



**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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Email: info@sta.ca.gov ♦ Website: sta.ca.gov

**TECHNICAL ADVISORY COMMITTEE (TAC)**

**1:30 p.m., Wednesday, November 20, 2024**  
**STA Office – 3<sup>rd</sup> 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>
<b>1. CALL TO ORDER</b>	Daryl Halls
<b>2. APPROVAL OF AGENDA</b>	
<b>3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 – 1:40 p.m.)</b>	
<b>4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:40 – 1:50 p.m.)</b>	
✓ STA Projects Update	Nick Burton
• SR 37 Fairgrounds Drive Improvement Project Update	
• I-80, I-680, SR12 Interchange Phase 5	Robert Guerrero
✓ STA Comprehensive Transportation Plan Update	
<b>5. CONSENT CALENDAR (1:50– 1:55p.m.)</b>	
<u>Recommendation:</u>	
Approve the following consent items in one motion.	Johanna Masielat
<b>A. Minutes of the TAC Meeting of September 25, 2024</b>	
<u>Recommendation:</u>	
Approve TAC Meeting Minutes of September 25, 2024	
<b>Pg. 5</b>	

**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
							<u>Nick Burton</u> STA

## 6. ACTION NON-FINANCIAL ITEMS

- A. STA Draft 2025 Legislative Platform and Priorities Recommendation:** Sean Person  
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  
(1:55 – 2:00 p.m.)  
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## 7. ACTION FINANCIAL ITEMS

- A. Fiscal Year 2023-24 Regional Transportation Impact Fee Annual Report** Jasper Alve  
Recommendation:  
Forward a recommendation to the STA Board to adopt the 11<sup>th</sup> RTIF Annual Report for fiscal year 2023-24 as shown in Attachment E.  
(2:00– 2:10 p.m.)  
**Pg. 25**

- B. State Route 37/Fairgrounds Drive Interchange Improvements Project – Updated Funding Plan** Nick Burton  
Recommendation: Jasper Alve  
Forward a recommendation to the STA Board to approve the following:
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 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.
- (2:10 – 2:20 p.m.)  
**Pg. 45**

## 8. INFORMATIONAL ITEMS – DISCUSSION

- A. State Route (SR) 12 and SR 113 Corridor Updates** Leslie Gould  
(2:20-2:25 p.m.)  
**Pg. 51**
- B. Routes of Regional Significance Update** Leslie Gould  
(2:25-2:30 p.m.)  
**Pg. 53**
- C. Plan Bay Area 2050 Update** Robert Guerrero  
(2:30 -2:35 p.m.)  
**Pg. 61**
- D. Solano Rail Hub Residential Cluster Priority Development Area Plan and Solano Priority Production Area Plan – RFP Process Update** Kathrina Gregana  
(2:35 -2:40 p.m.)  
**Pg. 63**

- E. **2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year** Dulce Jimenez  
(2:40 -2:45 p.m.)  
**Pg. 65**
- F. **\$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update** Dulce Jimenez  
(2:45 -2:50 p.m.)  
**Pg. 69**

**NO DISCUSSION**

- G. **Solano Mobility Programs Annual Report for FY 2023-24—Older Adults and People with Disabilities Programs** Debbie McQuilkin  
**Pg.73**
- H. **Legislative Update** Sean Person  
**Pg.85**
- I. **Summary of Funding Opportunities** Jasper Alve  
**Pg.91**

**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**

- 6. TDA Article 3 Call for Projects
- 7. TFCA Call for Projects
- 8. Draft Safe Route to School (SR2S) Plan

**10. ADJOURNMENT**

No meeting in October. The next regular meeting of the Technical Advisory Committee 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.

**Meeting Schedule for the Calendar Year 2025**

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

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**September 25, 2024**

**1. CALL TO ORDER**

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

**TAC Members**

<b>Present:</b>	Neil Leary (Zoom)	City of Benicia
	Diane Feinstein for Savita Chaudhary (Zoom)	City of Fairfield
	Krystine Ball (Zoom)	City of Rio Vista
	Noaue Vue	City of Suisun City
	Melissa Tigbao	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

**TAC Members**

<b>Absent:</b>	Christopher Fong	City of Dixon
	Brian McLean	City of Vacaville

**STA Staff and**

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Stewart Bruce	Solano County
	Nick Burton	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Mark Helmbrecht	City of Vallejo
	Dulce Jimenez	STA
	Daniel Machado	Solano County
	Johanna Masiolat	STA
	Sean Person	STA
	Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Nouae Vue, and a second by Melissa Tigbao, the STA TAC approved the agenda. (6 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

- ✓ Watershed Hydrological Study presented by Stewart Bruce, Solano County
- ✓ STA Projects Update presented by Nick Burton, STA
  - SR 37 Fairgrounds Drive Improvement Project Schedule
  - Westbound Truck Scales Project Update
  - I-80 Express Lanes Pilot Project

**5. CONSENT CALENDAR**

On a motion by Diane Feinstein, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Item A and B. (6 Ayes)

**A. Minutes of the TAC Meeting of August 28, 2024.**

Recommendation:

Approve TAC Meeting Minutes of August 28, 2024.

**B. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – October 2024, which includes the TDA Claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville**

Recommendation:

Forward a recommendation to the STA Board to approve the October 2024 TDA Matrix for FY 2024-25, which includes the TDA claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville as shown in Attachment B (revised).

**6. ACTION NON-FINANCIAL ITEMS**

**A. None.**

**7. ACTION FINANCIAL ITEMS**

**A. None.**

**8. INFORMATIONAL ITEMS**

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

Nick Burton 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 Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Arterials, Highways, and Freeways, and Transit Elements**

Robert Guerrero provided an update to the meeting schedule of the subcommittees slated in 2025. He noted that the CTP priority focus between now and December 2024 is for member agencies to identify and draft their list of priority projects and programs for the Arterials Highways and Freeways and Transit Elements. In addition, Mr. Guerrero commented that the CTP update effort will include a public outreach plan to garner feedback from the community on their transportation needs that they would like to see reflected in the plan. The prioritized projects list will incorporate the public feedback that will be received.

**NO DISCUSSION**

- C. Solano Mobility Programs Annual Report for Fiscal Year (FY) 2023–24  
Employer/Commuter Programs**
- D. Solano Express Fourth Quarter Report for Fiscal Year (FY) 2023-24**
- E. Legislative Update**
- F. Summary of Funding Opportunities**

**9. FUTURE TAC AGENDA TOPICS**

**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, September 25, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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DATE: November 19, 2024  
TO: STA TAC  
FROM: Sean Person, Legislative Assistant  
RE: STA Draft 2025 Legislative Platform and Priorities

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**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:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform 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.

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. Staff requests that the Solano Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) review the Draft 2025 Legislative Platform for comment at their meetings in November. It is requested that edits be provided in writing. Staff proposed edits to the Platform are shown with tracked changes (Attachment A). The Final Draft of the STA's 2025 Legislative Platform will be recommended on the December 2024 agenda of the Consortium and TAC for approval by the STA Board at their January 8, 2025 meeting.

**Fiscal Impact:**

None.

**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

Attachments:

- A. STA's Draft 2025 Legislative Platform and Priorities with Tracked Changes

Solano Transportation Authority  
2025 Legislative Platform



**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 [Federal Facility](#) (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](#)
  - [Fairground Dr Interchange](#)
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- ~~Electrification~~ [Zero-Emission](#) of ALL Transit Operators
- ~~Electrification of Freight~~ [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
  - [Mare Island Interchange](#)
- ~~Electrification~~ [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)

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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
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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
  - ~~Participate in the California Integrated Travel Project (Cal-ITP) Pilot Program~~ Explore integration of the Clipper Card system with Cal-ITP and Regional and Local Transit operators for enhanced passenger, accessibility, convenience, and inter-agency transfers 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~~)
  - ~~b-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. ~~(Specifically: I-80 Managed Lanes, I-80/I-680/SR-12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for Solano Express, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).~~
3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
  - a. ~~Transit Electrification 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 Solano County Rail Hub:~~ planning/design studies to advance the development of [the Solano County Rail Hub](#) ~~this~~ 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.
- ~~5-6. 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.~~
- ~~6-7. Oppose efforts to reduce or divert funding from transportation projects.~~
- ~~7-8. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.~~
- ~~8-9. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.~~
- ~~9-10. 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~~

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SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

~~10.11.~~ 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).

~~11.12.~~ Monitor the Implementation of California Air Resources Board (CARB) Advanced Clean Cars II Regulations, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035.

~~12.13.~~ 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.

~~13.14.~~ 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

~~14.15.~~ 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.

~~15.16.~~ Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force ~~and the Transportation Revenue Measure Select Committee Recommendations-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.

~~16.17.~~ Support efforts to ensure Solano County receives its fair share of federal transportation funding from ~~the~~ state and region.

~~17.18.~~ 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.

~~18.19.~~ Support establishment and operation of a regional Express Lanes network ~~by the~~ Bay Area Infrastructure Financing Authority (BAIFA), ~~that includes~~ ~~which includes~~ I-80 in Solano County and connects the Bay Area region to Sacramento.

19-20. 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.

20-21. Monitor legislation which impacts STA’s statutory authority to serve as the Countywide Transportation Planning and Congestion Management Agency (CMA) for Solano County, ~~and countywide transportation planning.~~

DRAFT

## LEGISLATIVE PLATFORM

### 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](#), [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 ~~#12~~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 -and a three prong approach for~~ installation of more consumer level chargers, electrification of freight vehicles and ~~support 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. Monitor the Implementation of California Air Resources Board (CARB) Advanced Clean Cars II Regulations: which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2025 (Objective #11)~~
- ~~10-9.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality, and enhance economic development.
- ~~11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.~~
- ~~12-10.~~ Support TIRCP Funds that fund transit electrification ~~rail-crossing eliminations~~, 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 PEPRA/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.
- 6.7. [Monitor and support state legislation that streamlines CEQA for transit and active transportation projects, including expanding the list of statutorily exempt projects.](#)
- 7.8. 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.
- 8.9. 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.

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#### 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.](#)
- ~~2-5.~~ [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, ~~and~~ Strengthening Mobility and Revolutionizing Transportation (SMART) ~~grant programs and~~ [Advanced Transportation Technologies & Innovative Mobility Deployment grant programs.](#)
- ~~3.~~
- ~~4-7.~~ Protect Solano County's statutory portions of state highway and transit funding programs.
- ~~5-8.~~ Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs, and projects.
- ~~6-9.~~ 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.
- ~~7-10.~~ 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.

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- ~~8-11.~~ 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](#) ~~Transportation Development Act Task Force~~.
- ~~9-12.~~ Support legislation that increases the overall funding levels for transportation priorities in Solano County.
- ~~10-13.~~ Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.
- ~~11-14.~~ Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
- ~~12-15.~~ 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)
- ~~13-16.~~ Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
- ~~14-17.~~ 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 [electrification-zero-emission technology](#) of freight. (Objective #~~17~~[18](#))
- ~~15-18.~~ Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
- ~~16-19.~~ Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
- ~~17-20.~~ 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)
- ~~18-21.~~ 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)
- ~~19-22.~~ 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.

~~20-23.~~ 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

~~21-24.~~ 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.

~~22-26.~~ 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.

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## 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 ~~Continue~~ 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 IJJA 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 IJA [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 ~~electrification-zero-emission of~~ 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 ~~electrification-zero-emission~~ of freight.

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DATE: October 31, 2024  
TO: STA TAC  
FROM: Jasper Alve, Project Manager  
RE: Fiscal Year 2023-24 Regional Transportation Impact Fee Annual Report

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**Background:**

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

The RTIF Program collects impact fees in the County from five geographic RTIF districts. Each district is governed by a working group. These working groups, which are comprised of City and County staff, make recommendations to the STA Board for projects to be funded with revenue from the RTIF. RTIF revenues are distributed to the five geographic districts, as well as two additional districts that are specifically for regional transit and county road improvements. The transit working group is comprised of local transit operator staff, while the county road improvements working group is comprised only of staff from the County. The working groups are required to meet at least once a year.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires the County to update the Nexus Study of the PFF Program every five years. The most recent update to this Study was completed in April of 2019. Included in this update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the average annual revenue of the RTIF from \$1.2 million to over \$2 million per year. The County of Solano, in partnership with the seven cities in the County, approved the new RTIF fee schedule, which went into effect starting on October 6, 2019. Since the RTIF Program was established in 2013, the RTIF Program has generated a total of \$24.180 million in revenue.

**Discussion:**

*RTIF Annual Revenue*

The RTIF Program for fiscal year (FY) 2023-24 generated close to \$3.610 million in revenue. This year’s revenue grew compared to FY 2022-23 revenue by 21 percent from \$2.996 million. Attachment A shows a graph of the annual RTIF revenue since the Program started collecting impact fees. What’s apparent from this attachment is that the highest annual revenue collected was in FY 2020-21 at \$4.626 million. Be that as it may, since the RTIF fee was increased to \$2,500 per DUE, the Program’s annual revenue has averaged, from FYs 2019-20 through 2023-24, close to \$3.415 million.

