Solano Transportation Authority
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SOLANO TRANSPORTATION AUTHORITY

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

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

TECHNICAL ADVISORY COMMITTEE (TAC)
1:30 p.m., Wednesday, November 19, 2025
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The STA TAC conducts their meetings **in person**.

Zoom Link Info:
https://us02web.zoom.us/j/87514463138?pwd=OGl4aHZTSzdhUVA0Ym90T0l1bE92Zz09
Webinar ID: 875 7446 3138
Passcode: 166103

MEETING AGENDA

ITEM	STAFF PERSON
1. CALL TO ORDER	Daryl Halls
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:40 p.m.)	
✓ Construction Update	Nick Burton
5. CONSENT CALENDAR (1:50 – 1:55 p.m.) Recommendation: Approve the following consent items in one motion.	
A. Minutes of the TAC Meeting of September 24, 2025 Recommendation: Approve TAC Meeting Minutes of September 24, 2025. **Pg. 5**	Johanna Masiclat
B. Regional Transportation Impact Fee (RTIF) Working Group 6 Funding Recommendations Recommendation: Forward a recommendation to the STA Board to approve the following: 1. Program \$200,000 of RTIF District 6 funds to the City of Fairfield for its Transit Facility Expansion Project; and 2. Authorize the STA Executive Director to enter into a Funding Agreement with the City of Fairfield in the amount not-to-exceed \$200,000 of STAF funding for the City's Transit Facility Expansion Project. **Pg. 9**	Jasper Alve

~~**The complete STA TAC packet is available on STA's website: www.sta.ca.gov**~~

6. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and Schedule of Legislative Platform for 2026 — Sean Person
Recommendation:
Forward a recommendation to the STA TAC and Board to release the STA's Draft 2026 Legislative Platform and Priorities for 30-day public review and comment.
(1:40 - 1:45 p.m.)
Pg. 13

B. Adoption of Solano Safe Routes to School (SR2S) Plan — Amy Antunano
Recommendation:
Forward recommendation to the STA Board to approve the 2025 SR2S Plan Update for adoption.
(1:45 – 1:50 p.m.)
Pg. 37

7. ACTION FINANCIAL ITEMS

A. Fiscal Year 2024-25 Regional Transportation Impact Fee Fourth Quarter and Annual Report — Jasper Alve
Recommendation:
Forward a recommendation to the STA Board to adopt the 12th RTIF Annual Report for FY 2024-25 as shown in Attachment E and authorize the STA Executive Director to transmit this report to the County Board of Supervisors.
(1:50 – 2:00 p.m.)
Pg. 43

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Mobility Programs 1st Report for FY 2025-26 - Older Adults and People with Disabilities, and Veterans Programs — Debbie McQuilkin
(2:00 – 2:05 p.m.)
Pg. 67

NO DISCUSSION

B. Summary of Funding Opportunities
Pg. 83 — Jasper Alve

9. December 2025

1. MTC Presentation: Mapping Wayfinding Update
2. Water Ways/Dredging Update
3. Capitol Corridor Ridership Update
4. Legislative Platform
5. Solano Express Service Changes/STA Board Subcommittee Recommendations
6. Development of Funding Agreement for Solano Express for FY 2026-27
7. Solano Mobility Program – Call Center 1st Quarter
8. Connected Mobility Plan / Solano Express Coordination Update

January 2026

1. MTC Presentation: Clipper Update
   Solano Mobility Program -Employer/Commuter 1st Quarter Report for 2025-26
2. Dixon CBTP Recommendations
3. Solano Express Capital Plan Update
4. SF Bay Ferry Ridership Update

10. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, December 17, 2025,** at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule For the Calendar Year 2026

1:30 p.m., Wed., January 28, 2026
1:30 p.m., Wed., February 25, 2026
1:30 p.m., Wed., March 25, 2026
1:30 p.m., Wed., April 29, 2026
1:30 p.m., Wed., May 27, 2026
1:30 p.m., Wed., June 24, 2026
No Meeting in July – Summer Recess
1:30 p.m., Wed., August 26, 2026
1:30 p.m., Wed., September 30, 2026
No Meeting in October
1:30 p.m., Wed., November 18, 2026 (Earlier Date)
1:30 p.m., Wed., December 16, 2026 (Earlier Date)

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
September 24, 2025

1. CALL TO ORDER

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

TAC Members Present:	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Sanjay Mishra	City of Fairfield
	Krystine Ball for Greg Malcolm	City of Rio Vista
	Noaue Vue	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Oscar Alcantara (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members Absent:	None.

STA Staff and Others Present:	***(In Alphabetical Order by Last Name)***	
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Johanna Masiclat	STA

2. APPROVAL OF THE AGENDA

On a motion by Nouae Vue, and a second by Brian McLean, the STA TAC approved the agenda with the exception to move Agenda Items 6.A and 6.B from Actional Non-Financial to Informational Item.
(7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. **REPORTS FROM MTC, STA, AND OTHER AGENCIES**
Nick Burton provided an update to various construction projects in Solano County.

5. **CONSENT CALENDAR**
On a motion by Nouae Vue, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A and B. (8 Ayes)

   A. **Minutes of the TAC Meeting of August 27, 2025**
   Recommendation:
   Approve TAC Meeting Minutes of August 27, 2025.

   B. **Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes TDA Claim for the Cities of Fairfield and Rio Vista**
   Recommendation:
   Forward a recommendation to the STA Board to approve the October 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the Cities of Fairfield and Rio Vista as shown in Attachment B.

6. **ACTION NON-FINANCIAL ITEMS**

   A. **None.**

7. **ACTION FINANCIAL ITEMS**

   A. **None.**

8. **INFORMATIONAL ITEMS**

Ron Grassi presented the following items for discussion by the TAC:

- ✓ **Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27**
- ✓ **Review Recommendations from the Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27**

   A. **Legislative Update**
   Daryl Halls commented the STA took an official Support stance on three (3) proposed bills: SB 71, AB 394, and AB 697, and also sent three (3) Letters of Support addressed to Governor Newsom.

   B. **One Bay Area Grant (OBAG) Cycle 4 Update**
   Jasper Alve reported that MTC will be integrating its Transit Oriented Communities (TOC) Implementation Policy into OBAG 4 funding eligibility, and STA staff will continue to keep the TAC apprised of any new developments related to these key considerations.

   C. **Status Update on the Procurement of a Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update**
   Robert Guerrero and Dulce Jimenez reviewed the process to procure a Traffic Modeling Consultant in which is currently conducting a comprehensive assessment of the firms that alighns with the delivery of the project goals identified in the RFP. Staff is working to reconvene the Model TAC and is anticipated to be convened in late Fall 2025.

D. Solano Comprehensive Transportation Plan (CTP) Update: Project Evaluation and Prioritization Process for Transit and Rideshare Element, Active Transportation Element, and Arterials, Highways and Freeways Element
Kathrina Gregana provided an update and reviewed the project evaluation and prioritization process for the three elements of the CTP as listed above.

NO DISCUSSION

E. State Route (SR) 12 and SR 113 Corridor Plans Update

F. Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report

G. Solano Mobility Programs 4th Quarter Report for FY 2024-25 Employer/Commuter Programs

H. Solano Mobility Programs Call Center 4th Quarter Report for FY 2024-25

I. Update on Solano Express Guaranteed Ride (GR) Program

J. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS
The Committee members reviewed and provided feedback on the agenda items listed in the months of November and December 2025.

10. ADJOURNMENT
No meeting in October. The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, November 19, 2025,** at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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Solano Transportation Authority

DATE: November 14, 2025
TO: STA TAC
FROM: Jasper Alve, Senior Project Manager
RE: Regional Transportation Impact Fee Working Group 6 Funding Recommendation

Background:
Assembly Bill (AB) 1600, the Mitigation Fee Act, allows local agencies in California to set and collect a one-time impact fee on new developments for the purpose of helping fund capital projects that offset the impacts generated by the new developments. Agencies adopting an impact fee program are required per AB 1600 to be supported by a nexus analysis. The analysis must establish that there is a reasonable relationship (or nexus) between the anticipated future development, the need for new infrastructure to support that development, and the fees that will be charged to help fund that new infrastructure.

The Solano Transportation Authority (STA) and County of Solano coordinate with all seven (7) cities in the County on the collection and management of the Regional Transportation Impact Fee (RTIF) Program. This program, which the County Board of Supervisors approved as part of the County's Public Facilities Fee Program in December 2013, began formally collecting impact fees on new developments in February 2014. The fees are collected from five (5) geographic RTIF districts across the County.

The fees collected from the RTIF Program are distributed proportionally to seven (7) RTIF districts, which includes the five (5) geographic districts plus two (2) other districts for roadway projects in the unincorporated areas of County (District 7) and for transit-related improvements (District 6). The transit RTIF district receives five (5) percent of the total RTIF fees collected. This district, along with the remaining districts that receive RTIF funding, is managed by a working group. However, unlike other RTIF working groups, the transit working group is composed of staff from the County's local transit operators.

Discussion:
The RTIF transit working group, which is required to meet annually, held a meeting on Tuesday, October 28, 2025. During this meeting, STA staff invited working group members to propose projects to program the district's RTIF funding. The City of Fairfield proposed programming $200,000 of RTIF District 6 funds to its Transit Facility Expansion Project. No other working group members requested for this funding.

The proposed RTIF amount will contribute to fully funding the Project. Other funding sources that are being proposed include Regional Measure 3 funding and the City's Low Carbon Transit Operations Program (LCTOP) population share. The City's previous LCTOP share for fiscal year (FY) 2024-25 total $303,219 as shown in Attachment A, which the STA Board approved the allocation in March 2025. The Metropolitan Transportation Commission has not released to date the LCTOP population share fund estimate for FY 2025-26. However, STA staff are estimating that the City will receive approximately similar share. Lastly, the City will also be utilizing EnergIIZE grant funds totaling $750,000, Federal earmark totaling $500,000, as well as local funds totaling $1.359 million.

