of Vehicle Types

The Consultant will assess rail vehicle types and fleet technologies (including alternative near-zero and zero emissions fuel technology) to analyze the vehicle and fleet options for the proposed North Bay passenger rail service. This task will be informed by the information developed in Task 3, market demand analysis, the understanding of current and future freight service, the regulatory options to operate mixed and separated freight and passenger services, and the vehicle options that allow flexibility in service delivery.

A memo will be developed that will document this analysis and provide a recommendation on vehicle type and station design.

Task 4.3 Conceptual Transit Service Plans

The Consultant will develop a conceptual service plan for rail service between the North Bay passenger rail network (Novato- Napa- Napa Junction- Vallejo -Solano Rail Hub) and other potentially viable geographic markets that are found in Task 4.1.

An analysis will be conducted to assess the viability of passenger rail service in the North Bay to/from other viable geographic travel markets. These concepts should dovetail and not conflict with future rail services that may result from the State Rail Plan.

Additionally, the Consultant will conduct an analysis of what type of transit service (i.e., bus, light-rail, heavy-rail, etc) would best meet projected geographic travel markets.

Task 4.4 Operations Infrastructure

The Consultant will identify a set of operational infrastructure projects that will support the Conceptual Transit Service Plans, proposed station locations and layouts, and the operating specifications of the rail vehicle types and fleet technologies. A preliminary cost estimate of these operational infrastructure projects will be developed by the Consultant. This task will be informed by the information developed in Task 3, prior studies, and any other available information from the study partners.

The Consultant will develop a report summarizing their findings.

Deliverable:

- 1) Market Demand Analysis Memo
- 2) Assessment of Vehicle Types
- 3) Conceptual Transit Service Plans Memo
- 4) Operations Infrastructure Memo

Task 5. Potential Governance and Operating Models and Integration to the State Rail Plan and Regional Transportation Plan

The Consultant will conduct an analysis of potential rail service providers and operating models. This could include the Napa Valley Wine Train, Sonoma-Marín Area Rail Transit (SMART), Capitol Corridor JPA, and/or Public-Private Partnerships. Operating models should include standard passenger service, excursion services, and freight service.

The Consultant will also conduct an economic analysis of implementing potential passenger rail service in the context of Priority Production Areas in Napa and Solano Counties as well as each of their existing economic development plans.

Lastly, the Consultant will provide recommendations on how this potential North Bay passenger rail service could be integrated to the California State Rail Plan and Regional Transportation Plan in the context of the recently completed plans.

Deliverable:

- 1) Potential Rail Service Providers and Operating Model Feasibility Analysis.
- 2) Integration to the California State Rail Plan and Regional Transportation Plan Memo

Task 6. Assessment of Community Benefits and Impacts

The Consultant will determine what impacts (both positive and negative) a potential rail service may have on the communities of Napa. This may include:

- Impacts on neighbors and adjacent property owners and compatibility with existing zoning,
- Potential for displacement
- Noise and Vibration Impacts
- Issues around Safety for Vulnerable Road Users
- Economic/Social opportunities or burdens, including affordable housing

The Consultant will develop a report summarizing their findings.

Deliverable: Summary of Community Impacts

Task 7: Proposed Order of Magnitude Capital and Operation Costs

The Consultant will identify the capital investments needed to support project implementation and develop capital cost estimates based on the full list of infrastructure needs as well as a high-level summary of potential funding sources.

Based on the conceptual transit service plans as part of Task 3, the Consultant will identify infrastructure requirements to reliably operate new passenger rail service. We will provide high-level ROM unit prices for capital improvements and ROM operating costs. Operating costs will

be assessed by using the NTD-reported unit operating cost for similar services and then applying those unit costs to the proposed service.

Deliverable:

- 1) ROM Operating Costs
- 2) ROM Costs for Infrastructure Projects

Task 8. Stakeholder Outreach

In close coordination with the Napa Valley Transportation Authority, Solano Transportation Authority, and the City of Napa, the Consultant will prepare materials for stakeholder outreach and conduct interviews to preview the initial draft findings of the study with a focus on understanding stakeholder concerns and support for a new passenger rail service, or new transit service(s) from Solano County into downtown Napa.

A simple project website will also be created that will provide brief project progress updates.

The Consultant will prepare a report on findings from the stakeholder outreach that summarizes efforts and findings.