The amounts of RTIF revenues collected from each RTIF district for the year differ. Attachment B highlights these differences. RTIF district 1 continues to generate the most with \$1.577 million in revenue for the year. This is followed by RTIF districts 5 and 3 with, respectively, \$819,547 and \$786,873 revenues. District 6 for transit improvements and district 7 for county road improvements were each allocated \$180,530 in RTIF revenue. Meanwhile, revenues from districts 3 and 4 were, respectively, \$50,951 and \$14,385. Year-over-year (YoY) comparison as depicted on Attachment C, however, shows that revenues from districts 2 and 5 grew the most from FY 2022-23. Specifically, district 2's revenue almost tripled from \$227,834, while district 5's revenue doubled from \$410,729.

RTIF revenues from the third and fourth quarter total, respectively, \$1.898 million and \$950,101. The third quarter revenue is relatively high because it includes revenues from the City of Fairfield for the first and second quarter.

#### *RTIF Annual Working Group Meeting*

STA staff met with staff comprising each RTIF working group from April through June 2024 to go over project status and project recommendations. Several working groups, including those representing districts 1, 2, 5, and 6, did not propose any projects to the STA Board for RTIF funding. However, the working group from district 3 comprising of staff from Solano County and cities of Benicia and Vallejo, proposed to program RTIF funds totaling \$493,455 to the State Route 37/Fairgrounds Drive Interchange Improvements Project located in the City of Vallejo. The County also recommended to program district 7 RTIF funds to the same project in the amount of \$469,867. Meanwhile, staff from the City of Fairfield and Solano County comprising the working group from district 4, proposed to commit an additional \$175,000 of RTIF funds to the West Texas Complete Streets Project. Altogether, a total of \$1.138 million in RTIF funds were committed to the two infrastructure projects.

#### *RTIF Funding Available*

The amounts of RTIF funds that are available to each district to program to an eligible project are listed in Attachment D. District 1 has the highest uncommitted funds available at \$1.536 million, followed by districts 5 and 6 with, respectively, \$1.284 million and \$700,919. Meanwhile, districts 2, 4, and 7 have, respectively, \$415,280, \$169,285, and \$142,420 in uncommitted RTIF funds. Combined, these uncommitted funds total \$4.248 million, which is roughly 17 percent of the total RTIF revenue collected since the inception of the Program.

#### *Progress in Fiscal Year 2023-24*

Despite the challenging market conditions that existed during the fiscal year for real estate developments, this year's annual revenue of the RTIF Program has strengthened. YoY since FY 2020-21, the annual RTIF revenues have declined from \$4.626 million to \$3.657 million in FY 2021-22 to \$2.996 million in FY 2022-23. This downward trend was reversed with the positive growth in revenue for FY 2023-24.

The STA also obtained eligibility approval from the California Transportation Commission for the Local Partnership Program (LPP) – Competitive Program (CP). The CP of the LPP requires eligible agencies to have an adopted impact fee program dedicated solely to fund transportation improvements. The RTIF qualifies as an impact fee for eligibility purposes in accordance with the CP guidelines. All local agencies in the County are now eligible to apply for the LPP CP as a result of the RTIF Program.

### *Future of the RTIF Program*

The RTIF Program is part of the County's PFF Program and needs to be authorized every five years. Given that the previous period of authorization is nearing its end, the STA will seek to reauthorize the Program after the County updates the Nexus Study of its PFF Program in FY 2024-25. It is critical that the RTIF Program is extended to allow local jurisdictions in the County to advance their RTIF eligible projects using local sources of funds.

Market conditions are improving to support real estate developments in the County. First, the Federal Reserve Bank is easing interest rates after making its first rate cut since March 2020 in September 2024. The decline in rates would make it more affordable for developers and potential homeowners to borrow. Mortgage rates have also declined since last year. Freddie Mac's 30-Year fixed rate mortgage, for instance, have dropped from its peak in October 2023 from 7.79 to 6.54 percent by October 2024. Last, but not least, the County remains one of the most affordable for homeownership when compared to the rest of the Bay Area counties. The County's median home prices, as of the first quarter of 2024 according to the National Association of Realtors, is the lowest in the Bay Area at \$668,950. All of these improving market conditions will favor real estate developments in the County with its space of developable lands and, accordingly, support the RTIF Program and its projects.

### **Fiscal Impact:**

None to the STA.

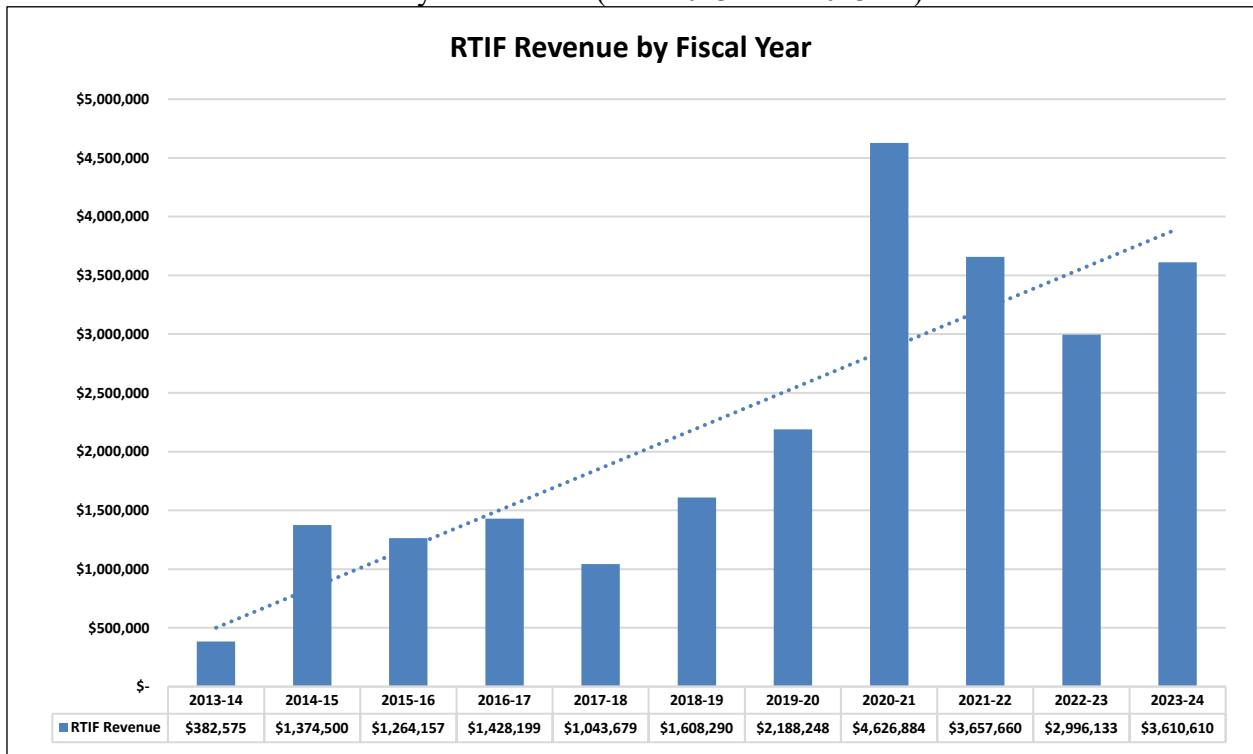
### **Recommendation:**

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

### Attachments:

- A. RTIF Revenue by Fiscal Year (FYs 2013-14 – 2023-24)
- B. FY 2023-24 RTIF Revenue by District
- C. FYs 2019-20 – 2023-24 RTIF Revenue by District
- D. RTIF Funding Available
- E. 11<sup>th</sup> RTIF Program Annual Report

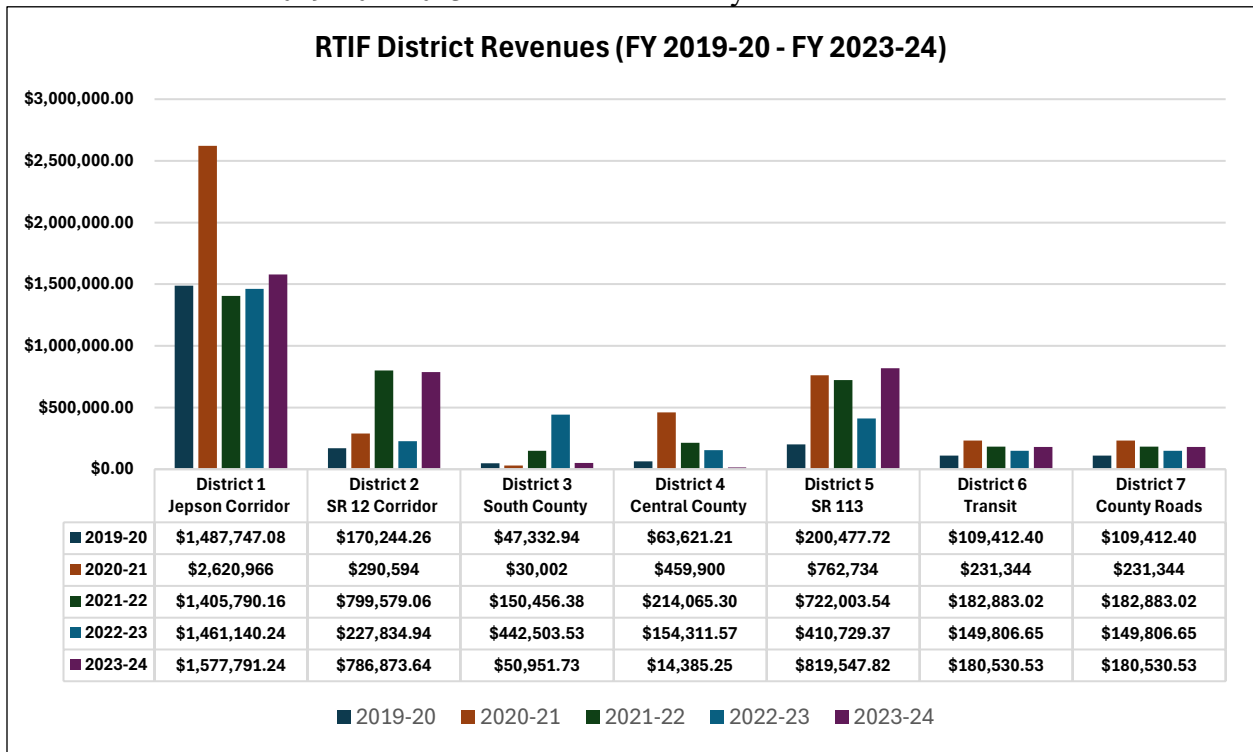
Attachment A: RTIF Revenue by Fiscal Year (FYs 2013-14 – 2023-24)



Attachment B: FY 2023-24 RTIF Revenue by District

Period	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads	Total
Q1	\$ 54,566.69	\$ 39,637.46	\$ 50,819.70	\$ 1,334.25	\$ 119,653.16	\$ 14,778.40	\$ 14,778.40	\$ 295,568.06
Q2	\$ 125,335.16	\$ 101,351.12	\$ 132.03	\$ 1,202.58	\$ 191,978.57	\$ 23,333.30	\$ 23,333.30	\$ 466,666.06
Q3	\$ 800,928.25	\$ 520,874.19	\$ -	\$ 8,930.46	\$ 377,714.48	\$ 94,913.74	\$ 94,913.74	\$ 1,898,274.86
Q4	\$ 596,961.14	\$ 125,010.87	\$ -	\$ 2,917.96	\$ 130,201.61	\$ 47,505.09	\$ 47,505.09	\$ 950,101.76
Total	\$ 1,577,791.24	\$ 786,873.64	\$ 50,951.73	\$ 14,385.25	\$ 819,547.82	\$ 180,530.53	\$ 180,530.53	\$ 3,610,610.74

Attachment C: FYs 2019-20 – 2023-24 RTIF Revenue by District



Attachment D: RTIF Funding Available

District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)	Total
\$ 1,536,306	\$ 415,280	\$ -	\$ 169,285	\$ 1,284,450	\$ 700,919	\$ 142,420	\$ 4,248,661



# Solano County Regional Transportation Impact Fee

(A component of the Solano County Public Facility Fee)

## 11<sup>th</sup> Annual Report Fiscal Year 2023-24 October 2024





Solano County Regional Transportation Impact Fee  
 (A Component of the Solano County Public Facility Fee Program)  
 Annual Report for Fiscal Year 2022-23

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Exhibit A: List and Map of RTIF Eligible Projects
Exhibit B: RTIF Fee Schedule Effective October 2019
Exhibit C: Map of RTIF Districts

**I. Introduction**

The Solano County Board of Supervisors, on December 3, 2013, established the Regional Transportation Impact Fee (RTIF) Program as part of the Solano County Public Facility Fee (PFF) Program. This was in response to a recommendation and request by the Solano Transportation Authority (STA) Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts created by future developments. The STA Board’s request was built upon several community and stakeholder meetings held during the development of the STA’s RTIF Nexus Study.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires impact fee programs such as the RTIF to be supported by a nexus analysis. The analysis must establish that there is a reasonable relationship between the anticipated future developments in the County, the need for the new infrastructures projects to support those developments, and the fees that will be assessed to help fund the costs of the new projects. Projects must be identified in a Nexus Study to be eligible to receive impact fee funding such as the RTIF Program. Exhibit A shows the current STA Board approved list and location of projects in the County eligible to receive RTIF funding.