The Transit Facility Expansion Project will ensure that the City's transit system will be able to meet future service growth and regulatory demands. The Project will install, for instance, infrastructures that will support compliance with the California Air Resource Board's Innovative Clean Transit (ICT) regulation. The ICT requires local transit operators to gradually transition to zero-emission buses and facilities starting in 2026. City staff have already contracted with Pacific Gas & Electric to upgrade the electrical infrastructure needed to support the Project.

Fiscal Impact:
None to the STA. Funding is from the Regional Transportation Impact Fee Program.

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

1. Program $200,000 of RTIF District 6 funds to the City of Fairfield for its Transit Facility Expansion Project; and
2. Authorize the STA Executive Director to enter into a Funding Agreement with the City of Fairfield in the amount not-to-exceed $200,000 of STAF funding for the City's Transit Facility Expansion Project.

Attachment:

A. Fiscal Year 2024-25 Final LCTOP Funding

Attachment B

LCTOP Allocation

FY 2024-25

Agency	Population		% by Population	$ 1,140,196
City of Dixon (Readi-Ride)	19,143	19,143	0.04265878	48,639.37
City of Rio Vista (Delta Breeze)	10,375	10,375	0.02311993	26,361.25
City of Suisun City (STA)	28,949	28,949	0.06451074	73,554.89
City of Fairfield (FAST)	119,338	119,338	0.26593604	303,219.21
City of Vacaville (City Coach)	101,918	101,918	0.22711684	258,957.71
City of Benicia (SolTrans)	26,567			
City of Vallejo (SolTrans)	123,564	150,131	0.334556	381,459.41
Unincorporated Solano County (STA)	18,893	18,893	0.04210167	48,004.16
Total	448,747	448,747	100%	$ 1,140,196

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Agenda Item 6.A
November 19, 2025

Solano Transportation Authority

DATE: November 18, 2025
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update and Schedule of Legislative Platform for 2026

Background:
Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 8, 2025, the STA Board approved its 2025 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2025.

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

Discussion:
The California Legislature has approved the reauthorization of the state's Cap-and-Trade Program, now renamed the "Cap-and-Invest Program," through 2045 with bills AB 1207 and SB 840. These measures extend the compliance mechanism, adjust cost impacts for Californians, and update how revenues are invested. Continuous appropriations for key transit programs were preserved, including $400 million annually for the Transit and Intercity Rail Capital Program (TIRCP) and $200 million annually for the Low Carbon Transit Operations Program (LCTOP). Additionally, $125 million will be allocated in Fiscal Year (FY) 2026-27 for transit passes.

The Legislature also finalized the FY 2025-26 budget, reaffirming funding commitments under SB 125, which provides $5.1 billion for flexible transit capital and operations. The budget included $1.196 billion from the General Fund and $1.078 billion from the Greenhouse Gas Reduction Fund for SB 125-related programs. A trailer bill also clarified the continued application of the "hold harmless" provision to LCTOP, ensuring stable disbursements.

SB 71 (Wiener), which extends CEQA exemptions for transit and transportation projects until 2040 while expanding eligible project types, is now on the Governor's desk awaiting a signature. Meanwhile, AB 394 (Wilson), which strengthens protections for transit workers by enhancing penalties for assaults and clarifying employer authority to seek restraining orders, was signed by the Governor on October 2, 2025.

AB 697 (Wilson), which seeks to authorize State Route 37 Corridor improvements to advance in a cost-effective and environmentally beneficial procedure by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species, was signed by the Governor on October 7, 2025.

Additionally, 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 2026 Legislative Platform for comment at their meetings in November 2025. The Final Draft of the STA's 2026 Legislative Platform will be recommended on the December 2025 agenda of the Consortium and TAC for approval by the STA Board at their January 14, 2026 meeting.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- STA Sponsored Legislation
- Brown Act Reform
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- Federal Government Shutdown
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to release the STA's Draft 2026 Legislative Platform and Priorities for 30-day public review and comment.

Attachments:

A. State Legislative Update
B. Federal Legislative Update
C. STA's Draft 2026 Legislative Platform and Priorities with Tracked Changes

Shaw
Yoder
Antwih
Schmelzer
& Lange

1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

October 20, 2025

TO: Board of Directors - Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE – November 2025

Legislative Update

The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, after sending nearly 800 bills to the Governor in the final weeks of the legislative year. The Governor had until October 13 to sign or veto this last tranche of bills. This caps a year which saw California renew its historic Cap-and-Trade program, pass legislation authorizing the placement of a Bay Area Regional Measure on next year's General Election ballot, close a $12 billion budget deficit, and more. Assemblymembers and State Senators introduced a total of 2,350 bills in 2025 – 917 of which made it to the Governor's desk for his consideration this year. Of these, 794 were signed into law and 123 were vetoed – meaning approximately one-third of the bills introduced at the start of the year successfully navigated California's full legislative process.

Also, in mid-September, Senate President Pro Tempore Mike McGuire announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Senator McGuire announced that effective November 17, 2025, Senator Monique Limon (D-Santa Barbara) will take over as Senate Pro Tem. The initial timeline for this transition had been described as "early 2026." We expect to see some changes in leadership and key committee roles before the year is out.

The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar here.

STA Sponsored Legislation

AB 697 (Wilson) – STA's sponsored bill – will enable SR 37 corridor improvements to advance by permitting the projects under the California Endangered Species Act process for the authorized take of four fully protected species. **This bill was signed by the Governor and will take effect on January 1, 2026.**

Bay Area Regional Measure

The Bay Area Regional Measure, reflected in SB 63 (Wiener and Arreguín), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems.

After several rounds of significant amendments in the last weeks of session, the bill received the support needed to pass on the final day of session and was sent to the Governor's desk. The final version of this bill passed the Assembly Floor with 46 ayes, 20 no votes, and 14 abstentions, and it passed the Senate Floor on concurrence with 29 ayes, 8 no votes, and 3 abstentions. Both members of Solano Transportation Authority's Delegation, Senator Cabaldon and Assemblymember Wilson, voted in support. The Governor took the full month afforded to him to consider the bill, finally signing it into law on October 13. This bill will take effect on January 1, 2026. Once the bill takes effect, it will be up to local stakeholders to work to qualify the regional measure for the ballot through signature gathering, where it will likely need a majority of voters to pass on November 3, 2026.

Brown Act Reform
SB 707 (Durazo) includes several different provisions related to the Brown Act. First, it extends existing authority permitting the limited use of remote participation for board members under certain circumstances. This authorization – originally set out in AB 2449 (Rubio) – was set to expire at the end of 2025. Earlier this year, AB 259 (Rubio), had sought to extend these provisions, but was held in the Senate Local Government Committee.

Second, SB 707 also allows for entirely remote participation for advisory or subsidiary bodies. Notably, elected officials would be exempt from this and would need to attend in person or post their location and open that location to the public if they join remotely. This provision of the bill also requires that the advisory or subsidiary body offers a remote option and at least one physical location where members of the public can attend and participate.

Lastly, SB 707 requires a new category of legislative bodies – an "eligible legislative body" – to provide two-way teleconference opportunities for the public, to provide language translations of their agenda, and to reasonably assist members of the public with translation services. An "eligible legislative body" includes the following:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
    - Boundaries which are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
    - The special district has over 1,000 full-time employees; OR
    - The special district has annual revenues in excess of $400,000,000 *and* the district has over 200 full-time employees

The implementation of this portion of the law has also been delayed to July 1, 2026. **This bill was signed into law and most sections – save for the section regarding eligible legislative bodies referenced above – will take effect January 1, 2026.**

Bills of Interest

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill as it passed out of the Assembly Appropriations Committee reduce the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently planned Tier 1 or Tier 2 transit-oriented development stops in the eight most transit-rich counties of the state, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority. Solano County is not one of the eight counties impacted by the bill. **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 512 (Pérez) Transportation District Elections: Initiatives – WATCH

This bill would have clarified how jurisdictions may, by initiative, impose transactions and use taxes (TUTs) for transportation purposes. **This bill was vetoed by the Governor, stating "[t]he courts have consistently and repeatedly affirmed this existing authority; therefore, this bill is unnecessary." Please see the full veto message here.**

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 clarifies that our state's public transit operators are employers for purposes of seeking a temporary restraining order (TRO) against violent offenders. The Amalgamated Transit Union, Teamsters, and SMART-TD are co-sponsors of this bill. **This bill was signed by the Governor and will take effect on January 1, 2026.**

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Akin

MEMORANDUM

October 20, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: October Report

In October, Akin monitored developments in Washington, including the appropriations process, the federal government shutdown, and funding opportunities.

Federal Government Shutdown

On October 1, 2025, the U.S. federal government entered a shutdown due to Congress failing to pass full year appropriations or a continuing resolution to fund government operations for Fiscal Year 2026. The Republican-controlled House of Representatives narrowly passed a continuing resolution to fund the federal government at fiscal year 2025 levels through November 21 largely on a party-line vote; however, the Senate could not secure the 60 votes necessary to pass the bill. All but three Senate Democrats voted against the Republican-backed bill. Democrats attempted, but failed, to pass a continuing resolution that, in addition to funding the federal government through November 21, would extend the Affordable Care Act subsidies that if not extended expire on December 31 as well as reverse Medicaid cuts in the One Big Beautiful Bill Act, which Democrats have insisted must be included in any funding deal.

As in prior shutdowns, non-essential agency operations are being halted or suspended and essential operations continued, but often without pay until funding is restored. As of mid-October, about 900,000 federal workers have been furloughed.

On October 16, the Senate voted down the House-passed spending resolution for the 10th time since the start of the shutdown. With the chamber set to be in recess until October 20, the funding lapse will likely hit a three-week mark on October 21.