Deliverable:

- 1) Report on Findings from Stakeholder Outreach

Task 9. Develop Conclusions and Compile a North Bay Passenger Rail Study Report

The Consultant will identify potential challenges and opportunities of a proposed passenger rail service in Napa and determine feasibility and/or fatal flaws; and make a recommendation for next steps. The recommendations will also incorporate future considerations such as the Metropolitan Transportation Commission (MTC) Transit Oriented Communities (TOC) Policy and Mobility Hubs. The Consultant will also compile a North Bay Passenger Rail Study Report. The Consultant will present the findings at the NVTA Board, STA Board, Napa City Council, and Fairfield, Suisun City, and Vallejo City Council.

Deliverable

- 1) Draft and Final Report of North Bay Passenger Rail Study
- 2) Presentation Materials

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DATE : November 14, 2024
 TO: STA TAC
 FROM: Erika Dohina, Program Services Supervisor
 RE: Solano Mobility Call Center 1st Quarter report FY 2024-25

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction.

In February 2014 the STA expanded its services to include the Solano Mobility Call Center and was originally one of four Solano Mobility priorities identified in 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides older adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For the 1st Quarter of FY 2024-25, the Solano Mobility Call Center assisted 2,269 customers in person and over the phone. There were also 49,459 website hits.

The Call Center Activity Quarterly Summary:

- Assisted 132 walk in customers.
- Processed 93 applications received through the Solano Mobility website
- Processed 10 Regional Transit Connection (RTC) Applications
(RTC: A discount ID card that is available to persons with qualifying disabilities. Once qualified, are able to use on fixed-route, BART, and ferry systems throughout the San Francisco Bay Area.)
- Attended 1 event and spoke with 200 Solano County residents
- Geographical breakdown of City of Residence of callers:

Vallejo	36%
Fairfield	22%
Vacaville	18%
Suisun City	13%
Benicia	6%
Dixon	3%
Rio Vista	2%
Other (outside of Solano County)	5%

Even with an average of increase in calls, walk ins and website hits, the Solano Mobility Call Center staff has an average wait time of answering calls in less than 10 seconds and have received multiple compliments for offering this type of service. An estimated 15% of the Call Center calls are over 7 minutes.

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission’s (MTC’s) Blue Ribbon Transit Recovery Task Force. All standards meet the criteria as defined in the evaluation methodology.

STA Connected Mobility Implementation Plan Guidelines, Performance Measures & Benchmark Goals and Objectives

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility’s call center should be oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program should have customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.

Fiscal Impact:

The approved FY 2024-25 budget for the Solano Mobility Call Center programs is \$385,000 funded through FTA 5310 and State Transit Assistance Funds (STAF).

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart: 1st Quarter Comparisons

CALL CENTER ACTIVITY CHART

1st Quarter comparisons

		<u>FY 22/23</u> <u>1st Qtr.</u>	<u>FY 23/24</u> <u>1st Qtr.</u>	<u>FY 24/25</u> <u>1st Qtr.</u>
Public Transportation	Solano Express	374	327	199
	Local Routes	158	124	142
	Travel Training	59	91	5
	Trip Planning	69	142	115
ADA/ PT	ADA/Paratransit	250	225	177
Taxi/PEX	PEX Inquiry	n/a*	427	370
	PEX Add	270	218	198
Private Transit	FIA, Partnership, Northbay	68	33	30
RTC/ Clipper	RTC	n/a*	31	28
	Clipper	n/a* Attachments:	42	32
Programs	GGG	216	322	377
	Microtransit	39	169	181
	Commuter Incentives	113	191	137
	Veterans	29	15	23
Other	Other	141	154	106
	Amtrak/Greyhound	40	45	17
Calls 7+ minutes		193	229	319
Bilingual:		3	6	6
TOTAL CALLS:		2733	2614	2137
Walk-In	RTC App Submitted	11	21	10
	Clipper Senior/Youth	10	12	25
	POYNT Transaction	5	10	15
	SMT Transaction	0	5	4
	Clipper Transaction	14	25	0
	Other	65	51	76
TOTAL WALK-INS		105	124	130
TOTAL WEBSITE VIEWS:		18,593	22,162	49,459

*Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability

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DATE: December 17, 2024
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 10, 2024, the STA Board approved its 2024 Legislative Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2024.

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:

The November 5, 2024, general election brought many changes to the state legislature. Although the official results of the November election are not finalized, there will be at least 30 new members of legislature. On the State Senate side, post-election results show that the Senate is now 30 Democrats and 10 Republicans; and on the State Assembly side, the results show the layout as 60 Democrats and 19 Republicans with one vacant seat.