The Mitigation Fee Act also requires the County to update the Nexus Study of the PFF Program every five years. This Nexus Study is being updated as of the writing of this annual report since the previous update was completed in April of 2019. The 2019 update included a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to increase the average RTIF annual revenue to over \$2M per year, rather than the \$1.2M per year it had been averaging. The County of Solano, in partnership with the seven cities in the County, began collecting the new approved RTIF fee schedule shown in Exhibit B on October 6, 2019.

**II. RTIF Districts**

The RTIF Program divides the County into five geographical districts to collect the impact fees on new developments.

Each district includes multiple local jurisdictions. Table 1 shows the list of the districts along with the jurisdictions included in each district. The table shows that Solano County is in every district, while the City of Fairfield is in districts 1, 2, and 4. Exhibit C shows a map of the districts and makes note of districts 6 and 7.

Table 1: List of RTIF Districts & Jurisdictions

District	Local Jurisdiction
District 1: Jepson Corridor	Fairfield, Vacaville, and Solano County
District 2: State Route 12 Corridor	Fairfield, Rio Vista, Solano County, and Suisun City
District 3: South County	Benicia, Vallejo, and Solano County
District 4: Central County	Fairfield and Solano County
District 5: State Route 113 Corridor	Dixon and Solano County

The revenues collected from the RTIF Program are returned to seven districts. The two additional districts that were created specifically to receive RTIF funds are for regional transit improvements (district 6) and improvements on county roads (district 7). These districts individually receive five percent each of the total RTIF revenue generated. STA also receives

two percent for administering the Program. The remaining 88 percent RTIF revenues are proportionately returned to source and how these funds are expended is based on the recommendations proposed by each district's working group.

### **III. RTIF Working Groups**

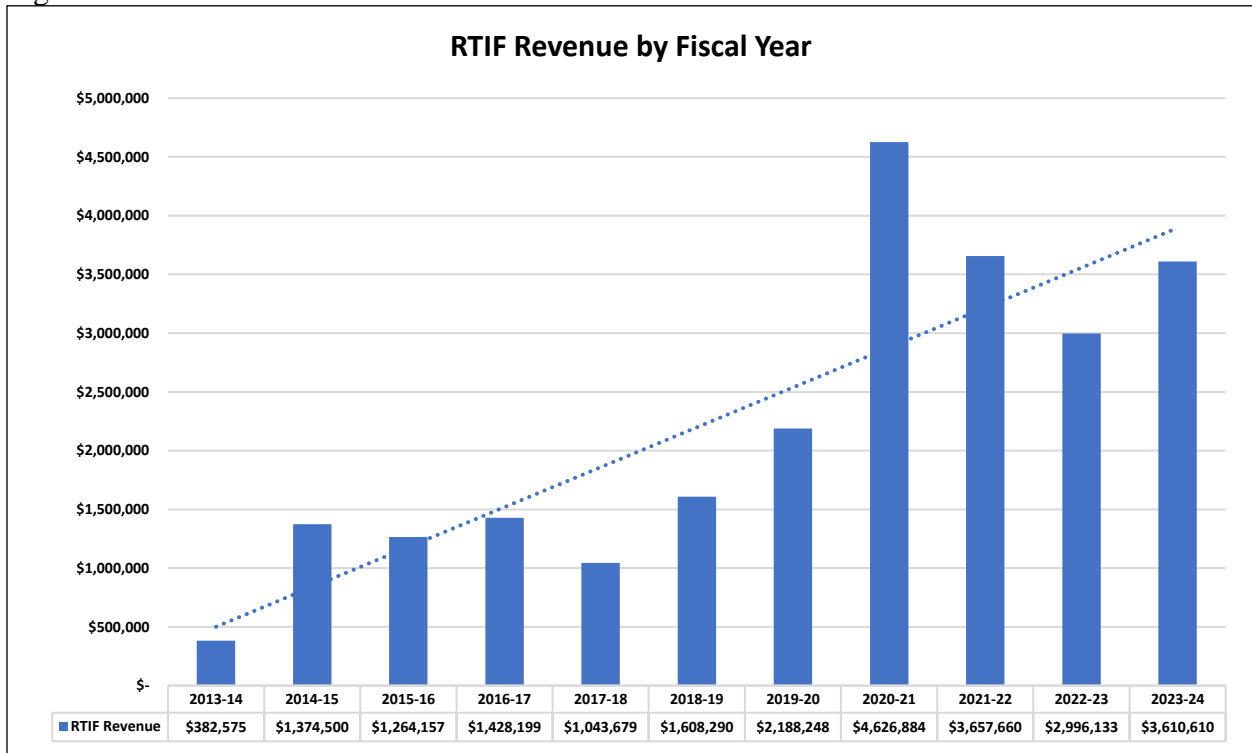
The RTIF working groups are responsible for proposing to the STA Board projects that will be eligible to receive RTIF funds. The working groups of the five revenue generating districts are composed of Public Works Directors from jurisdictions that make up each of the respective RTIF districts. The working group for district 6 is made up of staff from all six transit operators in the County. These include Dixon's Read-Ride, Fairfield's FAST transit service, Rio Vista's Delta Breeze, Solano County Transit, Suisun City's micro-transit, and Vacaville's City Coach. Meanwhile, the working group for district 7 is just the County's Public Works Director. Overall, each working group is required to convene at least once a year.

STA staff met with each working group from April – June 2024 to review project status and project recommendations. The Cities of Fairfield and Vacaville, along with Solano County representing district 1, deferred to a future meeting to make any recommendations for project funding. District 2, which serves local jurisdictions along State Route (SR) 12, also did not make any new project recommendations. Meanwhile, district 3 working group members consisting of staff from Solano County and Cities of Benicia and Vallejo, voted to recommend RTIF funding to the construction of SR 37 and Fairgrounds Drive Interchange Improvements Project. The amount of RTIF funding committed total \$493,455. The working group also proposed that the next set of funds that become available be programmed to an eligible project located in the City of Benicia. Similarly, working group members representing district 4 proposed providing RTIF funding to the City of Fairfield's West Texas Complete Streets Project totaling \$175,000. District 5 working group members along SR 113 from the City of Dixon and Solano County, proposed to preserve the available funding for future projects. The same goes for RTIF district 6 – transit operator staff comprising the working group did not propose any projects to be funded with RTIF funds. Lastly, the single agency representing RTIF district 7, the County recommended to program RTIF funds to the SR 37 and Fairgrounds Drive Project totaling \$469,867.

### **IV. Fiscal Year 2023-24 RTIF Revenues**

The amount of RTIF revenue collected for the year, after deducting STA's two percent administrative fee for managing the RTIF Program, equates to \$3.610 million. This revenue, as shown in Figure A below, grew in comparison to the revenue generated by new developments in fiscal year (FY) 2022-23 by approximately 21 percent from \$2.996M. This year's revenue is comparable to FY 2021-22 revenue. The annual average revenue for the last five FYs (FY 2019-20 through FY 2023-24) since the RTIF fee was increased to \$2,500 per DUE has been close to \$3.415 million. Altogether, since inception, the RTIF Program has generated close to \$24.180 million in revenue from impact fees on new developments throughout the County.

Figure A: FYs 2013-14 to 2023-24 RTIF Revenue



**V. RTIF District Revenues**

The amount of RTIF revenues received by each district during the year are shown in Table 2 below. District 1 representing the Jepson Parkway Corridor generated the most for the year with approximately \$1.577 million in revenue. Districts 5 for the SR 113 and district 2 for the SR 12 corridors followed next with revenues totaling, respectively, \$819,547 and \$786,876. Districts 6 and 7 each received \$180,530 in RTIF revenues, while districts 3 and 4 received, respectively, \$50,951 and \$14,385 for the FY. Year-over-year (YoY) comparison of revenues from each RTIF district shows mark differences.

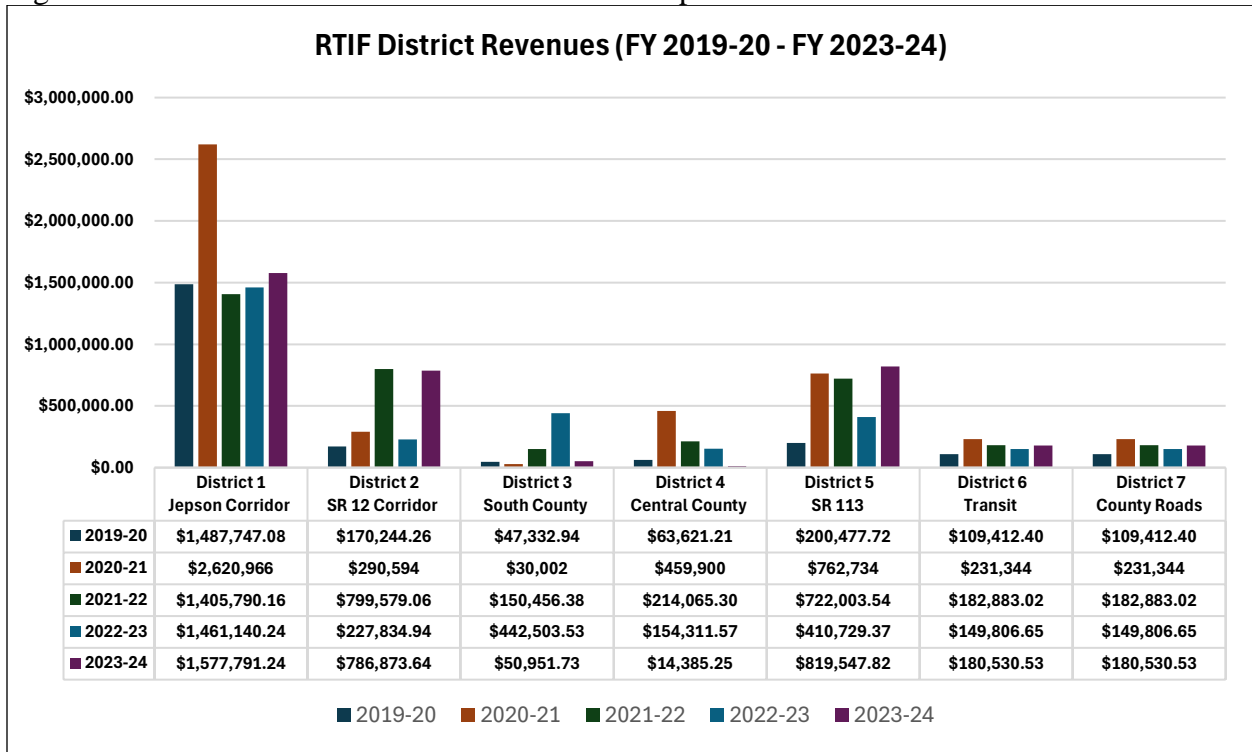
Table 2: Fiscal Year 2023-24 RTIF District Revenues

Period	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads	Total
Q1	\$ 54,566.69	\$ 39,637.46	\$ 50,819.70	\$ 1,334.25	\$ 119,653.16	\$ 14,778.40	\$ 14,778.40	\$ 295,568.06
Q2	\$ 125,335.16	\$ 101,351.12	\$ 132.03	\$ 1,202.58	\$ 191,978.57	\$ 23,333.30	\$ 23,333.30	\$ 466,666.06
Q3	\$ 800,928.25	\$ 520,874.19	\$ -	\$ 8,930.46	\$ 377,714.48	\$ 94,913.74	\$ 94,913.74	\$ 1,898,274.86
Q4	\$ 596,961.14	\$ 125,010.87	\$ -	\$ 2,917.96	\$ 130,201.61	\$ 47,505.09	\$ 47,505.09	\$ 950,101.76
Total	\$ 1,577,791.24	\$ 786,873.64	\$ 50,951.73	\$ 14,385.25	\$ 819,547.82	\$ 180,530.53	\$ 180,530.53	\$ 3,610,610.74

The figure below, Figure B, illustrates the YoY revenue changes over the last five years from FYs 2019-20 through 2023-24. District 1’s FY 2023-24 revenue grew slightly, but is holding steady and close to its five-year average of \$1.710 million. District 2’s revenue, on the other hand, grew significantly for the FY by as much as 245 percent. Revenues from districts 3 and 4 were comparatively lower than average. District 5’s revenue was above its average for the last five (5) years and doubled from \$410,729 in FY 2022-23 to \$819,547 for the year. Revenues

from district 6 and 7, which is allocated five (5) percent each from the total RTIF revenue, were on par with their respective five-year averages.