Department of Transportation Update

The Department of Transportation ("DOT") shutdown guidance is available here. DOT notes that General Fund appropriated activities would continue with available multi-year funding from prior-year appropriations and supplemental appropriations. Additionally, all activities and personnel funded through the Highway Trust Fund or the supplemental appropriations portion of the Infrastructure Investment and Jobs Act would continue during a lapse in annual appropriations.

It is not clear how the shutdown will impact DOT's planned release of Notices of Funding Opportunities ("NOFO"). DOT had planned to issue the following NOFOs before year end:

- BUILD Grants: DOT expects to release a Notice of Funding Opportunity ("NOFO") for this program in November 2025, with over $1 billion available. Awards are expected in June 2026.

- Safe Streets for All Program: DOT expects announcements on this program in late 2025.

- Federal Railroad Administration: DOT expects to release a large NOFO within the next few weeks, with additional NOFO calendar postings to follow.

DOT also issued an interim final rule that modifies the Disadvantage Business Enterprise ("DBE") program. Under this rule, i) Unified Certification Programs must re-certify all DBEs, ii) women and minorities are no longer presumed to be socially and economically disadvantaged, and iii) recipients must now set goals based on the availability of DBEs relative to all businesses able to participate in DOT-assisted projects. The rule takes effect on October 3.

Congressional Update

On October 7, the U.S. Senate confirmed the below Department of Transportation officials by a vote of 51-47:

- Michael Rutherford, Assistant Secretary for Multimodal Freight Infrastructure & Policy;

- Gregory Zerzan, General Counsel;

- Derek Barrs, Administrator of the Federal Motor Carrier Safety Administration (FMCSA); and

- David Fink, Administrator of the Federal Railroad Administration (FRA).

On October 21, the Senate Committee on Commerce, Science and Transportation will hold an Executive Session to consider the Nomination of Seval Oz, of California, to be the Assistant Secretary of Transportation for Research and Technology.

Bills of Interest

On September 18, Sen. Tim Sheehy (R-MT) introduced S.2895 in the Senate. The bill would require the Secretary of Transportation to conduct a study on weather-related hazards and gaps in surface transportation safety. There are no cosponsors for the bill. The bill was referred to the Senate Committee on Commerce, Science and Transportation.

On September 18, Rep. Steve Cohen (D-TN) introduced H.R.5452 in the House. The bill would amend the Infrastructure Investment and Jobs Act to modify the Safe Streets and Roads for All program. Specifically, the bill amends the Safe Streets grant allocation rules so that at least 20% of the funds available each fiscal year must go toward planning grants. There are 5 cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On September 18, Sen. Tim Sheehy (R-MT) introduced S.2910 in the Senate. The bill would allow States to use highway safety funds for work zone safety initiatives. There are no cosponsors for the bill. The bill was referred to the Senate Committee on Commerce, Science and Transportation.

On October 3, Rep. Jim Costa (D-CA) introduced H.R.5677 in the House. The bill would amend the Infrastructure Investment and Jobs Act to extend the authorization for grants under section 24911 of title 49, United States Code, through fiscal year 2032. Reps. Seth Moulton (D-MA) and Donald Beyer (D-VA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On October 8, Rep. Mark DeSaulnier (D-CA) introduced H.R.5711 in the House. The bill would amend titles 23 and 49, United States Code, to improve public understanding of how transportation investments are made by public agencies through establishing greater transparency and accountability processes. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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Solano Transportation Authority
DRAFT 2026 Legislative Platform

Solano Transportation Authority
. . . working for you!

PROJECTS AND FUNDING PRIORITIES

Pursue and seek funding for the following priority projects:

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Express Lanes Project Initiation Document (PID) (I-505 to Yolo County Line)
  - ~~I-80 Express Lanes Environmental Impact Report (EIR) (SR 37 to Carquinez Bridge)~~
- Access to Travis Air Force Base
  - Jepson Parkway/North Gate Segment 2C (Vacaville)
  - ~~South Gate Entrance (Peterson Rd)~~
  - Access to Travis Air Force Base - 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 Supplemental PID
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- Zero-Emission of ALL Transit Operators
- ~~Freight Electrification on I-80~~
- ~~EV Charger Infrastructure~~

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
  - I-80/I-680/SR 12 Interchange Package 3, 4, 6, and 7
  - I-80 Express Lanes Environmental Impact Report (EIR) (SR 37 to Carquinez Bridge)
- SR 37 Corridor Improvements:
  - Flood Protection and Adaptation Improvements for Segments B & C
- Zero-Emission of Municipal Fleets
  - ~~Access to Travis Air Force Base - South Gate Entrance (Peterson Rd)~~
- Freight Electrification on I-80
- EV Charger Infrastructure

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)
- Funding for dredging for Carquinez Strait in the City of Vallejo
- ~~Vallejo Station Parking Structure Phase B~~

Priority Tier 2:

- ~~SolanoExpress Buses replacement~~
- Vallejo Station Parking Structure Phase B

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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
- Support implementation of Clipper 2.0 in coordination with County's transit operators

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Priority Tier 2:

- Support Bay Area Housing Finance Authority (BAHFA) housing funds for affordable housing production located in Priority Development Areas (PDA) located adjacent to regional transit services
- ~~Support implementation of Clipper 2.0 in coordination with County's transit operators~~ Climate Change Adaptation/Electrification (Infrastructure and Vehicles)

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various Senate Bill 1 (SB 1) transportation funding programs. Seek grant funding through SB 1 competitive programs for:
    a. I-80 Express Lanes in Dixon (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
    b. I-80 Express Lanes in Vallejo (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
    c. I-80/680/12 Interchange Construction Package 5 (Solutions for Congested Corridors/Local Partnership Program)
    d. Jepson Parkway (Local Partnership Program)
    ~~d.~~e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program
    ~~e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program~~

2. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County.

3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
    a. Transit Emissions, Capital, and Operating Improvements
    b. Other eligible clean air projects (e.g., alternative fuel, including hydrogen, and active transportation projects)

4. Seek funding for planning/design studies to advance the development of the Solano County Rail Hub intermodal station as put forth in the draft 2023 CA State Rail Plan

5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano, and Sonoma Counties) to develop an expedited funding, financing, and project implementation strategy for the reconstruction of SR 37. Including State authorization to develop equity programs with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, and congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.

6. Support efforts to extend the Cap-and-Trade program beyond 2030 and pursue Cap and Trade funding programs that support Solano County's transportation projects and programs.

7. Oppose efforts to reduce or divert funding from transportation projects.

8. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.

9. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.

10. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global

Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

11. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and current and future affiliated federal funding programs through the One Bay Area Grant (OBAG).

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

13. Monitor and support the implementation of Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 four planning quadrants of Transportation, Housing, Environment, and Economy in coordination with STA member agencies such as Solano Economic Development Corporation, Travis Air Force Base, the Solano City County Coordinating Council (4Cs), and other partnership agencies.

14. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:

    a. Implementation of the Solano rail hub at the Suisun/Fairfield Amtrak Station
    b. Support rail crossing safety improvements and update to the Rail Crossings Safety Improvements Plan

15. Monitor and support the California Transit Association's (CTA's) and the Metropolitan Transportation Commission's (MTC's) efforts to obtain federal and state funding for transit.

16. Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force and the Transportation Revenue Measure Select Committee recommendations and support implementation of the Six Functional Areas: Fare Integration Policy, Wayfinding & Mapping, Bus Transit Priority, Accessible Services (including Paratransit and Solano Mobility), Rail Network Management, and Connected Network Planning.

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

18. Support implementation of national, state, and regional freight plans that include construction of the I-80 managed lanes from Carquinez bridge to Yolo County line, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment, Freight Electrification, and alternative fueling and rest stations.

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

20. Support "fix it first" efforts that prioritize a large portion of scarce federal and state resources on maintaining, rehabilitating, and operating Solano County's aging transportation infrastructure over expansion.

21. Monitor legislation which impacts STA's statutory authority to serve as the Countywide Transportation Planning and Congestion Management Agency (CMA) for Solano County.

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 Air Resources Board (CARB) greenhouse gas reduction target setting and the extension of the Cap-and-Trade program beyond 2030, and the Advanced Clean Cars II Regulations.

3. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs). (Objective #13)

4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.

5. Support legislation and funding, which provides infrastructure for zero emission vehicles, including the installation of more consumer level chargers, electrification of freight vehicles and the electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers.

6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.

7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.

8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.

9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality, and enhance economic development.

10. Support TIRCP Funds that fund transit electrification, and overall reduction of GHG.

III. **Employee Relations**

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions, including litigation and transit funding impacted by 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.

7. Monitor and support state legislation that streamlines CEQA for transit and active transportation projects, including expanding the list of statutorily exempt projects.

8. Monitor and support provisions in federal law Infrastructure Investment and Jobs Act (IIJA), that further streamline the environmental review and permitting process to allow projects to advance more quickly and more cost effectively.

9. Support and monitor MTC’s Climate resiliency implementation efforts and Caltrans’ Climate Action Plan for Transportation Infrastructure, including projects such as the SR 37 Corridor.

V. **Water Transport**

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for SolanoExpress intercity bus operations and local transit operators. This includes additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.

2. Support efforts to restore the level of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.

3. Support recommendations of the STA’s Water Transit Feasibility Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

2. Advocate for Congress to pass surface transportation legislation that provides stable and reliable funding for highway, transit and rail programs, including continued funding of competitive grant programs.

3. Advocate for supplemental funding for federal transportation grant programs in annual appropriations legislation.

4. Pursue annual state legislative funding requests for priority transportation projects from members of the State Legislature representing Solano County.

5. Pursue annual community project funding requests for priority transportation projects from members of Congress representing Solano County.

6. Support reauthorization and continued funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All, Strengthening Mobility and Revolutionizing Transportation (SMART) and Advanced Transportation Technologies & Innovative Mobility Deployment grant programs.
7. Protect Solano County's statutory portions of state highway and transit funding programs.

8. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs, and projects.

9. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming and support timely allocation of new STIP funds.