The state’s 2024-25 budget highlights infrastructure investments, sustainable transit, and clean energy initiatives by allocating \$15.3 billion to the California Department of Transportation (Caltrans), maintaining funding levels from the previous year. The budget includes \$66 million in 2024-25, \$72 million in 2025-26 and \$73 million in 2026-27 from the Public Transportation Account through Caltrans to support Intercity Passenger Rail Program operations. This will enhance existing funding for three state-support intercity passenger rail services operated by Amtrak with Capitol Corridor included. These services have historically relied heavily on fare revenues to support their operations. However, increased operating costs, decreased ridership, and the expiration of limited-term federal funds have resulted in Caltrans experiencing structural budget deficits in recent years.

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

Governor Newsom held a special legislative session on November 7, 2024, to strategize on protecting California’s rights during a second Trump administration. This session, scheduled to convene on December 2, will focus on increasing legal funding for lawsuits concerning civil rights, reproductive freedom, climate action, and immigration. It coincides with the 2025-26 Legislative Session’s organization meeting, where newly elected members will be sworn in. The legislative session formally begins on January 6, 2025, with February 21 as the bill introduction deadline.

In the November 5 general election, all 80 Assembly seats and 20 Senate seats were contested. Democrats retained their supermajority, though Republicans gained ground by flipping two Assembly seats. Statewide ballot measures showed diverse results, with key propositions addressing education, climate, minimum wage, and healthcare drawing mixed outcomes.

Notable measures include the approval of Prop. 2 (education bond) and Prop. 4 (climate bond), while Prop. 32 (minimum wage increase) and Prop. 33 (rent control) were defeated.

The California State Transportation Agency (CalSTA) released a draft update for the Climate Action Plan for Transportation Infrastructure (CAPTI). Established in 2021, CAPTI aims to reduce greenhouse gas emissions in transportation and is undergoing its first update for completion by 2026.

Updates on the following are detailed in Attachment A:

- Legislative Update
- California Election Results
- Statewide Ballot Measure Results
- Local Transportation Measures
- CAPTI Open for Public Comment

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 2025 Appropriations
- Department of Transportation Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



November 21, 2024

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – December 2024**

Legislative Update

On November 7, shortly after former President Trump won the presidential election, Governor Newsom convened a special session of the Legislature to determine how best to protect the rights of Californians over the next four years under another Trump presidency. Specifically, the special session will focus on bolstering the state’s legal funding used to support future lawsuits against the Trump administration to protect California’s civil rights, reproductive freedom, climate action, and immigrant families.

This is the first of many actions that the Newsom Administration plans to take in partnership with the Legislature to build up California’s defenses against an incoming federal administration that has, on several occasions, threatened certain actions against the state.

The special session will convene on December 2, which is also when the Legislature will come in for the first Organizational Session of the 2025-26 Legislative Session, and when newly elected members will be sworn into the Legislature. Legislators will return to Sacramento to officially begin the legislative session on Monday, January 6, 2025. You can find the official deadlines for the upcoming legislative year linked [here](#). The deadline to introduce bills is February 21.

California Election Results

California’s general election was held on November 5, where all 80 Assembly seats were on the ballot along with 20 of the 40 Senate seats. Currently, Democrats have a supermajority in both houses, and these are projected to be maintained. However, Republicans did gain some ground in the State Capitol by flipping two Democratic seats in the Assembly and by likely defeating incumbent Senator Josh Newman (D) with former Assembly Member Steven Choi (R). Additionally, results on several of the statewide ballot propositions suggest some voter shifts on issues including public safety (Prop 36) and the economy (Prop 32). More on these below. The STA State Legislative Delegation will see a major change with Senator Dodd reaching the limit of his term. Senator-elect Cabaldon will now represent STA in the California State Senate. Assembly Member Lori Wilson won re-election and will retain her seat.

Statewide Ballot Measure Results

Please recall that Californians voted on Prop. 1, which was the vehicle for the mental health bond, during the primary election in March. Below is the current breakdown for the November ballot propositions:

- **Prop. 2**, which would institute a \$10 billion education bond, is passing with 58.1% of voters supporting the proposition.
- **Prop. 3**, which would reaffirm the right of same-sex couples to marry, is passing with 62.6% of voters supporting the proposition.
- **Prop. 4**, which would institute a \$10 billion climate bond, is passing with 59.3% of voters supporting the proposition.
- **Prop. 5**, also known as ACA 1 / ACA 10, would lower the voting threshold for local bonds and is failing with 55.4% of voters rejecting the proposition.
- **Prop. 6**, which would end indentured servitude in state prisons, is failing with 53.4% of voters rejecting the proposition.
- **Prop. 32**, which would raise the state minimum wage to \$18 an hour, is failing with 50.9% of voters rejecting the proposition.
- **Prop. 33**, which would allow local governments to impose rent controls, is failing with 60.6% of voters rejecting the proposition.
- **Prop. 34**, which would require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care, is passing with 50.7% of voters supporting the proposition.
- **Prop. 35**, which would make existing tax on managed health care insurance plans permanent, is passing with 67.5% of voters supporting the proposition.
- **Prop. 36**, which would increase penalties for theft and drug trafficking, is passing with 69% of voters supporting the proposition.