Figure B: Year-to-Year RTIF District Revenue Comparison



## VI. RTIF Funds Available

Following the RTIF working group meetings that occurred from April – June 2024, where project funding recommendations were proposed and subsequently approved by the STA Board, as well as taking into account the RTIF revenue for the FY 2023-24, Table 3 below shows the remaining RTIF funds from each district that have not been committed to any RTIF-eligible project. A total of \$4.248 million in RTIF funds are uncommitted. Most of these uncommitted funds comprising \$3.521 million are from districts 1, 5, and 6. The remaining \$726,986 are from districts 2, 4, and 7. District 3 has committed all of its RTIF funds to the SR 37 and Fairgrounds Drive Interchange Improvements Project.

Table 3: Remaining Uncommitted RTIF Funds

District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)	Total
\$ 1,536,306	\$ 415,280	\$ -	\$ 169,285	\$ 1,284,450	\$ 700,919	\$ 142,420	\$ 4,248,661

## VII. Total RTIF Funds Disbursed and Committed

The total amount of RTIF funds that have been disbursed and committed to eligible projects to date are listed in Table 4 below. The table shows that district 1 has disbursed and committed close to \$10.459 million of its RTIF revenue. Districts 2, 4, and 5 have also disbursed and committed RTIF funds totaling \$6.879 million. Districts 3 and 7 have each disbursed and committed about \$1 million of their respective RTIF revenues. Lastly, the district for regional

transit improvements has disbursed and committed \$508,128 of its RTIF revenue. Altogether, approximately 82 percent or around \$19.932 million of RTIF funds have been disbursed and committed since the inception of the RTIF Program.

Table 4: RTIF Funds Disbursed and Committed

RTIF District	Revenue	Disbursed (D)	Committed (C)	Total D+C
1: Jepson Corridor	\$ 11,995,457	\$ 1,959,151	\$ 8,500,000	\$ 10,459,151
2: SR 12 Corridor	\$ 3,024,080	\$ 808,800	\$ 1,800,000	\$ 2,608,800
3: South County	\$ 1,018,999	\$ 213,695	\$ 805,304	\$ 1,018,999
4: Central County	\$ 2,194,285	\$ 1,850,000	\$ 175,000	\$ 2,025,000
5: SR 113 Corridor	\$ 3,530,021	\$ 345,571	\$ 1,900,000	\$ 2,245,571
6: Transit	\$ 1,209,047	\$ 208,128	\$ 300,000	\$ 508,128
7: County Roads	\$ 1,209,047	\$ 121,760	\$ 944,867	\$ 1,066,627
<b>Total</b>	<b>\$ 24,180,936</b>	<b>\$ 5,507,104</b>	<b>\$ 14,425,171</b>	<b>\$ 19,932,275</b>

### VIII. Progress in Fiscal Year 2023-24

The STA Board, at its meeting on June 12, 2024, approved the recommendations proposed by the RTIF working groups. A total of \$1.138 million in RTIF funding was programmed to two regionally significant projects. The City of Fairfield received an additional \$175,000 of RTIF funding for its West Texas Complete Streets Project. This project, which is an outgrowth of the Heart of Fairfield Specific Plan, will improve accessibility to the City’s downtown area, as well as make the roadway safer for all roadway users including bike and pedestrian traffic. The SR 37 and Fairgrounds Drive Interchange Improvements project was the other project that received RTIF funds totaling \$963,322. This Project will construct a new diverging diamond interchange design, which will improve traffic flow, access to regional transit, and roadway safety as well for all roadway users around the project area. This area is in a disadvantaged community in the City of Vallejo.

Local agencies in the County have made significant progress in delivering RTIF-funded projects during the FY. The City of Fairfield, for instance, completed its Canon Road Overcrossing Near-Term Improvements Project, which received \$385,000 in RTIF district 1 funding. The City also completed the design of its West Texas Complete Streets Project, which will be going into construction in FY 2024-25. This project received a total of \$1.545 million in RTIF funds from districts 2 and 4. Equally important, the City of Vacaville went out to bid and is in construction to date for its Jepson Parkway/Leisure Town Road Phase 1B Project. This project, which received \$5 million in RTIF district 1 funding commitment, will widen Leisure Town Road to four lanes with multiuse sidewalk and safety improvements from Elmira Road to the south side of Ulatis Creek.

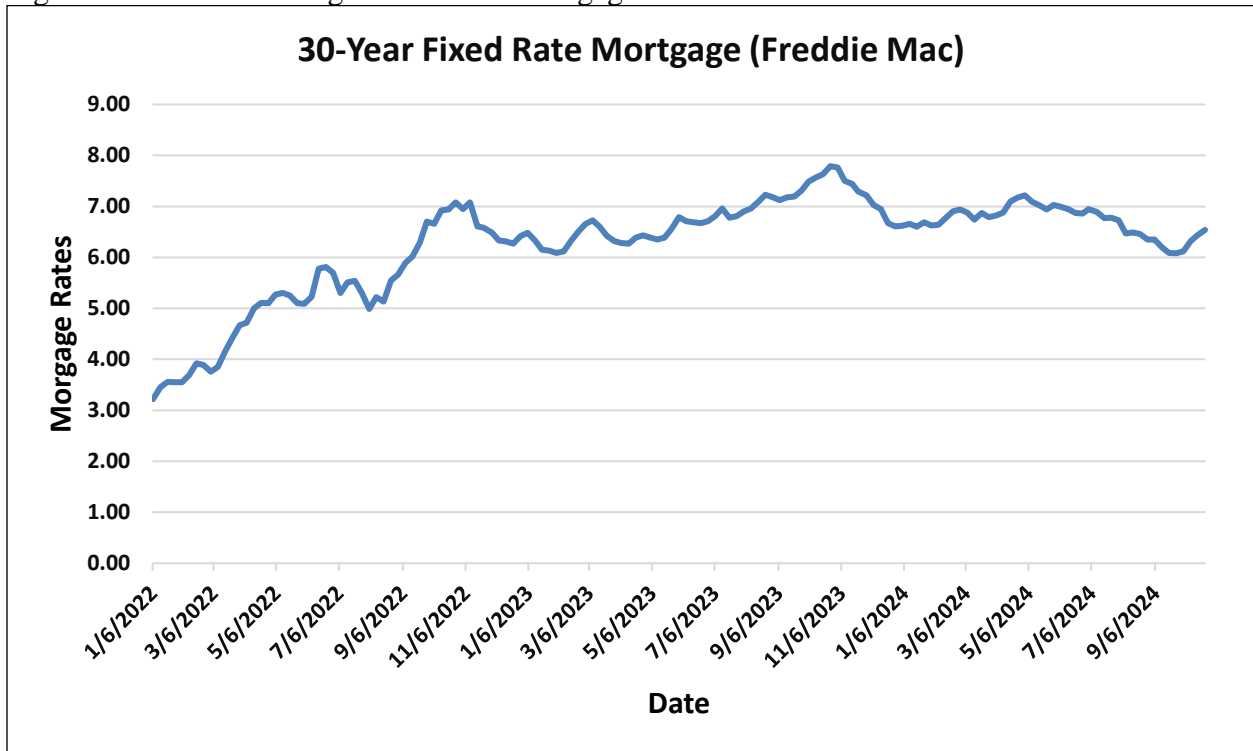
The STA also obtained eligibility approval from the California Transportation Commission for the Local Partnership Program (LPP) – Competitive Program (CP). The CP of the LPP requires eligible agencies to have an adopted impact fee program dedicated solely to fund transportation improvements. The RTIF qualifies as an impact fee for eligibility purposes in accordance with the CP guidelines. All local agencies in the County are now eligible to apply for the LPP CP

as a result of the RTIF Program.

### IX. Future of the RTIF Program

Solano County is not a Self-Help County since jurisdictions in the County do not have a voter-approved sales tax measure dedicated to fund transportation projects. Local jurisdictions, including the STA, generally rely on impact and developer fees, gas tax revenues, their respective general funds, as well as competitive regional, State, and Federal grant programs to fund transportation improvements. The RTIF Program is one of the local impact fees that provide local agencies in the County a proportion of funding needed to advance eligible projects from preliminary engineering work to construction.

Figure C: 30-Year Average Fixed Rate Mortgage



Future RTIF revenue trend in the short term, which is based primarily on new housing developments in the County, will continue to make little headway year-over-year. Part of the reason for this is that mortgage rates remain elevated. However, as shown in Figure C above, Freddie Mac’s 30-Year Fixed Rate Mortgage has dropped from its peak in October 2023 from 7.79 to 6.54 percent by October 2024.<sup>1</sup> The Federal Reserve may also not be done cutting interest rates after making its first rate reduction since March 2020 in September 2024. The reduction in mortgage rates could improve demand for housing developments in the County. Construction costs for real estate, in terms of labor and material, on the other hand, continues to be high in the San Francisco region based on the California Construction Cost Index (CCCI)

<sup>1</sup> The 30-year FRM data is available on Freddie Mac’s website at <https://www.freddiemac.com/pmms>.

developed by the California Department of General Services.<sup>2</sup> The CCCI increased by 9.4 percent in 2023 from 2022. This increase is comparable to the increase in 2022 at 9.3 percent, which is lower than the 13.4 increase in 2021. Putting this into perspective, the five-year average increase pre-pandemic for real estate construction costs from 2016-2000 was only 3.12 percent. Clearly, construction cost for real estate have increased significantly, along with mortgage rates. Despite these, housing prices in the County remains one of the most affordable.

The National Association of Realtors released its 2024 First Quarter County Median Home Prices Report.<sup>3</sup> Table 5 below shows the median home prices comparison, along with the median monthly mortgage payments, across the nine counties in the Bay Area. The report indicates that Marin and San Francisco counties have the highest median home prices at around \$1.5 million. Solano County, however, has the lowest median home prices at around \$668,950. Given this, the County could continue to face more housing developments in the future, which could sustain growth in RTIF revenues.

Table 5: Bay Area Median Home Prices (First Quarter 2024)

County	Q1 2024 Median Home Prices		Q1 2023 Monthly Payment
	Median Home Prices	Monthly Payment	
Alameda	\$1,158,980	\$6,770	\$6,050
Contra Costa	\$941,390	\$5,500	\$4,910
Marin	\$1,584,980	\$9,250	\$8,270
Napa	\$946,580	\$5,530	\$4,930
San Francisco	\$1,575,700	\$9,200	\$8,220
San Mateo	\$1,701,860	\$9,930	\$8,880
Santa Clara	\$1,664,410	\$9,720	\$8,490
Solano	\$668,950	\$3,900	\$3,550
Sonoma	\$853,750	\$4,980	\$4,600

<sup>2</sup> The CCCI data is available online at <https://www.dgs.ca.gov/RES/RESOURCES/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>.

<sup>3</sup> The National Association of Realtors' report on the 2024 First Quarter County Median Home Prices is available at <https://www.nar.realtor/research-and-statistics/housing-statistics/county-median-home-prices-and-monthly-mortgage-payment>.