10. Support state budget and California Transportation Commission (CTC) allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

11. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transit Transformation Task Force.

12. Support legislation that increases the overall funding levels for transportation priorities in Solano County.

13. Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.

14. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

15. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Objective #7)

16. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

17. Support implementation of national, state, and regional freight plans that fund construction of the I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and zero-emission technology of freight. (Objective #18)

18. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.

19. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)

20. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)

21. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)

22. Support the Capitol Corridor Joint Powers Authority (CCJPA) to secure discretionary grants, including, but not limited to (CRISI, and State of Good Repair, SOGR) for rail capital projects.

23. Support the implementation of Caltrans' California State Rail Plan, which includes advancing the development of the Solano Rail Hub at the Suisun/Fairfield Amtrak Station

24. Protect construction jobs by opposing efforts to divert funding from construction to transit operations.

25. Support legislation that promotes and protects the STA's role as the Program Manager for the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) program.

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

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery and enhance STA's working relationship with local, state, and federal governments.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation, regulations and policies to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

4. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.

5. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

6. Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.

VIII. Rail

1. In partnership with other counties located along the Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Support implementation of the State Rail Plan, including advancing the development of the Solano Rail Hub, improvements at the Fairfield Vacaville Hannigan Rail Station, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.

5. Support legislation and funding to adequately fund implementation of safety improvements at rail crossings, including replacement of at-grade railroad crossings with grade-separated crossings.

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

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County, including seeking funding from the federal Safe Streets and Roads for All grant program.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.

3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.

4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small, and large Urbanized Areas (UZAs).

5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry, and rail. (Objective #2)

6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations and 6 functional areas consistent with the recommendations identified in STA's Connected Mobility Plan.

7. Monitor implementation of requirements in the IIJA regarding agency safety plans for small, urbanized areas.

8. Support the use of Cap-and-Trade funds for improved or expanded transit service.

9. Support funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs.

10. Support funding for public transportation at the levels authorized in the IIJA and reauthorization of federal transit programs at the level to support public transit needs.

11. Support administrative policy or statutory modification to the commercial vehicle safety inspection code of public transit buses by California Highway Patrol while buses are in revenue service. Support streamlined inspections to ensure passenger and operator safety.

XI. Travel Demand Management (TDM)/Microtransit

1. Support TDM related legislation and policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.

2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.

3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools, and public transit without reducing existing transportation or air quality funding levels.

XII. Movement of Goods

1. Monitor and participate in implementation of national, state, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange and SR 12 improvements, and Intelligent Transportation System (ITS) deployment and zero-emission freight.

2. Monitor and support initiatives that augment planning and funding for the movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.

3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for the movement of goods via aviation, rail, ports, and truck.

5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), improve access to North and South Gate, and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

6. Support research into clean vessels and vehicle fuels, including the zero-emission of freight.

Solano Transportation Authority

DATE: November 19, 2025
TO: STA TAC
FROM: Amy Antunano, Program Manager- Safe Routes to School
RE: Adoption of Solano Safe Routes to School (SR2S) Plan

Background:
The Solano Safe Routes to School (SR2S) Program encourages more students to walk and bike to school by promoting safe, enjoyable, and healthy travel options. The program takes a comprehensive approach through the Six E's: education, encouragement, enforcement, engineering, engagement, and evaluation. It is available to all schools countywide and focuses on safety education, health promotion, and community-wide infrastructure and program improvements to support active student travel.

The STA Board adopted Solano's first SR2S Plan in 2008, which guided the program until 2012. In 2013, an updated plan was adopted to further strengthen the program. Since 2023, STA staff and its consultant, have been working to update the Plan, with a focus on expanding youth engagement initiatives and increasing educational opportunities, particularly for disadvantaged communities.

Discussion:
The 2025 SR2S Plan Update is guided by the adopted Goals and Objectives framework. The Plan includes six primary goals related to improving student health, increasing safety and accessibility, reducing congestion and emissions, sustaining the program long-term, advancing equity, and strengthening local and regional partnerships. Progress toward these goals will be measured using enhanced program evaluation metrics included throughout the plan.

Over the past two years, STA staff collaborated with Solano Public Health, local jurisdictions, school districts, and existing SR2S Community Task Forces to develop the 2025 SR2S Plan Update. Engagement efforts included outreach to schools, community organizations, and city task forces to gather feedback, review current priorities, and assess program effectiveness. As part of the planning process, STA staff and consultants worked closely with each jurisdiction to confirm or reestablish local Community Task Forces, conduct priority project identification, and schedule walk audits in each district. Prioritized schools can be viewed in Attachment A.

The updated Plan introduces enhanced program evaluation metrics designed to track progress, measure outcomes, and assess the long-term effectiveness of SR2S programs and infrastructure investments. These metrics will help guide data-informed decisions and ensure accountability across jurisdictions while maintaining alignment with the Six E's framework.

As part of the final phase of the update, the draft Plan was released for a 30-day public comment period to allow community members, school partners, and local agencies to review and provide input. All feedback received during this period was reviewed and incorporated, as appropriate, and can be viewed in Attachment B.

The 2025 Safe Routes to School Plan has been completed and is available to view at the following link: *2025 SR2S Plan*. This updated Plan presents a five-year vision for program and project implementation, integrates community feedback, identifies priority projects for each school district, and aligns future actions with SR2S goals and objectives.

STA staff are requesting to forward a recommendation to the STA Board for the adoption of the final 2025 SR2S Plan.

Fiscal Impact:
None.

Recommendation:
Forward recommendation to the STA Board to approve the 2025 SR2S Plan Update for adoption.

Attachments:
A. Safe Routes to School Plan Update- School Priority List
B. Safe Routes to School Plan Update- Public Comment and Response Matrix

Safe Routes to School Plan Update- School Priority List

School	Walking Route Status	Students Walking	Adjacent Roadway/ Context
Cambridge Elementary	Well-marked sidewalks, bike lanes, and crossings	250 Students	2-lane residential streets
Fairview Elementary	Complete sidewalks, curb ramps at all crossings, the ones in front of the school are clearly marked, but those further down the road are unmarked	250 Students	Residential with parks, commercial nearby, access to transit
Suisun Elementary	Complete sidewalks, curb ramps at all crossing	100 students	Residential with parks, commercial nearby
John Knight Middle School	Complete sidewalks, marked crossings with curb ramps	150 Students	Residential with nearby parks
DH White Elementary School	Mostly complete sidewalks, marked crossings with curb ramps, some driveways have poor pedestrian crossings	20 Students	On the outskirts of a small residential area
Vallejo High School	Complete sidewalks, marked crossings, some have no curb ramps	248 Students	Mix of residential and commercial
Mary Farmar Elementary	Partial sidewalks, some with signposts in the middle of them, marked crossings with curb ramps	100 Students	Residential area near major streets/the highway
Will C. Wood HS	Complete sidewalks, marked crossings with curb ramps	825 Students	Commercial and residential near major streets/the highway

Public Comment and Response Matrix – 2025 Safe Routes to School Plan Update

Jurisdiction/ School	Date Received	Summary of Comment	Plan Section Referenced	Staff/Consultant Response	Resolution / Action Taken
River Delta Unified School District	9/25/2025	The commenter requests removal of a repetitive paragraph on page 59 and recommends labeling key neighborhoods and River Road on the map on page 60 to better reflect where students live. They also note minor text edits needed on page 62 and seek clarification regarding the date of the site visit, as the current reference appears outdated.	Safe Routes to School Local Planning & Implementation Efforts	Thank you so much for your input! Your feedback is incredibly helpful and ensures that your city is appropriately represented. I've forwarded your email to our consultant so they can address the issues you noted below.	Edits were incoporated into the plan.
City of Vallejo	10/1/2025	I have no comments to add to the update of the SR2S plan. of note, the City has since installed 3 sets of speed cushions fronting Vallejo High School (on Nebraska St.) with supporting signage and these have been deemed effective to reduce speeding and increase the safety of all.	Safe Routes to School Local Planning & Implementation Efforts	Thank you for the follow up, Tony. I will note the updated information regarding Vallejo High School.	Sent to the consultant to adjust recommendation s as needed.
City of Vallejo	10/15/2025	The commenter notes that many crashes, including fatal ones, occur on State Highways but the SR2S Plan does not address coordination with Caltrans to improve safety in these areas. They recommend adding a strategy for STA and local jurisdictions to work with Caltrans to incorporate school-area safety improvements into upcoming highway projects, using locations like Lincoln Elementary (SR-29) as an example.	Safe Routes to School Local Planning & Implementation Efforts	Thank you for taking the time to review the draft plan and share your feedback. Our consultants will incorporate your comments under Items 4 and 6 of the Goals and Objectives section.	Suggestions were incorporated into the plan.

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Solano Transportation Authority

DATE: November 7, 2025
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Fiscal Year 2024-25 Regional Transportation Impact Fee Fourth Quarter and 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 as shown in Attachment A. 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 $26.812 million in revenue.

Discussion:
RTIF Fourth Quarter Revenue
The revenue generated for the fourth quarter of fiscal year (FY) 2024-25 equates to $503,510. This revenue excludes revenue from the City of Fairfield totaling $398,461. This revenue will be included as part of the first quarter report of FY 2025-26. As shown in Attachment B, district 1 generated the most revenue for the quarter with $230,361, followed by district 5 with $156,447. The remaining other districts generated a combined revenue totaling $116,700.

Annual Revenue
The RTIF Program for FY 2024-25 generated $2.591 million in revenue. This year's revenue is lower compared to FY 2023-24 revenue by 28 percent from $3.610 million. Attachment C shows a graph of the annual RTIF revenue since the Program started collecting impact fees. Since the RTIF fee was increased to $2,500 per DUE, the Program's annual revenue has averaged, from FYs 2019-20 through 2024-25, close to $3.285 million.

