

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 PID (I-505 to Yolo County Line)
 - I-80 Express Lanes EIR (SR 37 to Carquinez Bridge)
- Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C (Vacaville)
 - South Gate Entrance (Peterson Rd)
- Canon Rd Overcrossing (Fairfield)
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
 - Interim Project Segment B (Mare Island to Sears Point)
 - Fairground Dr Interchange
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- Electrification of ALL Transit Operators
- Electrification of Freight
- 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 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

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)
- 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 ProgramExplore integration of the Clipper Card system with Cal-ITP and Regional and Local Transit operators for enhanced passenger, accessibility, convenience, and inter-agency transfers

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)
 - b. I-80 Express Lanes in Vallejo (Solutions for Congested Corridors)
 - c. Jepson Parkway (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 SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - a. Transit Electrification, Capital, and Operation Improvements
 - b. Other eligible clean air projects (e.g., alternative fuel, including hydrogen, and active transportation projects)
4. Solano County Rail Hub: planning/design studies to advance the development of 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.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.
10. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs),

Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and current and future affiliated federal funding programs through the One Bay Area Grant (OBAG).

11. 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. 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. 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. Monitor and support the California Transit Association's (CTA's) and the Metropolitan Transportation Commission's (MTC's) efforts to obtain federal and state funding for transit.
15. Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force Recommendations and support implementation of the Six Functional Areas: Fare Integration Policy, Wayfinding & Mapping, Bus Transit Priority, Accessible Services (including Paratransit), Rail Network Management, and Connected Network Planning.
16. Support efforts to ensure Solano County receives its fair share of federal transportation funding from state and region.
17. 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. Support establishment and operation of a regional Express Lanes network Bay Area Infrastructure Financing Authority (BAIFA) that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
19. Support "fix it first" efforts that prioritize a large portion of scarce federal and state resources on maintaining, rehabilitating, and operating Solano County's aging transportation infrastructure over expansion.
20. Monitor legislation which impacts STA's statutory authority to serve as the Congestion Management Agency (CMA) for Solano County and countywide transportation planning.

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.
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.

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes agency regulations such as the State's Climate Action Plan for Transportation Infrastructure (CAPTI), California Air Resources Board (CARB) greenhouse gas reduction target setting and the 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)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles and a three-prong approach for installation of more consumer level chargers, electrification of freight vehicles and support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers.
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Monitor the Implementation of 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 (*Objective #11*)
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality, and enhance economic development.
11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.
12. Support TIRCP Funds that 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. 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.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements (Section II Climate Change/Air Quality, #6).
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support 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. Support and monitor MTC’s Climate resiliency implementation efforts, including projects such as the SR 37 Corridor.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for 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 supplemental funding for federal transportation grant programs in annual appropriations legislation.
3. 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.
4. Protect Solano County's statutory portions of state highway and transit funding programs.
5. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs, and projects.
6. 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. 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.
8. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.
9. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
10. Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.
11. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
12. 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. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
14. Support implementation of national, state, and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. (Objective #17)
15. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
16. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
17. 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. 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. 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. 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. Protect construction jobs by opposing efforts to divert funding from construction to transit operations.
22. 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.

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. 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 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 IJJA.
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 of freight.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, 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 vessel and vehicle fuels, including the electrification of freight.