# Exhibit A: List and Map of RTIF Eligible Projects

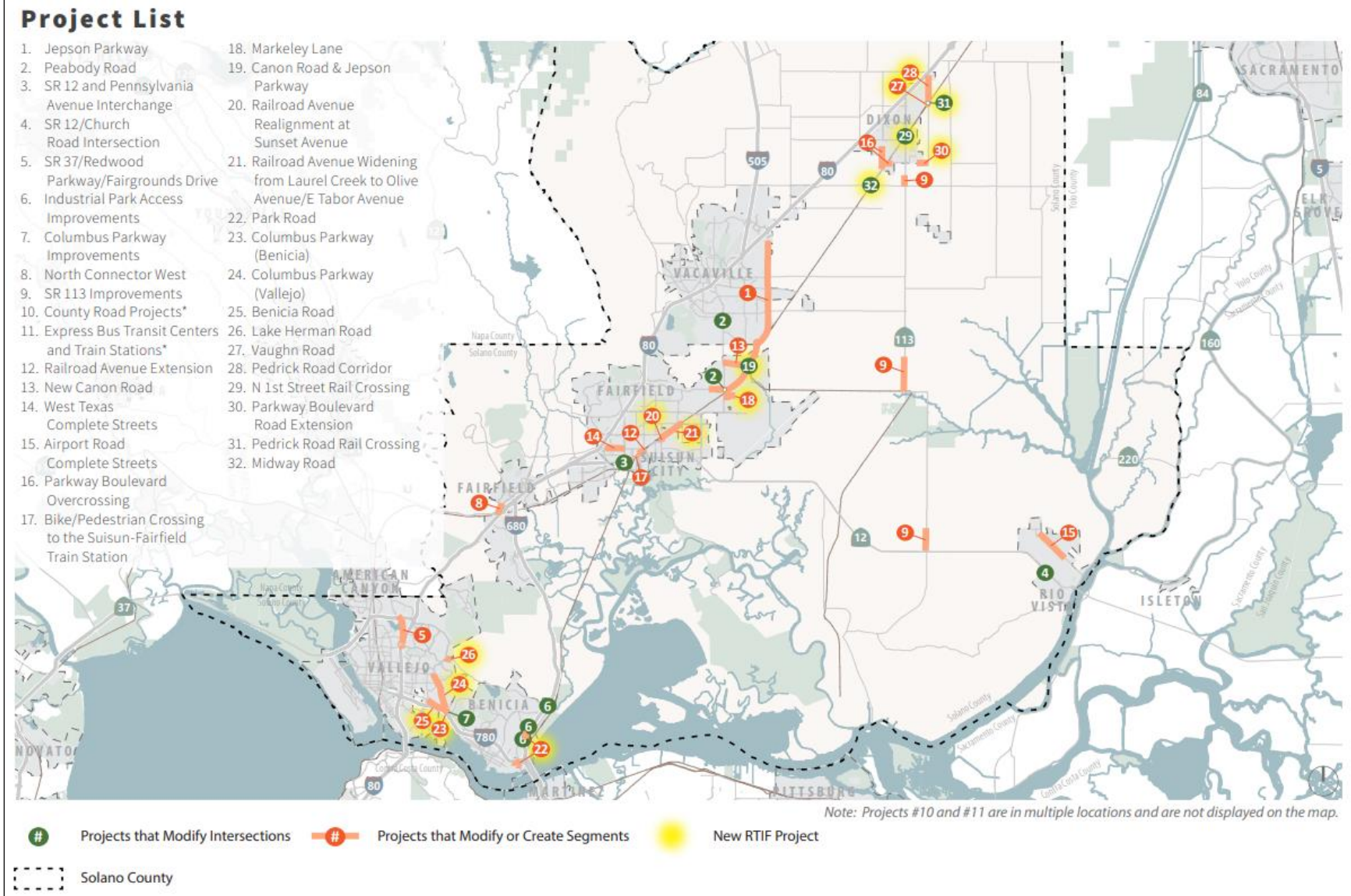
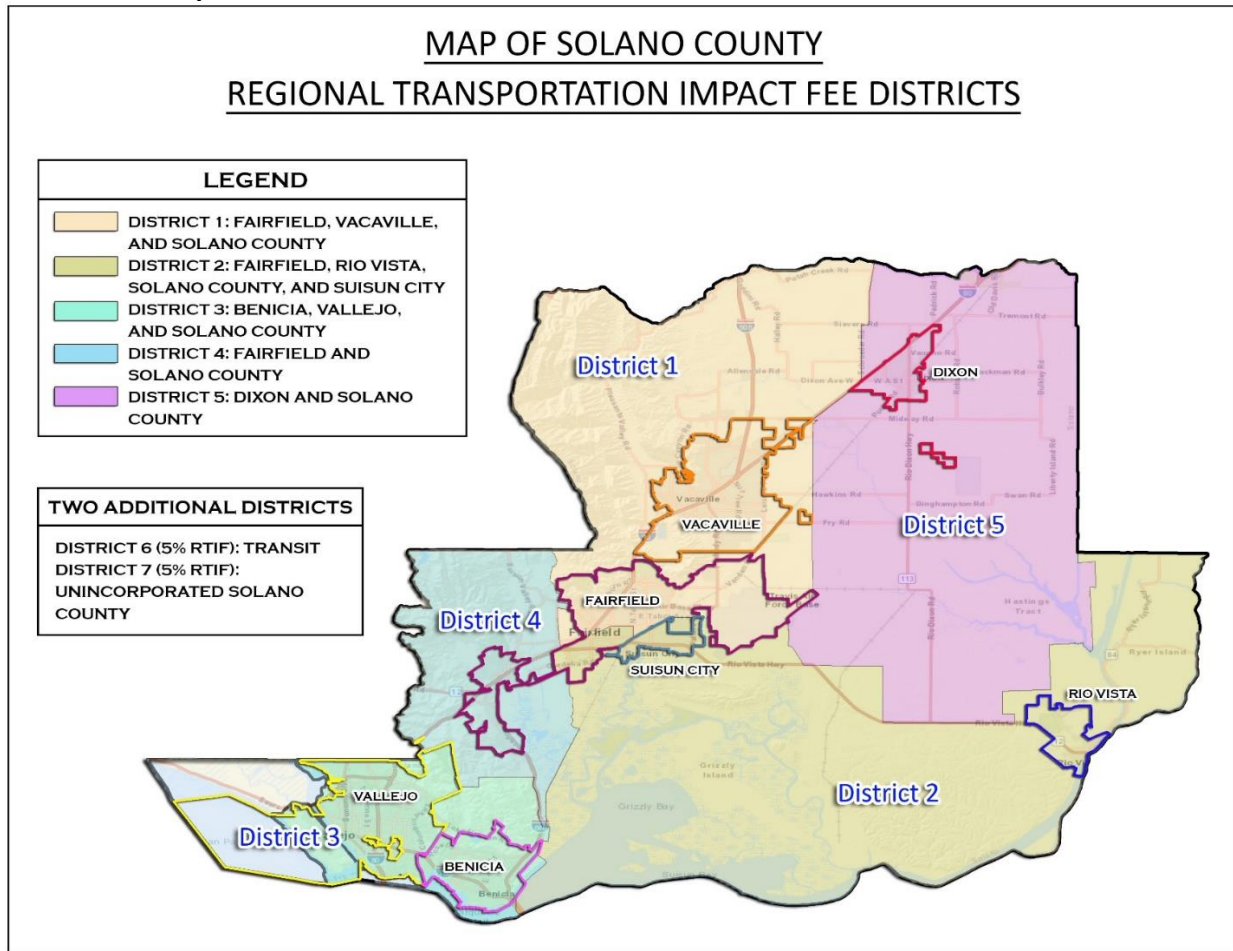


Exhibit B: RTIF Fee Schedule Effective October 2019

<b>Use Category</b>	<b>Old Fee per sf</b>	<b>Old RTIF Part B</b>	<b>New Fee per sf</b>	<b>New RTIF Part B</b>
Single Family Residential	\$8,962	\$1,500	\$9,263	\$2,500
Multifamily Residential	\$,726	\$930	\$6,662	\$1,400
Second/Accessory Unit	\$4,575	\$805	\$4,536	\$1,200
Multi-family Age Restricted	\$4,348	\$585	\$3,975	\$650
Retail	\$859	\$382	\$1,024	\$714
Service Commercial	\$1,927	\$980	\$2,097	\$1,492
Assembly	\$471	\$75	\$483	\$235
Office	\$1,430	\$269	\$1,359	\$664
Hotel/Motel	\$519	\$230	\$429	\$265
Industrial	\$601	\$110	\$698	\$402
Warehouse	\$181	\$36	\$210	\$121
Health Care Facility	\$946	\$180	\$483	\$235
Place of Worship	\$367	\$75	\$483	\$235
Congregate Care Facility	\$598	\$67	\$483	\$235
Private School	\$1,221	\$793	\$483	\$235
Child Day Care Facility	\$313	\$0	\$483	\$235
Riding Area	\$363	\$47	\$174	\$114
Barn	\$125	\$27	\$174	\$114

Exhibit C: Map of RTIF Districts



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DATE: October 31, 2024  
TO: STA TAC  
FROM: Nick Burton, Director of Projects  
Jasper Alve, Project Manager  
RE: State Route 37/Fairgrounds Drive Interchange Improvements Project – Updated Funding Plan

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**Background:**

In 2004, Solano Transportation Authority (STA) developed long range plans for the I-80/I-680/I-780 transportation corridors by completing a Major Investment and Corridor Study. As part of the analysis for the I-80 portion, improvements were recommended for the I-80/Redwood Parkway Interchange, SR 37/Fairgrounds Interchange, and the connecting Fairgrounds Drive segment. Since 2007, the STA in partnership with the City of Vallejo and Solano County, have been working on delivering improvements to the I-80/Redwood Parkway Interchange, Fairgrounds Drive improvements, and the State Route 37/Fairgrounds Drive Interchange.

In March 2009, the Project Study Report (PSR) for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive, and improvements to the State Route (SR) 37/Fairgrounds Drive interchange as an independent component project. A Project Report was approved for these improvements in June 2015. STA, along with the City of Vallejo (City) and Solano County in cooperation with Caltrans, proposed to construct Phase 1 of these improvements, known as the State Route 37/Fairgrounds Drive Interchange Improvements Project (Project), which consists of the following major elements:

- Widening Fairgrounds Drive eastward to provide an additional northbound lane from the southern Six Flags Driveway exit to Sage Street
- Widen both sides of Fairgrounds Drive to provide additional lanes from Sage Street to 500 feet north of the SR 37/Fairgrounds Drive interchange
- Widen the WB off-ramp at the SR 37/Fairgrounds Drive interchange to include an additional lane
- Construct retaining walls under the SR 37 undercrossing and on the west side of Fairgrounds Drive north of the SR 37/Fairgrounds Drive interchange
- Signal, lighting, drainage, erosion control, signing, and striping improvements

The STA entered into a Funding Agreement with Solano County and the City for the environmental documentation and project approval for this Project. This Agreement provided funding contributions from the three agencies toward detailed preliminary engineering and final design (Plans, Specifications, and Estimate (PS&E)).

The STA contracted in 2019 with consultant, WMH, to complete the PS&E. As part of the proposal from WMH, the consultant proposed to modify the interchange improvements utilizing a Diverging Diamond Interchange (DDI) strategy.

The existing SR 37/Fairgrounds Drive interchange is a tight diamond configuration with limited left-turn storage for Fairground Drive traffic accessing the freeway on ramps. The inclusion of the DDI will improve interchange operations and lower costs. Advantages of a DDI include:

- Free vehicles left turns onto SR 37.
- Ramp termini intersections can operate with two signal phases instead of three.
- Reduce intersection delay particularly for the movement to the WB SR 37 on-ramp.
- Better accommodates future traffic demand.
- Smaller construction footprint.
- Lower cost due to the elimination of all proposed retaining walls.
- Increase safety for pedestrians and bicyclists.
- Separated pedestrian path.

There are a few other benefits in addition to the benefits listed above. First, the Federal Highway Administration (FHWA) studied the benefits of DDIs and found that compared to conventional diamond interchanges, costs could be reduced up to 75 percent. Second, the project is located in a disadvantaged community as defined by Metropolitan Transportation Commission's (MTC) Equity Priority Community criteria, as well as by Federal criteria, which identifies the location as a Historically Disadvantaged Community and an Area experiencing Persistent Poverty. This project will enhance the area's roadway safety including for bike and pedestrian traffic, mobility, and access to regional transit service.

**Discussion:**

Prior to bidding, the project was fully funded based on the initial cost estimates for construction and construction management. The funding came from a variety of sources with Regional Measure 3 (RM3) funds accounting for the majority with \$15 million, followed by a Letter of No Prejudice Agreement between the STA and MTC totaling \$5.3 million. Solano County also provided \$4 million of funding, along with \$800,000 in State Transit Assistance Funds (STAF) and \$200,000 from STA's Project Contingency Funds, which when combined with the RM3 funds total \$25.3 million.

The construction funding identified above covers the costs for construction management (CM), construction contingency, and construction contract. When the STA Board authorized the Executive Director to award a contract for CM in May 2023 in the amount totaling \$2,272,333, this left \$22,927,667 of the committed funding available for construction and contingency. The engineer's estimate for the construction contract totaled \$21.850 million, which left a balance of \$1.077 million for project contingency. This contingency amount is 5 percent of the construction contract.

The STA Board authorized STA staff to advertise the contract for construction of the project in March 2024. After a six-week advertisement, the bids were opened on October 22, 2024. The project received six bids ranging from \$24.970 million to \$27.930 million. The low bid exceeded that authorized funding allocated for the project and the contract has not been awarded to date.

STA staff analyzed all the costs associated with the higher costs of construction and determined that additional contingency is also needed. In collaboration with Solano County, STA staff determined that the following fund sources are suitable to cover the additional \$6.173 million funding needed to award the construction contract.

The STA coordinated with Solano County and the MTC to identify funding sources that will cover the gap in construction funding. Attachment A lists the potential funding sources, along with the amounts from each source, to adequately fund the project and award the construction contract.