Attachment B demonstrates the amount of revenue as well generated from each RTIF district for the year. This shows that 55 percent of the annual revenue, around $1.437 million, came from district 1. Districts 3 and 5, combined, generated 28 percent of the revenue at, respectively, $254,356 and $459,198, for a total of $713,554. The remaining four other districts generated 17 percent of the revenue totaling $439,896.

RTIF Annual Working Group Meeting
STA staff met with staff comprising each RTIF working group in April-May 2025 and, subsequently, in July 2025. These working group meetings resulted in funding recommendations to the STA Board for RTIF-eligible projects totaling $5.4 million from existing revenue, plus $980,334 in future revenue. These recommendations are outlined below.

Each RTIF working group, with the exception of district 7, forwarded funding recommendations to the STA Board for approval. District 1 recommended funding an additional $1.2 million to the City of Vacaville for its Jepson Parkway Phase 1B/C Project, while City of Fairfield proposed programming $2.7 million to its Jepson Parkway Phase 2B/C Project. District 2 working group approved $100,000 for Phase 3 of Solano County's McCormack Road Project. District 3 working group recommended funding the City of Benicia's Columbus Parkway Project with $126,563 in RTIF funds. Meanwhile, district 4 working group forwarded a recommendation to provide the North Connector West Project with $200,000. The City of Dixon and Solano County comprising the working group for district 5 approved the following recommendations: $200,000 to the Midway Road Rail Crossing Project, $250,000 loan to district 3 for the development of the State Route 37/Mare Island Interchange Supplemental Project Initiation Document, and an additional $1.1 million to the Parkway Boulevard Overcrossing Project. Lastly, the working group for district 6 recommended providing $400,000 in RTIF funding to the Solano Rail Hub Project.

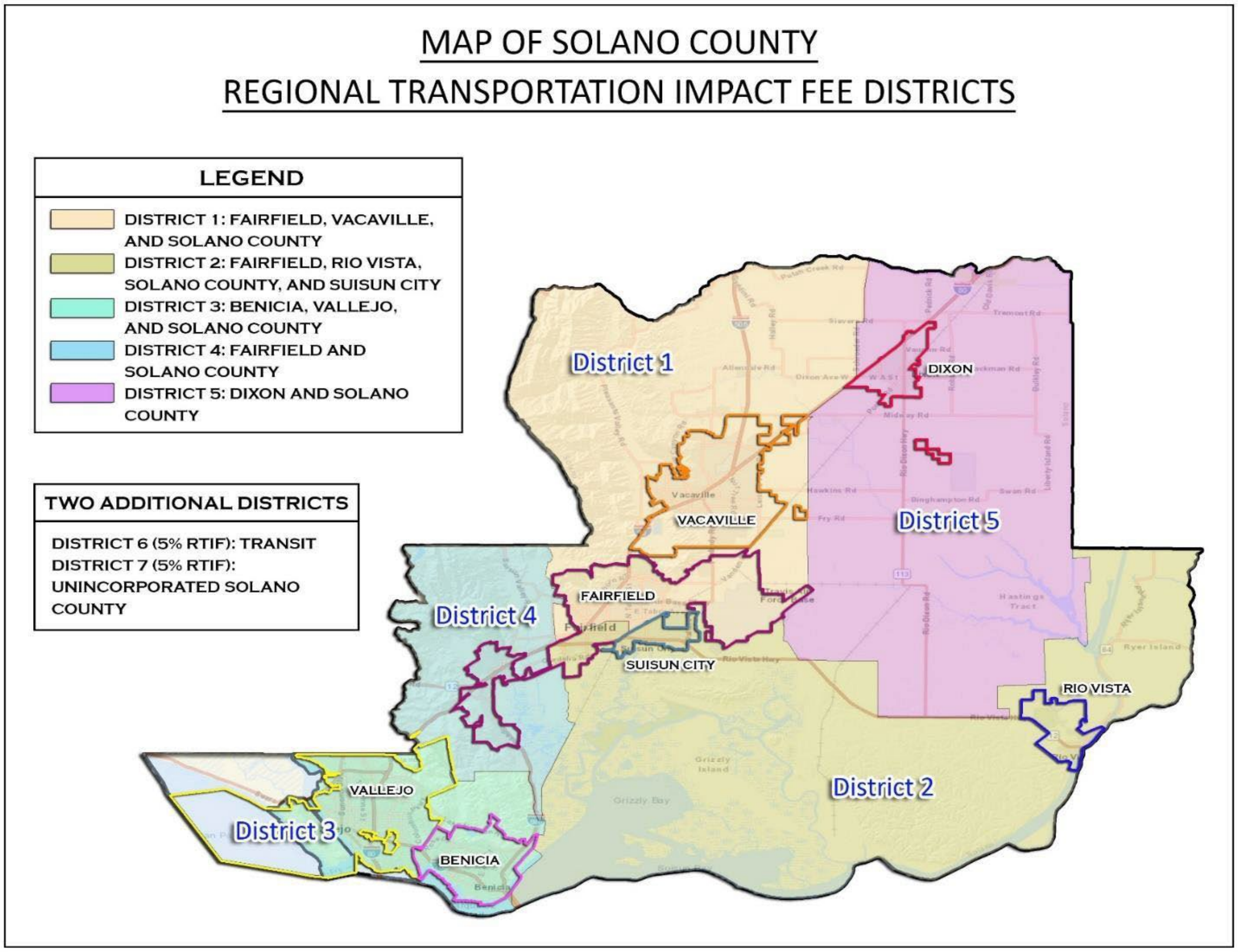
RTIF Funding Available
Following the RTIF working group meetings, the amount of uncommitted funds now equates to $800,271 as shown in Attachment D. The majority of these funds are from districts 2 and 5 at, respectively, $463,421 and $246,510. The amount of funding available should increase once first quarter revenue of FY 2025-26 is reported to the STA. Altogether, close to 96 percent of the RTIF funds that have not been disbursed already have been committed to eligible projects – this is equivalent to $20.836 million.

Fiscal Impact:
None to the STA.

Recommendation:
Forward a recommendation to the STA Board to adopt the 12th RTIF Annual Report for FY 2024-25 as shown in Attachment E and authorize the STA Executive Director to transmit this report to the County Board of Supervisors.

Attachments:
- A. Map of RTIF Districts
- B. FY 2024-25 Fourth Quarter and Annual Revenue
- C. RTIF Annual Revenue Comparison
- D. RTIF Revenue Summary
- E. 12th RTIF Program Annual Report for FY 2024-25

Attachment A: Map of RTIF Districts



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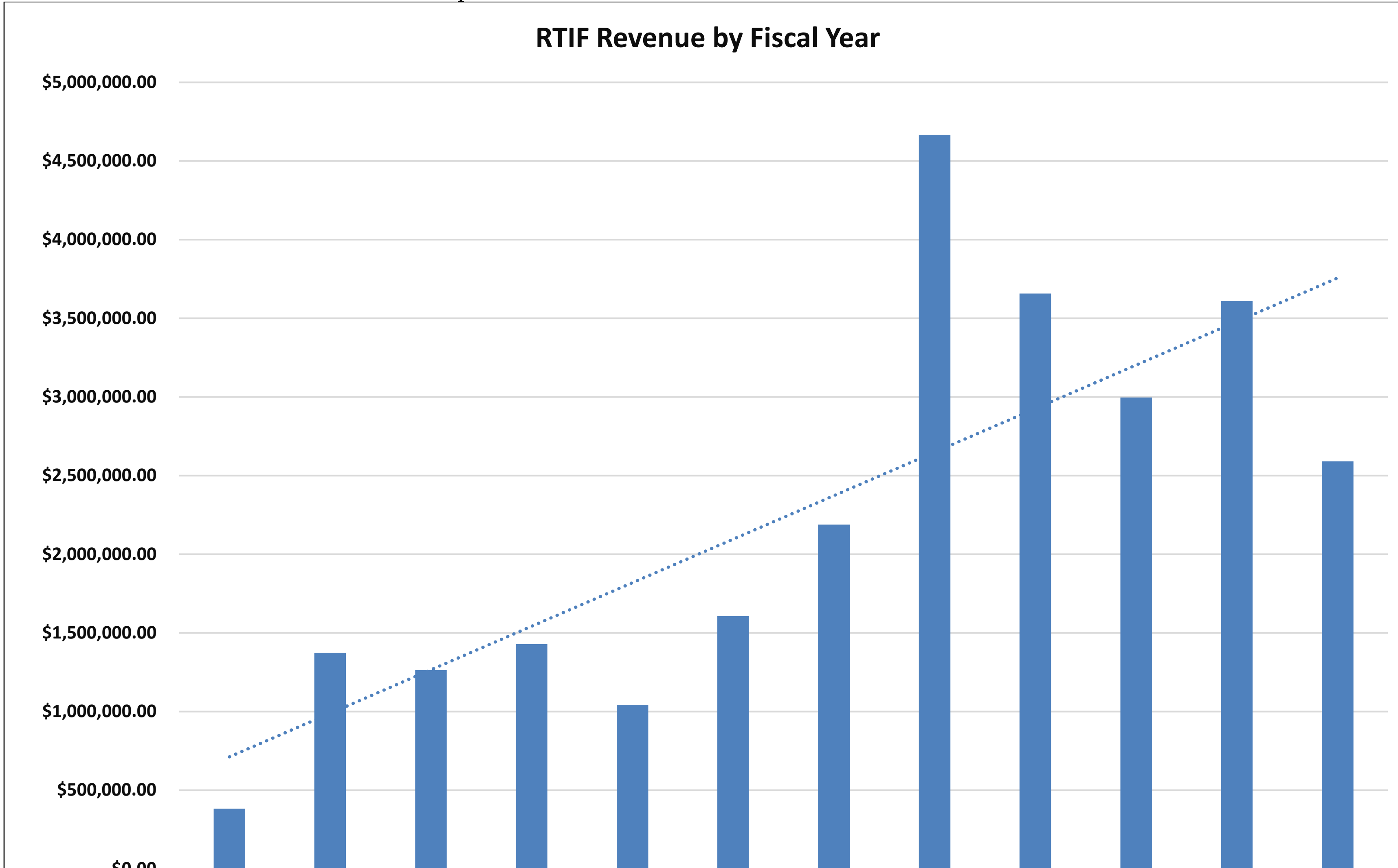
Attachment B: FY 2024-25 Fourth Quarter and Annual Revenue