Local Transportation Measures

There were also several local ballot measures on the November ballot this year to fund transit and transportation. These measures showed mixed results. We note the likely outcomes below:

- **Madera County Measure T** (Sales Tax - Citizens Initiative – Majority Vote) to fund broad transportation improvements with main focus on streets, roads, and highways. Passing with 52.4 percent.
- **San Diego County Measure G** (Sales Tax - Citizens Initiative – Majority Vote) to prioritize rail and transit for traffic congestion relief. Failing with 48.9 percent.
- **Napa County Measure U** (Sales Tax Extension – 2/3rds Vote) for various uses, including NVRTA transit service. Passing with 72.5 percent.
- **Placer County Measure B** (New Sales Tax – 2/3rds Vote) to primarily fund streets, roads, and highways. Failing with 63.6 percent.
- **City of San Francisco Measure L** (Increased Tax on TNC/AV Rides – Citizens Initiative – Majority Vote) to fund transit operations. Received 56.9 percent, but failed due to another measure receiving more votes (Measure M).

CAPTI Now Open for Public Comment

On November 1, the California State Transportation Agency (CalSTA) released a draft of the actions and descriptions to be included in the updated Climate Action Plan for Transportation infrastructure (CAPTI), which can be found [here](#). The draft actions to be included in the plan are all intended to be completed by the end of 2026. CAPTI was established by CalSTA in 2021 in response to Governor Newsom’s Executive Orders [N-19-19](#) and [N-79-20](#), which mandated the state to take critical steps to reduce greenhouse gas emissions in the transportation industry. As this plan is still relatively new, this is the first time that it will be undergoing an update. CalSTA is encouraging stakeholders to review the draft actions and descriptions for inclusion in the 2025 plan and provide feedback to CAPTI@calsta.ca.gov no later than December 13.

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M E M O R A N D U M

November 22, 2024

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: October and November Report

In October and November, Akin monitored developments in Washington, including the Fiscal Year 2025 appropriations process and federal funding opportunities.

2024 Election Results

On November 6, former president Donald J. Trump defeated Democratic nominee Vice President Kamala Harris. Republicans also won the majority in the Senate and House. In the Senate, Republicans hold 53 seats and Democrats hold 47 seats. In the House, the current margin is 218 Republicans to 213 Democrats with five seats still not called. Congressmen Garamendi and Thompson easily won reelection and California elected Adam Schiff to the Senate.

On November 19, former President Trump announced that he would nominate former Wisconsin Representative Sean Duffy to be the Secretary of Transportation. Duffy represented Wisconsin in the House from 2011 to 2019, serving on the House Financial Services Committee and chairing the Subcommittee on Oversight & Investigations. Prior to his time in Congress, Duffy was the district attorney of Ashland County, Wisconsin for eight years. He has also worked as a contributor at Fox News since 2020. The Senate must vote to approve the nomination. We expect Duffy to be easily confirmed. We expect Trump to nominate the DOT administrators early next year. Those positions also must be approved by the Senate.

Fiscal Year 2025 Appropriations

Congress has returned to Washington for a “lame duck” session. Congress had passed a continuing resolution funding the federal government until December 20 in September. It is not clear if Congress will be able to pass the fiscal year 2025 appropriations bills before December 20 or will be forced to extend funding until next year and the new Congress. Congress does seem poised to pass the National Defense Authorization Act before Christmas, however.

On November 12, House Appropriations Transportation, Housing, and Urban Development (“THUD”) Subcommittee Chairman Steve Womack (R-AR) [met](#) with Interior and Environment Subcommittee Chairman Mike Simpson (R-ID) to discuss the challenges of the FY 2025 THUD appropriations bill and the need for Congress to address the growing transportation deficit. The

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two also discussed the increasingly fragile American highway system and air traffic control shortages. Rep. Womak noted that there may be different opinions regarding whether there is some waste in discretionary programs, but that discretionary spending is vitally important.

Department of Transportation Update

On October 25, the Department of Transportation [announced](#) funding for the 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. This program provides grants on a competitive basis for projects that strengthen surface transportation to be more resilient to natural hazards. There is total funding of \$876 million and an award floor of \$100,000. DOT expects to make 60 awards. Applications for Fiscal Year 2024 and 2025 are due on February 24, 2025. Applications for Fiscal Year 2026 are due on February 24, 2026.