#### *Additional Funding Sources*

##### **Regional Transportation Impact Fee District 6**

One of the funding sources identified is from district 6 of the Regional Transportation Impact Fee (RTIF) Program. This district collects impact fees from new developments in the County solely to fund regional transit improvements. The SR 37/Fairgrounds Drive Project includes improvements to regional transit. Specifically, the existing bus stops located on the westbound on-ramp and eastbound on-ramp of SR 37, which serves the Solano Express Red Line, will be relocated and consolidated at Fairgrounds Drive and Sage Street. This improvement will make it easier for transit passengers on SolTrans' local service to transfer to the Red Line. This improvement will also be important in complementing Solano County's Solano 360 Transit Improvements Project, which will create a park and ride facility just a block away from the proposed consolidated bus stop improvements. Additionally, to improve travel time of the Red Line, a transit priority signal will be incorporated as part of the transit improvements.

The STA staff is recommending \$350,000 in RTIF district 6 funds. These funds will be utilized to cover eligible expenses on work related specifically to transit improvements of the project. Currently, this district has \$700,000 in funding available to program to eligible transit projects. Annually, this district receives, on average since the RTIF for each dwelling unit equivalent was increased from \$1,500 to \$2,500, about \$150,000 in RTIF revenue.

##### **State Transit Assistance Funds**

MTC previously programmed STAF in March and June 2023 totaling \$623,000 to the Interstate 80/West Texas Bus Stop and Pedestrian Improvements Project. This project has been terminated due to the inability to execute a Maintenance Agreement with Caltrans and no STAF have been expended to date on the project. Accordingly, the STAF programmed to this project are no longer needed and can be reprogrammed to another project with bike and pedestrian, as well as transit improvements. The STA is seeking to reprogram the unexpended STAF towards the SR 37/Fairgrounds Drive Interchange Improvements Project. STA staff has communicated this to MTC staff, and they are supportive of the request.

The MTC has identified additional fiscal year (FY) 2024-25 STAF fund balance available for allocation to the County, which the STA will be requesting a portion of the additional funding to the project. The STA will be requesting to allocate to the project \$850,000 from the revised STAF fund balance.

##### **Regional Measure 3**

The STA staff will also be recommending additional RM3 funds totaling \$3 million. These will be from the North Bay Transit Access Improvements component of the RM3 expenditure plan. STA staff will be sending the RM3 allocation request in early December 2024 for MTC Commission approval in the same month.



### **Other Funding Sources**

The total amount of funding gap remaining, after taking into account the additional RTIF, STAF, and RM3 funding totaling \$4.823 million, is \$1.350 million. This amount will be covered by seeking additional funds from the MTC and swapping Federal earmark funds with County local funds. Specifically, the County will use its Transportation Development Act (TDA) Article 4 funds totaling \$500,000 and RTIF district 7 funds totaling \$350,000 to swap the \$850,000 Federal earmark that the project was awarded. This swap will avoid federalizing the project. The remaining \$500,000 will be from funds that STA program, TDA Article 3 and Transportation Fund for Clean Air (TFCA), which will be requested in FY 2025-26. It should be noted that STA staff will need to present this information to the STA Bicycle Advisory Committee and Pedestrian Advisory Committee for their review of the TDA Article 3 recommended amounts. Their next joint meeting is scheduled for December 5, 2024.

### **Fiscal Impact:**

None to the STA Board. The additional funding requests for the project will come from a variety of sources: \$3M in RM3; \$1,473,000 in STAF of which \$623,000 is from project savings and \$850,000 in new allocation request; \$350,000 in RTIF from district 6; \$850,000 in County local funds from TDA 4 and RTIF district 7; as well as \$400,000 in TDA 3 and \$100,000 in TFCA funds. Altogether, these additional funds total \$6.173 million.

### **Recommendation:**

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

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 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.

Attachment:

- A. List of Recommended Funding Sources



Attachment A: List of Additional Funding Sources

<i>Source</i>	<i>Amount</i>
Regional Measure 3 (North Bay Regional Access Transit Improvements)	\$ 3,000,000
State Transit Assistance Funds (New Allocation)	\$ 850,000
State Transit Assistance Funds (Reprogram: West Texas)	\$ 623,000
Transportation Development Act Article 3 (FY2025-26)	\$ 400,000
** Transportation Development Act Article 4 (County)	\$ 500,000
Transportation Fund for Clean Air (FY2025-26)	\$ 100,000
Regional Transportation Impact Fee District 6	\$ 350,000
** Regional Transportation Impact Fee District 7 (County)	\$ 350,000
<b>Total</b>	<b>\$ 6,173,000</b>
** Part of the swap with the County for the Federal earmark funds totaling \$850,000	

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DATE: November 20, 2024  
TO: STA TAC  
FROM: Leslie Gould, Assistant Project Manager  
RE: State Route (SR) 12 and SR 113 Corridor Updates

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**Background:**

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans. The purpose of the grant was to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County.

The study recommended short, medium and long-range safety improvements along the SR 113 Corridor and described four (4) potential alternatives for realigning SR 113 to I-80 away from the Dixon downtown area. STA staff presented these alternatives at several public input meetings in August and September 2008, including Davis and Dixon City Councils, Solano County Board of Supervisors, and the Yolo County Transportation District.

**Discussion:**

In recent months, there has been a growing interest in development along SR 12 and SR 113. Although these actions are not immediate, they highlight the need for conducting revised studies and plans for these corridors.

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.

In January 2025, the STA plans to submit a grant to Caltrans requesting funds up to \$700,000 to update corridor plans for SR 12 and SR 113. If granted, STA would need to provide a local match of 11.47% (up to \$80,290).

The purposes identified within the grant award will include the following:

1. Form a partnership with Caltrans, MTC, local cities and the County, Travis Air Force Base, STA, and other agencies, as appropriate.
2. Identify existing conditions.
3. Forecast future demand and associated factors.
4. Define the relationship between the roadways and their adjacent land use.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 20, 2024  
TO: STA TAC  
FROM: Leslie Gould, Assistant Project Manager  
RE: Routes of Regional Significance Update

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**Background:**

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” list. The list included the entire interstate and state highway system in Solano County, plus those existing local arterials that provided major points of access to the State highway system or provided regional connections between communities and key transportation facilities.

The initial list included routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and levels of service (at that time) were mainly used to develop the list. The associated map was also used for the initial traffic analysis in support of the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was also used to update the Solano County Traffic Demand Model and was re-adopted without change in May 2005 as part of the 2005 CTP.

When the Routes of Regional Significance list was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional “reliever routes,” frontage roads, arterials, or major collector roads to this system was briefly discussed during STA TAC meetings in late 2006 and January 2007. However, it was decided that the Routes of Regional Significance would be updated as part of the 2008 CTP process, which began in January 2008.

**Discussion:**

The most recent CTP, last updated in 2020, is currently under revision. It addresses STA’s equity framework and is composed of the following elements:

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

The goals of the CTP have been expanded to address the following areas: Mobility, Safety, State of Good Repair, Economic Vitality, and Sustainability and Resiliency. Within the goals, 20 specific objectives have been identified. (Refer to Attachment A.)

The Routes of Regional Significance are identified within the Arterials, Highways, and Freeways Element. To be included within the Routes of Regional Significance, a proposed roadway segment needs to demonstrate that it meets at least one of the following criteria:

- All roadways in the Solano Congestion Management Program network.
- Roadways providing access to and from Transit Facilities of Regional Significance.
- Roadways providing access to and from major employment centers, identified by STA, with higher traffic volumes.
- Roads providing intercity and Freeway/Highway connections.
- Other roads critical to providing countywide emergency response.

Throughout its many revisions, the primary function of Solano’s Routes of Regional Significance has remained the same: They are the routes deemed critical to maintaining existing mobility between and through cities. However, the Routes of Regional Significance list has also become an important component in prioritizing funding for the roadway networks in Solano County.

For any project to receive state- or federal-level funding, it must be included in the Regional Transportation Plan. 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, currently scheduled in February 2025. The intent of presentations is to help align funding that best meets each organization’s goals.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Comprehensive Transportation Plan Goals

# Comprehensive Transportation Plan (CTP) Goals

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

# Mobility

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>Develop and fund projects that eliminate bottlenecks.</p>
	<p>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>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

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

# State of Good Repair

Goal	Objective
<p>Maintain the system at an appropriate level</p>	<p>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.</p>

# 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), 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>Create a sustainable and resilient transportation network</p>	<p>Emphasize projects and designs that reduce emissions of criteria pollutants and greenhouse gases.</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>



DATE: November 14, 2024  
TO: STA TAC  
FROM: Robert Guerrero, STA Deputy Executive Director/Director of Planning  
RE: Plan Bay Area 2050 Update

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**Background:**

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs and is required for transportation projects seeking Federal funding. The RTP process was updated with the passage of California Senate Bill 375 in 2009 which requires regions to promote sustainable communities and reduce greenhouse gas emissions. MTC has since incorporated factors such as land use, economic forecast and climate strategies for a more comprehensive sustainable plan for the Bay Area and renamed the RTP to Plan Bay Area.

The most recent version of the plan was adopted in October 2021 and was named Plan Bay Area 2050 to distinguish the horizon year of the plan. MTC immediately began to update PBA 2050 in early Spring 2022 to address a projected transit fiscal cliff created by an unprecedented drop in transit ridership Bay Area wide due to COVID 19. Their goal was to avoid having to go through a full update of the plan, which is a lengthy administrative and public process, to address the immediate transit issue. As a result, the scope of the plan's update focused on updated transit ridership forecast, revenue, policies and programs. MTC aptly called this version Plan Bay Area 2050+ indicating the light updated version of the plan.

**Discussion:**

The region's PBA 2050 is a fiscally constrained plan that includes revenue estimates from all known funds generated through local, State and Federal sources. The revenue estimates for PBA 2050 have decreased substantially primarily due to factors including lingering COVID 19 impacts on ridership, the shift to an expanded work from home working environment, and decreases in gas tax revenue created by the rise of electric vehicles and more fuel efficient vehicles. Highway expansion projects previously included in the prior PBA 2050 had to be evaluated, along with transit projects, for inclusion in the new fiscally constrained version given MTC's reduced revenue forecasts. The purpose of the evaluation was to consider removing projects from the plan or reduce the project cost for regionally significant projects over \$250 million.

As part of this evaluation process, STA submitted two projects for MTC to consider including in the updated RTP and one previous project included in the prior RTP that were estimated to be over \$250 million:

- 1) I-80 Express Lanes - Vacaville to Yolo/Solano County Line Segment (new request)
- 2) Solano Rail Station Improvements (new request)

### 3) I-80/I-680/SR 12 Interchange (previous request)

STA staff coordinated with MTC staff over the last few months to finalize their recommendations. Fortunately, STA's projects are being recommended for inclusion in PBA 2050+. 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). The interchange project's phases that are planned to be constructed or funded (construction packages 3, 4 and 5) have also been included as part of the fiscally constrained category of the plan. Lastly, the Solano Rail Improvement project is going to be added to the Regional Rail Improvement section. This is a positive direction for STA's priority transportation projects. MTC will re-evaluate transportation projects again as part of the new PBA update planned for 2026.

A complete list of transportation projects included in the current PBA 2050 can be viewed on MTC's website through this link: <https://planbayarea.org/2050-plan/final-plan-bay-area-2050/final-supplemental-reports/interactive-transportation-project-list>.

#### **Fiscal Impact.**

None at this time.

#### **Recommendation:**

Informational Item.



DATE: October 28, 2024  
TO: STA TAC  
FROM: Kathrina Gregana, Associate Planner  
RE: Solano Rail Hub Residential Cluster Priority Development Area Plan and Solano Priority Production Area Plan – RFP Process Update

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**Background:**

In July 2023, the STA, working with its partners, received two grant awards from the Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC):

- \$400,000 for the preparation of a Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan with the cities of Suisun City and Fairfield and Solano EDC. This effort will develop a land use specific plan for the Heart of Fairfield PDA and Suisun Waterfront PDA that would implement Transit Oriented Communities around the Solano Rail Hub Station.
- \$500,000 for the preparation of a Solano Priority Production Area (PPA) Plan in partnership with Solano EDC. This plan would identify public infrastructure needed in these sites and develop policies and strategies to encourage manufacturing and the use of clean energy and micro-grids in these areas to advance the PPAs in Solano County and create middle wage jobs.

The completion of these two planning documents will better position Solano member agencies for future funding opportunities to develop their respective PDAs and PPAs.

**Discussion:**

*Solano Rail Hub PDA Plan*

STA staff recently completed the RFP process for the Solano Rail Hub PDA Plan and is currently executing contracts with the selected consultant.

Once the consultant is onboard, a kick off meeting will be scheduled with the Project Leadership Team (PLT) for this work that will include the cities of Suisun City and Fairfield, the County of Solano, Solano EDC and the STA. Participation and close coordination with these project partners is critical to ensuring a successful Plan.

*Solano PPA Plan*

The Solano PPA Plan RFP process is currently ongoing and a consultant is expected to be selected at the end of November.

A PLT will be formed that includes STA, SolanoEDC and the cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo. Each of the participating cities have identified a PPA in their jurisdiction that they would like to focus on for the plan development.