Period	District 1 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
Q1	$271,578.24	$42,560.69	$769.65	$585.65	$1,058.50	$17,586.26	$17,586.26	$351,725.25
Q2	$593,405.14	$33,206.93	$125,793.43	$4,427.47	$194,626.28	$52,858.85	$52,858.85	$1,057,176.95
Q3	$342,467.55	$10,730.97	$123,874.56	$26,826.69	$107,065.94	$33,942.54	$33,942.54	$678,850.79
Q4	$230,361.40	$60,055.75	$3,918.51	$2,375.55	$156,447.89	$25,175.51	$25,175.51	$503,510.12
Total	**$1,437,812.33**	**$146,554.34**	**$254,356.15**	**$34,215.36**	**$459,198.61**	**$129,563.16**	**$129,563.16**	**$2,591,263.11**

Attachment C: RTIF Annual Revenue Comparison



	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
RTIF Revenue	$382,574.9	$1,374,500	$1,264,157	$1,428,198	$1,043,678	$1,608,289	$2,188,248	$4,666,834	$3,657,660	$2,996,132	$3,610,610	$2,591,263

Attachment D: RTIF Revenue Summary

RTIF Revenue						
District	Revenue	Disbursement	Balance	Committed		Uncommitted
				Existing Revenue	Future Revenue	
District 1 Jepson Parkway	$ 13,454,838	$ 1,668,138	$ 11,786,700	$ 11,786,700	$ 904,314	$ -
District 2 SR 12 Corridor)	$ 3,172,220	$ 808,800	$ 2,363,421	$ 1,900,000		$ 463,421
District 3 South County	$ 1,273,680	$ 213,695	$ 1,059,985	$ 1,055,741		$ 4,244
District 4 Central County	$ 2,228,616	$ 1,850,000	$ 378,616	$ 375,000		$ 3,616
District 5 SR 113 Corridor	$ 4,001,580	$ 305,070	$ 3,696,510	$ 3,450,000		$ 246,510
District 6 Transit	$ 1,340,607	$ 208,128	$ 1,132,480	$ 1,050,000		$ 2,480
District 7 County Roads	$ 1,340,607	$ 121,760	$ 1,218,847	$ 1,218,847	$ 76,020	$ -
Total	**$ 26,812,149**	**$ 5,175,589**	**$ 21,636,560**	**$ 20,836,289**	**$ 980,333**	**$ 800,271**

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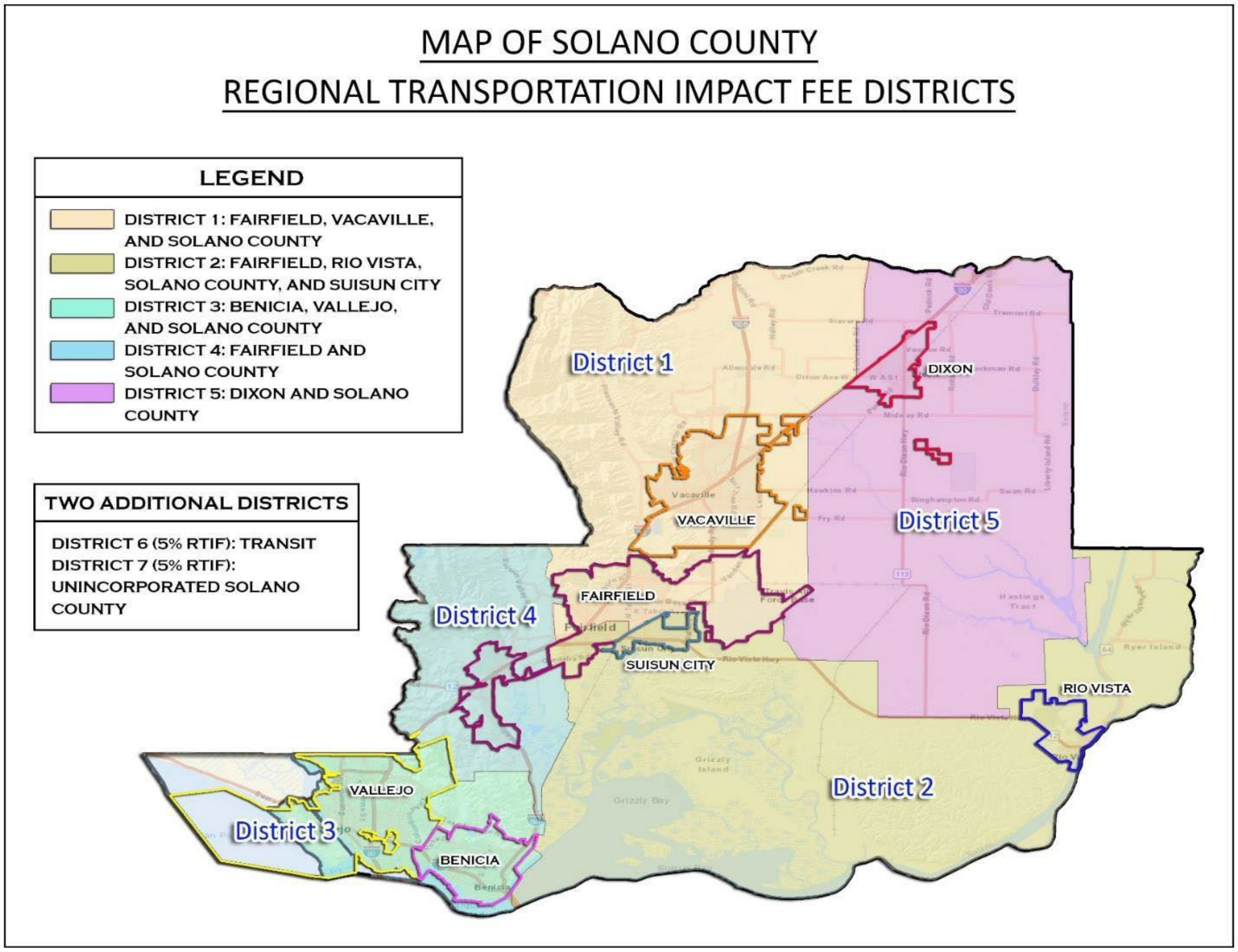
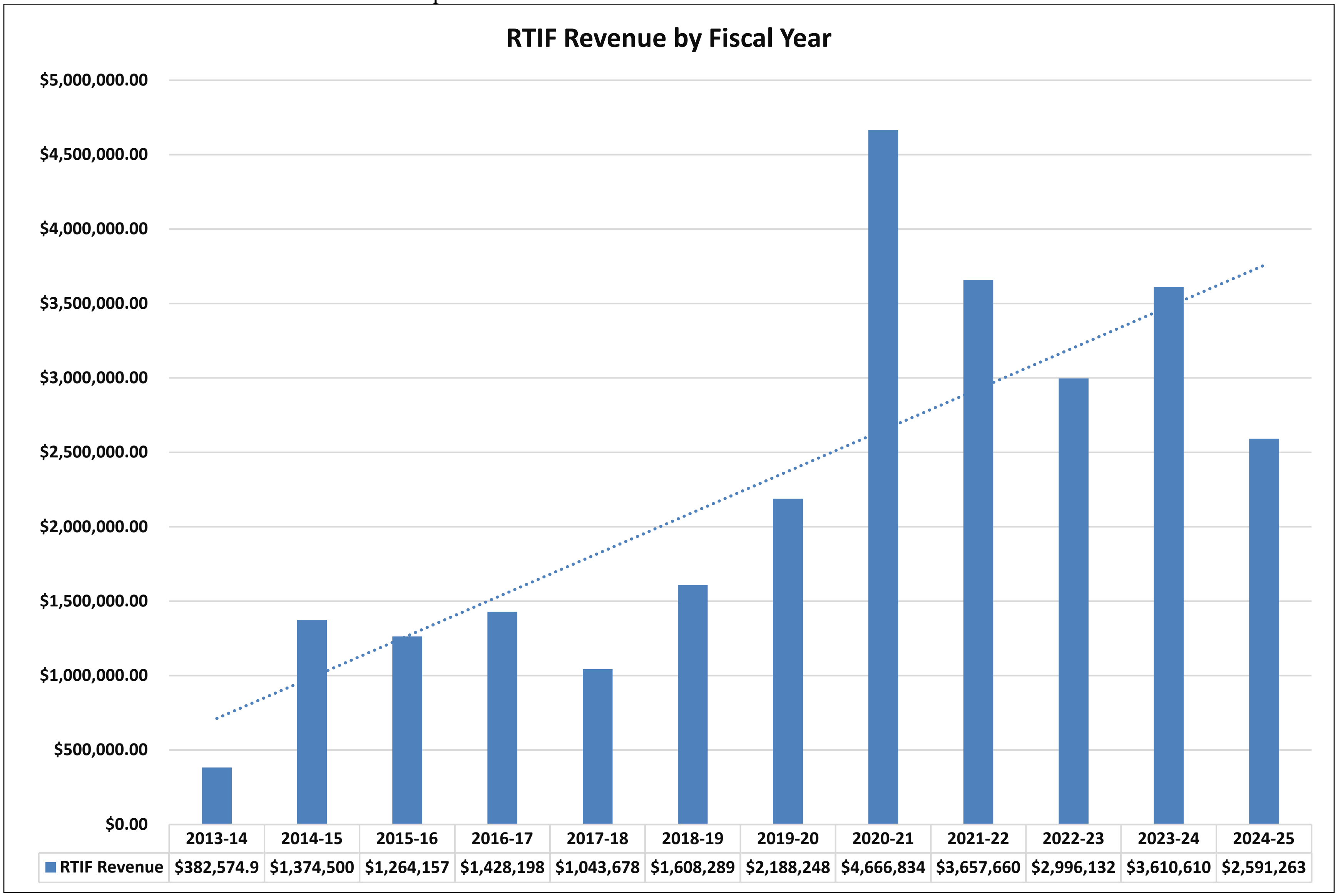
Attachment A: Map of RTIF Districts