On October 28, the Department of Transportation [announced](#) \$10 million in funding for the Regional Infrastructure Accelerator (“RIA”) Program. RIA grants assist entities in developing improved infrastructure priorities and financing strategies for accelerating project development. There are 10 expected awards. This opportunity has an award floor of \$1 million and an award ceiling of \$1.5 million. Public entities are eligible to apply, and applications are due on January 9, 2025.

On November 1, the Department of Transportation [announced](#) \$1.5 billion in funding for FY 2025 National Infrastructure Investments. This Notice of Funding solicits applications for projects funded under the Local and Regional Project Assistance Program (“RAISE”). The RAISE program provides grants for surface transportation infrastructure projects with significant local or regional impact. DOT will award grants for both planning and construction and expects to make about 150 awards with an award ceiling of \$25 million. Applications are due on January 30, 2025.

On November 14, the Federal Highway Administration [announced](#) the award of \$1.2 billion to 39 State Departments of Transportation under the Low Carbon Transportation Materials Discretionary Grant Program. These investments will support clean manufacturing and pollution reduction from production of concrete, steel and other bedrock materials. The California Department of Transportation received \$31,933,577 in grant funding.

On November 15, the DOT [announced](#) \$172 million in grants to 257 communities through the Safe Streets and Roads for All (“SS4A”) program. This is the third and final round of 2024 awards that will be announced this year through the program. The City of Vacaville was [awarded](#) \$11 million in funding to implement roadway safety and multimodal improvements to facilitate

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access to key community destinations such as businesses, retail, health care clinics, and public amenities.

Bills of Interest

On October 8, Rep. Haley Stevens (D-MI) introduced [H.R.9951](#) in the House. The bill would direct the Secretary of Commerce and the Administrator of the EPA to provide for collaboration between the Economic Development Administration and the EPA to promote economic development of environmentally contaminated sites. Rep. Frank Mrvan (D-IN) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure, Committees on Financial Services, and Committee on Energy and Commerce.

On October 18, Rep. Summer Lee (D-PA) introduced [H.R.9998](#) in the House. The bill would require the Secretary of Transportation to issue a final rule setting minimum structural standards for railroad bridges. There are 22 [cosponsors](#) for this bill. The bill was referred to the Committee on Transportation and Infrastructure.

On November 1, Rep. Virginia Foxx (R-NC) introduced [H.R.10087](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide for certain procedures following the declaration of a major disaster. Specifically, the bill would require that within 30 days after the declaration of a major disaster, the President establish an emergency recovery board to review the recovery process, submit a report to Congress detailing barriers that Federal and State governments may remove to aid recovery, and provide recommendations on regulatory changes to aid recovery. Additionally, the bill would require the President to install technological improvements to facilities impacted by major disasters, including repair, restoration, reconstruction and replacement. Reps. Morgan H. Griffith (R-VA) and Richard McCormick (R-GA) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure.

On November 15, Rep. Clay Higgins (R-LA) introduced [H.R.10134](#) in the House. The bill would establish a Commission on Federal Natural Disaster Resilience and Recovery to improve the efficiency of the Federal Government's approach to natural disaster recovery. The Commission, composed of 15 members, would recommend legislative reforms to improve the efficiency and budget funding of Federal agency programs and activities supporting disaster recovery. The Commission may request information from any Federal agency, submit reports to Congress with a complete list of federally funded disaster recovery programs, and supply short- and long-term policy recommendations to aid in increased government response efficiency. There are no cosponsors for this bill. The bill was referred to the Committee on Transportation and Infrastructure.

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DATE: December 6, 2024
 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.	Regional Infrastructure Accelerator Program https://www.grants.gov/search-results-detail/356875	\$10M	January 9, 2025
2.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program https://grants.gov/search-results-detail/356890	\$1.5B	January 30, 2025
3.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program https://www.fhwa.dot.gov/environment/protect/discretionary/	\$876M	February 24, 2025
4.	San Francisco Bay Water Quality Improvement Fund https://www.grants.gov/search-results-detail/356855	\$2M	April 17, 2025
State			
1.	California's Electric Vehicle Charger Reliability and Accessibility Accelerator Program https://www.grants.ca.gov/grants/californias-electric-vehicle-charger-reliability-and-accessibility-accelerator-evc-raa-program/	\$59M	January 9, 2025
2.	Fiscal Year 2025-26 Sustainable Transportation Planning Grant https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	\$37.7M	January 22, 2025

Fiscal Impact:

None.

Recommendation:

Informational.

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