Both plans are expected to be completed in the summer of 2026.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 1, 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 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 and/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 provides 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.

**Fiscal Impact:**

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

**Recommendation:**

Informational.

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: November 1, 2024  
TO: STA TAC  
FROM: Dulce Jimenez, Assistant Planner  
RE: \$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update

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**Background:**

The transportation sector is the largest emitter of greenhouse gas (GHG) emissions, trapping heat in the atmosphere that exacerbates global warming. In efforts to minimize carbon emissions emitted by the transportation sector, there are federal and state programs that require the adoption of zero-emission vehicles (ZEVs). To support the growth and demand for electric vehicles, a sufficient EV infrastructure network is needed to give users the confidence to consider ZEVs as a reliable alternative to fossil fuel-powered vehicles.

One of the Solano Transportation Authority (STA) electrification efforts has centered around supporting Solano jurisdictions in planning and implementing electric vehicle (EV) charging stations to support the anticipated transition to privately owned zero-emission vehicles. To further electrification efforts, Assembly Member Lori Wilson successfully advocated an earmark for \$1 million to fund EV infrastructure projects in cities that were previously part of her 2022 district, which included the Cities of Fairfield, Rio Vista, Vacaville, Suisun City, and portions of the unincorporated County of Solano.

As part of the programming process for the state earmark, two meetings were convened with public works staff from Fairfield, Rio Vista, Vacaville, Suisun City, County of Solano, with the first one being held on March 14, 2023, a follow-up meeting held on April 17, 2023. In the second staff meeting, project priorities were identified for all the eligible jurisdictions, except for Rio Vista which chose to focus its EV efforts on installing two EV chargers adjacent to the Rio Vista City Hall, funded by a \$30,000 grant provided by Yolo-Solano Air Quality Management District (YSAQMD).

**Discussion**

At the STA Board meeting held on May 10, 2023, the cities of Fairfield, Vacaville, Suisun City, and the County of Solano were approved for \$250,000 each to fund the installation of EV chargers in their respective jurisdictions. Each agency is currently advancing EV charging projects at the identified six (6) locations for a total of eleven (11) EV chargers. The following provides a project status for each jurisdiction, which is also shown in Attachment A:

***FAIRFIELD*** – as of June 2024 two (2) EV ARC 2020 BEAM chargers were purchased and installed at the Fairfield-Vacaville Hannigan Train Station.

***VACAVILLE*** – as of July 2024 two (2) EV ARC 2020 BEAM chargers were purchased and installed at the Vacaville City Hall and McBride Senior Center.

***SUISUN CITY*** – as of August 2024 one (1) EV ARC 2020 BEAM charger was purchased and installed at the Suisun City Hall. Suisun City staff are also planning to purchase and install four (4) EV ARC 2020 BEAM chargers at the Park and Ride Lot adjacent to the Solano Rail Hub (Suisun-Fairfield Capital Corridor Train Station), the chargers are pending TIP approval.

**SOLANO COUNTY** – is planning to install (2) Level II chargers in the parking lot fronting the Solano County Health and Social Services Building. The project is scheduled to be implemented by 2025.

As projects get completed, STA staff will continue to work with the member agencies to submit invoices for their respective projects.

**Fiscal Impact:**

None to the STA Budget. The \$1 million is provided by a State Earmark for electric vehicle (EV) charging projects.

**Recommendation:**

Informational.

Attachment:

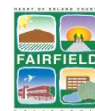
- A. \$1 million State EV Earmark Project Status Factsheet



# \$ 1 Million State Electric Vehicle (EV) Earmark Project Status

On May 16, 2022, Assembly Member Lori Wilson successfully advocated for a \$1 million earmark to fund electric vehicle infrastructure in cities that were previously part of her 2022 district, which included the Cities of Fairfield, Rio Vista, Vacaville, Suisun City, and portions of the unincorporated County of Solano.

At the STA Board meeting held on May 10, 2023, the cities of Fairfield, Vacaville, Suisun City and the unincorporated County of Solano were programmed for \$250,000 each to fund the installation of EV chargers in their respective jurisdiction. Each agency is currently advancing EV charging projects at the identified six (6) locations for a total of eleven (11) EV chargers as shown below:



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DATE: October 22, 2024  
TO: STA TAC  
FROM: Debbie McQuilkin, Mobility Program Manager  
RE: Solano Mobility Programs Annual Report for FY 2023-24–  
Older Adults and People with Disabilities, and Veterans Programs

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**Background:**

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

**Discussion:**

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program Year End Program Update for FY2023-24" and Attachment B, "Solano Mobility Year End Program Details for FY2023-24".

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

### FY2023-24 Outreach

- STA's mobility staff presented, attended or tabled at 123 locations throughout Solano County reaching a total of 3,779 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

### FY2023-24 Highlights

- Celebrating 10<sup>th</sup> Anniversary for the Mobility Programs.
- Awarded FTA 5310 Grant for \$400,000. This grant will fund the Travel Training Program and the Mobility Call Center.
- Awarded \$75,000 Grant from Kaiser Permanente which provided additional rides to the GoGo Program users and allowed Veterans' surviving spouses to participate in the program.
- Contracted with new ADA In-Person Evaluator.
- Began Community Based Transportation Plan in the City of Rio Vista.

### FY2024-25 Goals

The main goal for the this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community. New outreach staff will bring a fresh perspective to this activity. Staff will also explore funding opportunities that may be available to ensure the programs continue to provide the valuable services these residents have become used to receiving.

### Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff has evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

### **Fiscal Impact:**

The program expenditures for FY2023-24 are as follows:

Medical Trip Concierge Program (GoGo): \$527,362.09

Intercity Taxi Card Program: \$333,652.53

ADA In-Person Eligibility Program: \$198,745.72

Countywide Travel Training Program: \$145,615.62

Faith In Action Volunteer Driver Program: \$32,479.41

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

**Recommendation:**

Informational.

Attachments:

- A. Solano Mobility Program Year End Program Update for FY2023-24
- B. Solano Mobility Year End Program Details for FY2023-24
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

## Solano Mobility Program Year End Program Update for FY2023-24

### **Travel Training Program**

The Travel Training Program provides free training to help individuals learn to use public fixed route transit safely and confidently within Solano County and beyond. Training can be done individually, in a classroom setting or on group field trips. STA renewed the Travel Training contract with Independent Living Resources (ILR) for another 2 years. ILR has been the program contractor since the program was implemented in 2014.

- A total of 774 Travel Trainings (Individual, Field Trip and Classroom) were conducted.
- 21 presentations to 562 audience members were completed.
- 1,782 individuals received information during 37 Outreach activities.

### **Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:**

People unable to use fixed route public transit service because of a cognitive or physical disability can get evaluated to become ADA paratransit certified. Becoming certified allows access to services such as curb to curb paratransit and reduced taxi programs. STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations.

- A total of 483 Evaluations were conducted.
- In Person Interviews are being conducted.

### **Taxi Card Program utilizing the PEX Card:**

The Intercity Taxi Card Program provides subsidized rides utilizing a pre-paid debit card to qualified ADA individuals for taxi rides between transit service areas. They can purchase in person or over the phone with Solano Mobility.

- 2,685 Intercity Taxi trips were taken in FY2023-24, which is less than the prior year's 3,208 trips taken.
- 175 Wheelchair Accessible Vehicle (WAV) rides were taken, which is up from the 35 provided last year.
- Average Cost: \$34 per trip.
- Average Trip Length: 19.90 miles

### **Medical Trip Concierge Program (GoGo Grandparents):**

This popular program provides subsidized Uber and Lyft rides through GoGo Grandparent, for Solano County residents (60+), ADA certified individuals and Veterans to get to and from medical appointments, within Solano County. The Gogo Grandparents Program total rides for this year surpassed last year's number and continues to be one of the most popular Solano Mobility Programs.

- 20,316 rides were taken using the GoGo Programs. This is an increase of 11,548 rides taken using the GoGo Program. This is an increase of 8,768 rides over the last FY usage.
- 2,185 WAV rides were provided.
- Average total STA cost per trip/length of trip per category:
  - Low-Income Client:
    - Average Cost - \$16.14
    - Average Trip Length – 6 miles
  - Regular Income Client:
    - Average Cost - \$17.60

- Average Trip Length – 5.58 miles
- Non-Ambulatory Client:
  - Average Cost - \$76.01
  - Average Trip Length – 35 miles

**Veterans Mobility Program:**

The Program, which began in April of 2022, allows veterans of any age to receive subsidized rides to medical appointments in Solano County as well as 3 locations in Contra Costa County:

- Martinez VA Clinic at 150 Muir Rd., Martinez, CA
- Med Evals (QTR Assessment Center) at 2280 Diamond Blvd., Ste. 520, Concord, CA
- The Hume Center at 1333 Willow Pass Rd., Concord, CA

The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 1,040 rides were provided to Veterans in FY2023-24, compared to 108 in the previous fiscal year.
- 99 Veterans and surviving spouses have registered for this program.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

**Faith In Action Volunteer Driver Program:**

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

- FIA provided 859 rides in FY2023-24, which is down from the 930 rides provided in FY2022-23.

Solano Mobility Year End Program Details for FY2023-24

Travel Training FY Comparison by Category

Travel Training Yearly Comparison						
	FY 18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
Individual Trainings	107	49	52	56	57	16
Group/Classroom Trainees	33	82	0	8	68	62
Field Trip Totals	26	16	2	18	14	15
Field Trip Trainees	142	83	13	97	74	134
Presentations Total	68	20	1	15	16	21
Audience Members	663	534	8	112	426	562
Outreach Activities	294	98	33	17	32	37
Number of People Reached	4494	1480	239	817	2295	1782

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY23-24 Year-End Stats						
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24 *
Unrestricted	877	590	516	619	576	389
Conditional	76	53	47	35	56	45
Trip-by-trip	2	11	6	1	4	0
Temporary	56	19	13	19	31	12
Denied	13	6	7	0	1	37
Totals	1024	679	589	674	668	483

ADA Eligibility By Jurisdiction						
	Dixon	FAST	Rio Vista	SolTrans	Suisun City	Vacaville
Unconditional	18	82	7	173	27	82
Conditional	3	9	0	18	2	13
Temporarily Eligible	2	1	0	7	0	2
Not Eligible	1	15	0	14	1	6
Totals	24	107	7	212	30	103

**Intercity Taxi Card Program FY Comparison by Month**

<b>ITX Trips Per Month FY Comparison</b>							
	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>
<b>Month</b>	<b>Taxi Scrip</b>	<b>Taxi and PEX</b>	<b>Taxi and PEX</b>	<b>PEX</b>	<b>PEX</b>	<b>PEX</b>	<b>PEX</b>
<b>July</b>	<b>607</b>	<b>560</b>	<b>413</b>	<b>267</b>	<b>240</b>	<b>278</b>	<b>186</b>
<b>August</b>	<b>837</b>	<b>824</b>	<b>482</b>	<b>262</b>	<b>316</b>	<b>298</b>	<b>203</b>
<b>September</b>	<b>783</b>	<b>678</b>	<b>408</b>	<b>289</b>	<b>347</b>	<b>286</b>	<b>197</b>
<b>October</b>	<b>464</b>	<b>824</b>	<b>452</b>	<b>259</b>	<b>266</b>	<b>238</b>	<b>185</b>
<b>November</b>	<b>728</b>	<b>588</b>	<b>455</b>	<b>260</b>	<b>249</b>	<b>240</b>	<b>191</b>
<b>December</b>	<b>647</b>	<b>703</b>	<b>500</b>	<b>292</b>	<b>253</b>	<b>216</b>	<b>176</b>
<b>January</b>	<b>705</b>	<b>447</b>	<b>516</b>	<b>269</b>	<b>299</b>	<b>274</b>	<b>265</b>
<b>February</b>	<b>624</b>	<b>564</b>	<b>460</b>	<b>262</b>	<b>296</b>	<b>277</b>	<b>238</b>
<b>March</b>	<b>675</b>	<b>741</b>	<b>346</b>	<b>318</b>	<b>313</b>	<b>284</b>	<b>268</b>
<b>April</b>	<b>582</b>	<b>550</b>	<b>203</b>	<b>303</b>	<b>263</b>	<b>311</b>	<b>257</b>
<b>May</b>	<b>675</b>	<b>653</b>	<b>259</b>	<b>273</b>	<b>273</b>	<b>247</b>	<b>282</b>
<b>June</b>	<b>573</b>	<b>489</b>	<b>251</b>	<b>260</b>	<b>355</b>	<b>259</b>	<b>237</b>
<b>Totals:</b>	<b>7900</b>	<b>7,621</b>	<b>4745</b>	<b>3314</b>	<b>3470</b>	<b>3208</b>	<b>2685</b>