Attachment B: FY 2024-25 Fourth Quarter and Annual Revenue

Period	District 1 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
Q1	$271,578.24	$42,560.69	$769.65	$585.65	$1,058.50	$17,586.26	$17,586.26	$351,725.25
Q2	$593,405.14	$33,206.93	$125,793.43	$4,427.47	$194,626.28	$52,858.85	$52,858.85	$1,057,176.95
Q3	$342,467.55	$10,730.97	$123,874.56	$26,826.69	$107,065.94	$33,942.54	$33,942.54	$678,850.79
Q4	$230,361.40	$60,055.75	$3,918.51	$2,375.55	$156,447.89	$25,175.51	$25,175.51	$503,510.12
Total	**$1,437,812.33**	**$146,554.34**	**$254,356.15**	**$34,215.36**	**$459,198.61**	**$129,563.16**	**$129,563.16**	**$2,591,263.11**

Attachment C: RTIF Annual Revenue Comparison



Attachment D: RTIF Revenue Summary

RTIF Revenue						
District	Revenue	Disbursement	Balance	Committed		Uncommitted
				Existing Revenue	Future Revenue	
District 1 Jepson Parkway	$ 13,454,838	$ 1,668,138	$ 11,786,700	$ 11,786,700	$ 904,314	$ -
District 2 SR 12 Corridor)	$ 3,172,220	$ 808,800	$ 2,363,421	$ 1,900,000		$ 463,421
District 3 South County	$ 1,273,680	$ 213,695	$ 1,059,985	$ 1,055,741		$ 4,244
District 4 Central County	$ 2,228,616	$ 1,850,000	$ 378,616	$ 375,000		$ 3,616
District 5 SR 113 Corridor	$ 4,001,580	$ 305,070	$ 3,696,510	$ 3,450,000		$ 246,510
District 6 Transit	$ 1,340,607	$ 208,128	$ 1,132,480	$ 1,050,000		$ 2,480
District 7 County Roads	$ 1,340,607	$ 121,760	$ 1,218,847	$ 1,218,847	$ 76,020	$ -
Total	**$ 26,812,149**	**$ 5,175,589**	**$ 21,636,560**	**$ 20,836,289**	**$ 980,333**	**$ 800,271**

Solano Transportation Authority

...working for you!

Solano County Regional Transportation Impact Fee

(A component of the Solano County Public Facility Fee)

12th Annual Report
Fiscal Year 2024-25
November 2025

Solano County Regional Transportation Impact Fee (RTIF) Program
(A Component of the Solano County Public Facility Fee Program)
Annual Report for Fiscal Year 2024-25

Table of Contents

List of Tables

List of Figures

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. The establishment of the RTIF 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 on local transportation infrastructure. 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. This analysis must establish that there is a reasonable relationship between the anticipated future developments in the County, the need for the new transportation infrastructure 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. Attachment A shows the current STA Board approved list and location of projects in the County.

The Mitigation Fee Act also requires the County to update the Nexus Study of the PFF Program every five (5) years. The previous update in 2019 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 averaged since the Program started. The County of Solano, in partnership with the seven (7) cities in the County, began collecting the new approved RTIF fee schedule shown in Attachment B on October 6, 2019.

II. RTIF Districts

The RTIF Program divides the County into five (5) geographic districts to collect the impact fee on new developments. Each district includes multiple local jurisdictions. Table 1 below shows the list of the districts along with the jurisdictions included in each district. Attachment C also shows a map of the districts and makes note of districts 6 and 7.

Table 1: List of Jurisdictions in RTIF Districts

District	Jurisdiction
District 1 Jepson Parkway	Solano County and Cities of Fairfield and Vacaville
District 2 SR 12 Corridor)	Solano County and Cities of Fairfield, Rio Vista, and Suisun City
District 3 South County	Solano County and Cities of Benicia and Vallejo
District 4 Central County	Solano County and City of Fairfield
District 5 SR 113 Corridor	Solano County and City of Dixon
District 6 Transit	Dixon Readi-Ride, Fairfield FAST, Solano County Transit, Suisun Microtransit, Rio Vista Delta Breeze, and Vacaville City Coach
District 7 County Roads	Solano County

The revenues collected from the RTIF Program are returned to seven (7) districts. The two (2) 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 (5) percent each of the total RTIF revenue generated. STA also receives two (2) percent for administering the RTIF Program. The remaining 88 percent RTIF revenue are proportionately returned to source – to the geographics districts from where the fees are generated. Overall, how these RTIF fees are allocated to eligible projects are based on the recommendations proposed by each district's working group to the STA Board for approval.

III. RTIF Working Group

The RTIF working groups are responsible for proposing to the STA Board projects that will be allocated RTIF funds. The working groups of the five (5) revenue generating districts are composed of Public Works Directors from jurisdictions that make up each of the respective RTIF district. The working group for district 6, however, is made up of staff from all six (6) local transit operators in the County. These include Dixon's Readi-Ride, Fairfield's FAST transit service, Rio Vista's Delta Breeze, Solano County Transit, Suisun City's microtransit, 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 members of the working groups starting in late April to the first week of May 2025 to review project status and propose project recommendations for RTIF funding. The Cities of Fairfield and Vacaville, along with Solano County representing district 1, approved the City of Vacaville's request to transfer the $5M RTIF funding from its Jepson Parkway Phase 1B to its Phase 1C Project. Additionally, the group recommended reconvening in three (3) months to program the uncommitted RTIF funding. District 2, which serves local jurisdictions along State Route (SR) 12, also approved recommending to the STA Board funding the County's McCormack Road Phase 3 Project totaling $100,000 in RTIF funds. 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 design of the City of Benicia's Columbus Parkway Project totaling $126,563. The working group from district 4, on the other hand, consisting of City of Fairfield and Solano County, recommended reconvening in three (3) months to propose funding recommendations. Similarly, district 5 working group members along SR 113 from the City of Dixon and Solano County recommended reconvening in three (3) months to make funding recommendations. The working group from RTIF district 6 for transit improvements recommended funding the Solano Rail Hub Project in the amount of $400,000. Lastly, the single agency representing RTIF district 7, Solano County, did not advance any funding recommendations.

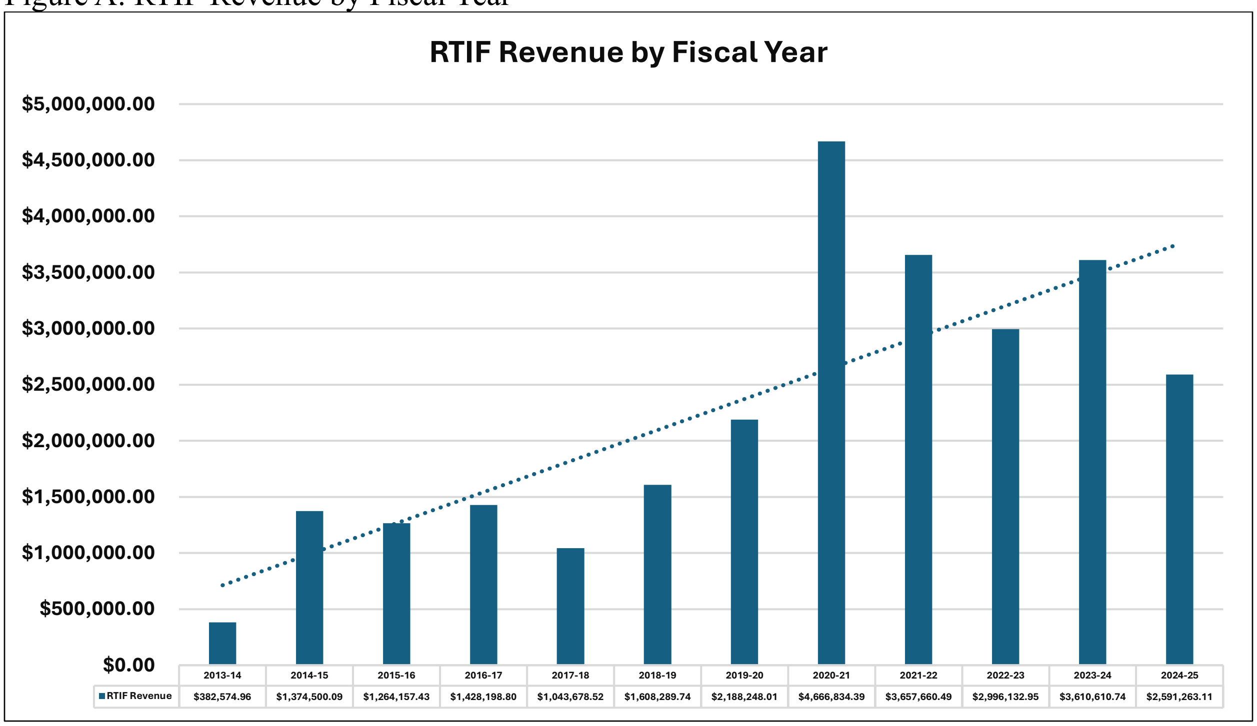
Following the requests of working group members from districts 1, 4, and 5 to wait until third quarter revenue was reported before making any additional funding recommendations to the STA Board, STA staff scheduled a meeting with these groups on Wednesday, July 30, 2025. The working group from district 1 recommended the following: allocation of $1.2 million to the City of Vacaville for its Jepson Parkway Phase 1C Project, as well as allocation of $2.7M to the City of Fairfield for its Jepson Parkway Phase 2B/C Project. Likewise, the district 4 working group recommended funding an additional $200,000 to the North Connector West Project. Finally, district 5 working group approved the following recommendations: $200,000 to Solano County for its Midway Road Rail Crossing Project, $1.1 million to the City of Dixon's Parkway Boulevard Overcrossing, and loaning $250,000 to district 3 for the development of the SR 37/Mare Island Supplemental Project Initiation Document (PID). This loan supplements the $123,874 RTIF funds recommended by district 3 working group in subsequent meeting for the development of the supplemental PID.