**GoGo Program Trips FY Comparison by Month**

<b>GoGo Program Trips FY23/24 Comparison</b>						
<b>Month</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>	<b>FY23-24</b>
July	0	491	240	529	812	1194
August	0	894	146	558	848	1452
September	0	740	228	624	865	1433
October	0	809	494	662	935	1516
November	0	277	389	698	855	1597
December	0	273	430	663	871	1650
January	0	282	464	768	865	1621
February	0	264	425	716	965	1695
March	0	155	549	784	1163	1873
April	3	83	505	746	1049	2055
May	90	178	462	752	1153	2189
June	304	267	504	795	1167	2041
<b>Totals</b>	<b>397</b>	<b>4713</b>	<b>4836</b>	<b>8295</b>	<b>11548</b>	<b>20316</b>

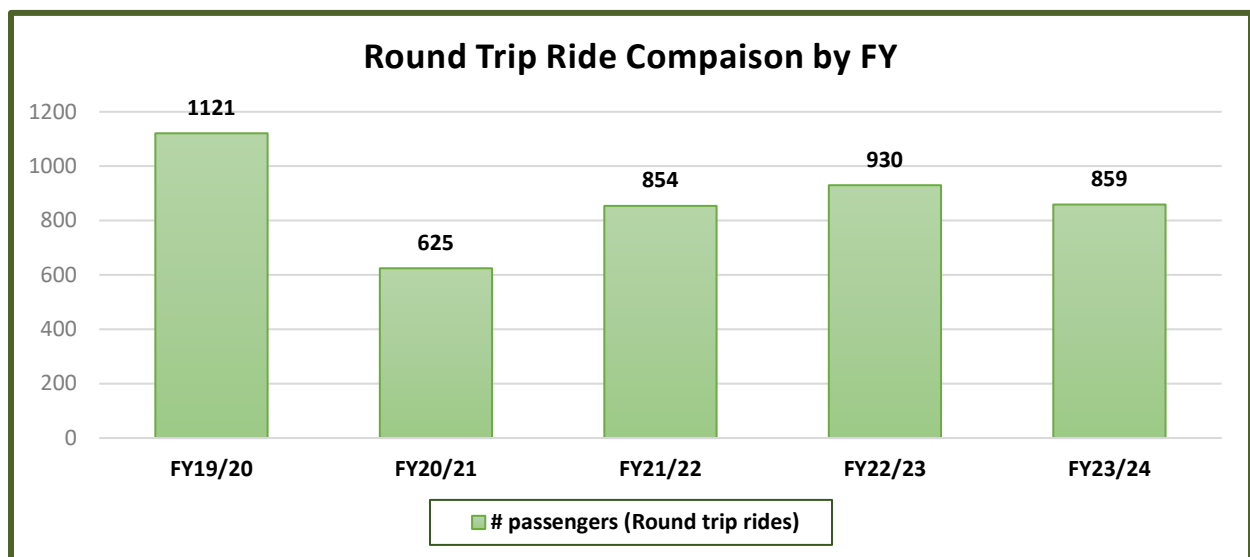
<b>FY23/24 GoGo Trips by City</b>							
	<b>Vallejo</b>	<b>Benicia</b>	<b>Suisun</b>	<b>Vacaville</b>	<b>Rio</b>	<b>Dixon</b>	<b>Fairfield</b>
<b>Totals</b>	<b>5292</b>	<b>689</b>	<b>801</b>	<b>2010</b>	<b>202</b>	<b>93</b>	<b>4690</b>



## Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides				
	Veterans		WAV/NEMT	
Month	FY22-23	FY23-24	FY22-23	FY23-24
July	17	13	0	98
August	7	7	0	143
September	8	44	0	178
October	21	95	0	178
November	5	114	0	194
December	7	116	0	154
January	4	140	0	180
February	4	122	0	194
March	0	125	2	176
April	11	113	32	242
May	8	85	98	240
June	16	66	69	208
<b>Totals</b>	<b>108</b>	<b>1040</b>	<b>201</b>	<b>2185</b>

### Faith in Action Volunteer Driver Program



## **STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives**

### **1. Travel Training:**

STA’s Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility’s Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
  - Understanding trip planning software
  - Reading route maps and schedules
  - Locating transit stops
  - Flagging-down buses, where applicable
  - Calculating and paying fares
  - Obtaining and using transit passes
  - Recognizing when the desired stop has been reached.
  - Indicating to bus drivers when to stop
  - Obtaining service updates
  - Using mobility devices safely on vehicles
  - Determining if a vehicle is equipped with mobility devices.
  - Completion of training is determined by the trainee being able to travel safely and independently.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

### **2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:**

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities

Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual’s eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County’s ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

**3. Taxi Card Program utilizing the PEX Card:**

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility’s ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
  - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
  - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.

- Participating with multiple taxi providers and allowing riders to select their provider of choice.
- Ensuring taxi company and driver compliance with regulations.
- Responding to valid complaints within 48 hours of complaint receipt.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.

**4. Medical Trip Concierge Program (GoGo Grandparents):**

The Gogo Grandparents Program continues to grow in participation. The 1<sup>st</sup> Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County’s Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
  - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
  - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
  - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
  - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
  - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County’s Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.



DATE: November 19, 2024  
TO: Solano County Intercity Transit Consortium  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**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:**

California’s transportation budget which is reliant on self-generated funds from gas and user fees, is expected to decline as gasoline tax revenues decrease with electric vehicle adoption. The Governor’s 2024-25 budget plan proposes \$4.3 billion in transportation re-allocations to sustain essential projects despite the constrained state budget. These measures include cash flow adjustments, delays, and strategic shifts from the General Fund to the Greenhouse Gas Reduction Fund.

The California Transportation Commission (CTC) is assessing the state and local transportation system’s long-term needs, especially that of future funding and climate resilience. With Senate Bill 1121 ongoing needs assessment, the CTC is required, in consultation with the California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans), to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. The report must be consistent with the California Transportation Plan and considerate of climate resiliency needs. Additionally, the report is required to forecast the expected revenue to pay for the cost identified in the needs assessment. The completed needs assessment was finished before the deadline of January 1, 2025, and must be completed repeatedly every five years thereafter.

Amid declining gas tax revenues, California legislature and active transportation and environmental advocates are pushing for a “People-First Mobility Budget” that aligns state spending with active transportation and climate targets. This initiative seeks to prioritize investments in Complete Streets and public transit infrastructure—moving away from freeway expansions to support state greenhouse gas reduction goals.

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

On September 30, 2024, Governor Newsom completed his reviews of bills from the 2023-24 Legislative Session, signing 1,017 bills and vetoing 189. The Legislature will reconvene for the

2025-26 session on December 2<sup>nd</sup> with an expected 34 new members. After initial meetings and bill introductions, legislators will adjourn until January 2025 to officially begin the session.

Proposition 5 is an amendment based on ACA 1, initially aimed at reducing the voter approval requirement for local taxes, fees, and bonds. Modified by ACA 10 in mid-2024, Proposition 5 now focuses on lowering the voter threshold to 55% for local bonds backed by property taxes. Further details regarding this measure is included in Attachment A. Objective #7 in the STA Legislative Platform is to “Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures”.

CalSTA held a meeting on October 28, 2024 to discuss how housing and land-use policies can bolster public transit, potential revenue sources from transit-oriented development, and strategies to improve first-and-last mile transit access. The California Transit Association plans to submit further recommendations developed through consultation with its members and advisory committees.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Proposition 5
- CalSTA’s Transit Transformation Task Force
- Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. State Legislative Update

October 21, 2024

TO: Board of Directors - Solano Transportation Authority

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

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

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### ***Legislative Update***

September 30 marked the final day for the Governor to act on bills sent to him in the second year of the 2023-24 Legislative Session. Of the hundreds of bills passed by the Legislature in the final weeks of session, the Governor signed 1,017 bills and vetoed 189 bills, equating to a 15.7% veto rate. Of the total bills signed, 668 were Assembly bills and 349 were Senate bills.

The Assembly and Senate, at Governor Newsom's request, convened an extraordinary session to further explore proposals for reducing the cost of fuel in California, including the Governor's proposal, captured in [ABX2-1 \(Hart\)](#), to give authority to the California Energy Commission to potentially require California refineries hold fuel in reserve to mitigate for cost increases due to refinery maintenance shutdowns. After several weeks of committee hearings and floor votes, the Legislature sent ABX2-1 to the Governor on October 14. The Governor [signed](#) the bill the same day.

As we noted in your last report, the Legislature will convene for the 2025-26 Legislative Session on December 2. We expect 34 new legislators in the Senate and Assembly when they convene. They will meet for one day and we should see bills begin to be introduced, before adjourning for the remainder of the year. They will reconvene to begin the real work of the first year of the session in January 2025. Legislative deadlines have not yet been released, but we will share them with you once they have been made public.

### ***Proposition 5***

This measure is the result of an amended version of ACA 1, which STA had long supported. Originally, ACA 1 proposed to reduce the voter threshold for local measures from two-thirds to 55 percent for special taxes, property related fees, and local bonds used to fund affordable housing and infrastructure. However, in mid-2024, largely driven by the BAHFA effort to pass a housing measure in November 2024, ACA 1 was amended by ACA 10 to limit the revenue mechanism to local bonds backed by ad valorem property taxes. If passed by the voters by a simple majority, Proposition 5 would lower the vote threshold for local bonds to 55 percent for the aforementioned purposes. Recent [polling](#) by the Public Policy Institute of California showed likely voters "divided on this legislative constitutional amendment, with 49 percent saying they would vote yes and 50 percent saying they would vote no."

### ***CalSTA's Transit Transformation Task Force to Hold Sixth Meeting***

The California State Transportation Agency will convene for its sixth meeting on October 28 in Monterey. This meeting, the third of several geared toward informing a report of recommendations required to be submitted to the Legislature by October 2025, will focus on: changes to land use and housing policies that could improve public transit use; potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations; and strategies to provide first- and last-mile access to transit.

As we previously highlighted, the California Transit Association is leading engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association has engaged its membership and CALACT members on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force.

Relative to the October 28 meeting, the Association, with the support of its Advisory Committee, is in the process of developing recommendations for transmittal to the Task Force on the topics outlined above. These recommendations will be shared with CalSTA and Association members on October 25.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#).

### ***TIRCP Awards Expected Soon***

The Transit and Intercity Rail Capital Program (TIRCP), a statewide competitive grant program funded by Cap and Trade revenues and vehicle registration fees, is expected to announce the Cycle 7 grant awards on October 23. The TIRCP traditionally runs the highly competitive grant program every two years, and we expect hundreds of millions of dollars to be awarded to projects throughout the state.

### ***Bills of Interest***

#### **SB 960 (Wiener) Complete Streets Projects on the State Highway System**

This bill would require the California Transportation Commission (CTC) to include, in its adopted targets and performance measures, state transportation goals and objectives for complete streets, including information on the existence of transit priority facilities on the state highway system.

***This bill was signed by the Governor.***

#### **AB 2061 (Wilson) State Sales Tax Exemption for Public Ferry Vessels**

This bill would establish, through January 1, 2030, a new exemption for the purchase of zero-emission ferries by public transit agencies from the state portion of the sales and use tax. ***This bill was vetoed by the Governor.***

#### **AB 2503 (Lee) CEQA Exemptions for Railroad Electrification**

This bill would exempt from the requirements of CEQA zero emission rail projects. ***This bill was signed by the Governor.***



**AB 2553 (Friedman) Vehicular Impact Fees**

This bill would change the geographic scope of a housing development eligible for reduced vehicular traffic impact fees. Specifically, this bill would redefine “major transit stop” to include the intersection of two or more major bus routes with a frequent of service interval of 20 minutes or less. ***This bill was signed by the Governor.***

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DATE: October 30, 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
<b>Federal</b>			
1.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program <a href="https://grants.gov/search-results-detail/356890">https://grants.gov/search-results-detail/356890</a>	\$1.5B	January 30, 2025
2.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program <a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>	\$876M	February 24, 2025
<b>State</b>			
1.	Solutions for Congested Corridor Program <a href="https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/">https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/</a>	\$480M	November 19, 2024
2.	Local Partnership Program - Competitive <a href="https://www.grants.ca.gov/grants/local-partnership-program-competitive/">https://www.grants.ca.gov/grants/local-partnership-program-competitive/</a>	\$200M	November 20, 2024
3.	Trade Corridor Enhancement Program <a href="https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/">https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/</a>	\$900M	November 22, 2024
4.	Tire-Derived Aggregate Grant Program <a href="https://www.grants.ca.gov/grants/tire-derived-aggregate-tda-grant-program-9/">https://www.grants.ca.gov/grants/tire-derived-aggregate-tda-grant-program-9/</a>	\$750,000	December 5, 2024
5.	Fiscal Year 2025-26 Sustainable Transportation Planning Grant <a href="https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants</a>	\$37.7M	January 22, 2025

**Fiscal Impact:**

None.

**Recommendation:**

Informational.