Overall, the working group meetings in April-May and July 2025 resulted in more RTIF funds being committed to eligible projects. Specifically, these meetings committed an additional $5.4 million RTIF funding. This commitment, combined with previous funding recommendations approved by the STA Board, means that close to 96 percent of the RTIF funding balance has now been committed to eligible projects, which equate to $20.836 million as shown in Attachment D.

IV. Fiscal Year 2024-25 RTIF Revenue

The amount of RTIF revenue collected for the fiscal year (FY), after deducting STA's two percent administrative fee for managing the RTIF Program, total $2.591 million. This revenue, as shown in the graph (Figure A) below, is higher compared to the revenue generated in fiscal year 2019-20 and should be comparable to FY 2022-23 revenue if it included the City of Fairfield's fourth quarter revenue. This revenue, however, totaling $398,461 will be reported as part of the first quarter revenue for FY 2025-26. Nevertheless, it is clear from the graph that this year's revenue is significantly lower than last year's revenue by $1.019 million. Altogether, the RTIF Program has generated $26.812 million in revenue since inception.

Figure A: RTIF Revenue by Fiscal Year



V. RTIF District Revenue

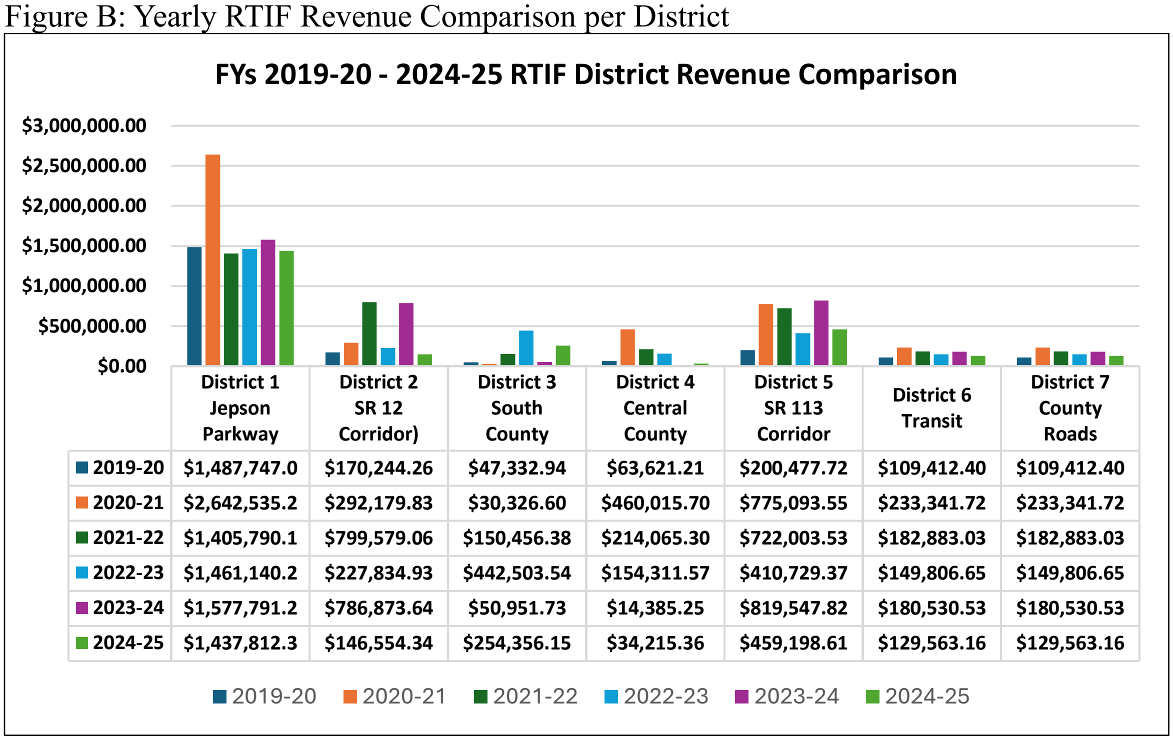
The amount of RTIF revenues received by each district during the year is shown in Table 2 below. District 1, representing the Jepson Parkway Corridor, generated the most for the year, despite the exclusion of fourth quarter revenue from the City of Fairfield, with approximately $1.437 million in revenue. Districts 5 for the SR 113 corridor and district 3 for South County followed next with revenues totaling, respectively, $459,198 and $254,356. District 2 for the SR 12 corridor collected $146,554 in RTIF, while districts 6 and 7 each received $129,563.

Table 2: Fiscal Year 2024-25 RTIF District Revenues

Period	District 1 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
Q1	$271,578.24	$42,560.69	$769.65	$585.65	$1,058.50	$17,586.26	$17,586.26	$351,725.25
Q2	$593,405.14	$33,206.93	$125,793.43	$4,427.47	$194,626.28	$52,858.85	$52,858.85	$1,057,176.95
Q3	$342,467.55	$10,730.97	$123,874.56	$26,826.69	$107,065.94	$33,942.54	$33,942.54	$678,850.79
Q4	$230,361.40	$60,055.75	$3,918.51	$2,375.55	$156,447.89	$25,175.51	$25,175.51	$503,510.12
Total	**$1,437,812.33**	**$146,554.34**	**$254,356.15**	**$34,215.36**	**$459,198.61**	**$129,563.16**	**$129,563.16**	**$2,591,263.11**

Year-over-year comparison of revenues from each RTIF district for the last six (6) fiscal years is shown below in Figure B. District 1's revenue continues to be strong, averaging about $1.668 million per year from FY 2019-20. Despite the cyclical revenue from district 2, this district has averaged $403,877 per year. Meanwhile, this year's revenues from districts 3 and 4 grew compared to the previous year by, respectively, $203,404 and 19,830. Revenue from district 5, on the other hand, came out less than the previous year; however, this district has generated an average of 564,508 in RTIF revenue during the last six (6) years. Revenues from districts 6 and 7 were also lower than previous year since these districts receive five (5) percent each of the total RTIF revenue generated. Overall, since the RTIF fee was increased to $2,500 per DUE in FY 2019-20, the RTIF has generated $19.710 million in revenue or approximately 74 percent of the total RTIF revenue since the Program started collecting fees.

Figure B: Yearly RTIF Revenue Comparison per District



VI. RTIF Funding Available

The amount of uncommitted RTIF funds is low given that the majority of the available fees generated, close to 96 percent as stated previously, have been committed to eligible projects. Table 3 below shows the remaining balance of RTIF funds from each district that are available for programming to any RTIF-eligible project. A total of $800,270 remains uncommitted compared to $4.248 million the previous year. Most of these uncommitted funds are from districts 2 and 5 with, respectively, $463,421 and $246,510.

Table 3: Uncommitted RTIF Funding

District 1 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
$ 0	$ 463,421	$ 4,244	$ 3,616	$ 246,510	$ 82,480	$ 0	$ 800,271

VII. Total RTIF Funding 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 all of its fees collected totaling $13.454 million, plus a commitment of future revenue totaling $904,314. Similarly, close to 99 percent of the revenues generated from districts 3, 4, and 7 have been disbursed and programmed. Additionally, close to 93 percent of the revenues from districts 5 and 6 have been also disbursed and committed to eligible projects. District 2 remains to have the highest uncommitted funds with 85 percent of its revenues either disbursed or programmed to several projects. Altogether, 97 percent of the fees collected so far totaling $26.011 million have been disbursed and committed.

Table 4: RTIF Funds Disbursed and Committed

District	Revenue	Disbursement	Balance	Funding Committed	
				Existing Revenue	Future Revenue
1	$ 13,454,838	$ 1,668,138	$ 11,786,700	$ 11,786,700	$ 904,314
2	$ 3,172,220	$ 808,800	$ 2,363,421	$ 1,900,000	$ -
3	$ 1,273,680	$ 213,695	$ 1,059,985	$ 1,055,741	$ -
4	$ 2,228,616	$ 1,850,000	$ 378,616	$ 375,000	$ -
5	$ 4,001,580	$ 305,070	$ 3,696,510	$ 3,450,000	$ -
6	$ 1,340,607	$ 208,128	$ 1,132,480	$ 1,050,000	$ -
7	$ 1,340,607	$ 121,760	$ 1,218,847	$ 1,218,847	$ 76,020
Total	**$ 26,812,149**	**$ 5,175,589**	**$ 21,636,560**	**$ 20,836,288**	**$ 980,334**

VIII. Project Progress Update

Local agencies in the County have made significant progress in delivering RTIF-funded projects during the FY. The City of Vacaville, for instance, completed Phase 1B of its Jepson Parkway Project on schedule and under budget. The RTIF funding committed to this project total $5 million. Similarly, Solano County has completed construction of Phase 2 of its McCormack Road Project. Additionally, the SR 37/Fairgrounds Drive Diverging Diamond Interchange Project is under construction to date; this project received RTIF funding allocations from districts

3, 6, and 7. Likewise, the City of Fairfield is also, to date, constructing its West Texas Complete Streets Project, which received a total of $1.720 million in RTIF funding from districts 2 and 4. Equally important, the City of Dixon's Parkway Boulevard Overcrossing was awarded $25 million from the Rail Crossing Elimination (RCE) Grant Program. This RCE funding, along with the RTIF funds totaling $3 million, fully funds the project. The City is now preparing to go out to bid for construction once they have completed the project's environmental revalidation.

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 portion of funding needed to advance eligible projects from preliminary engineering work to construction.

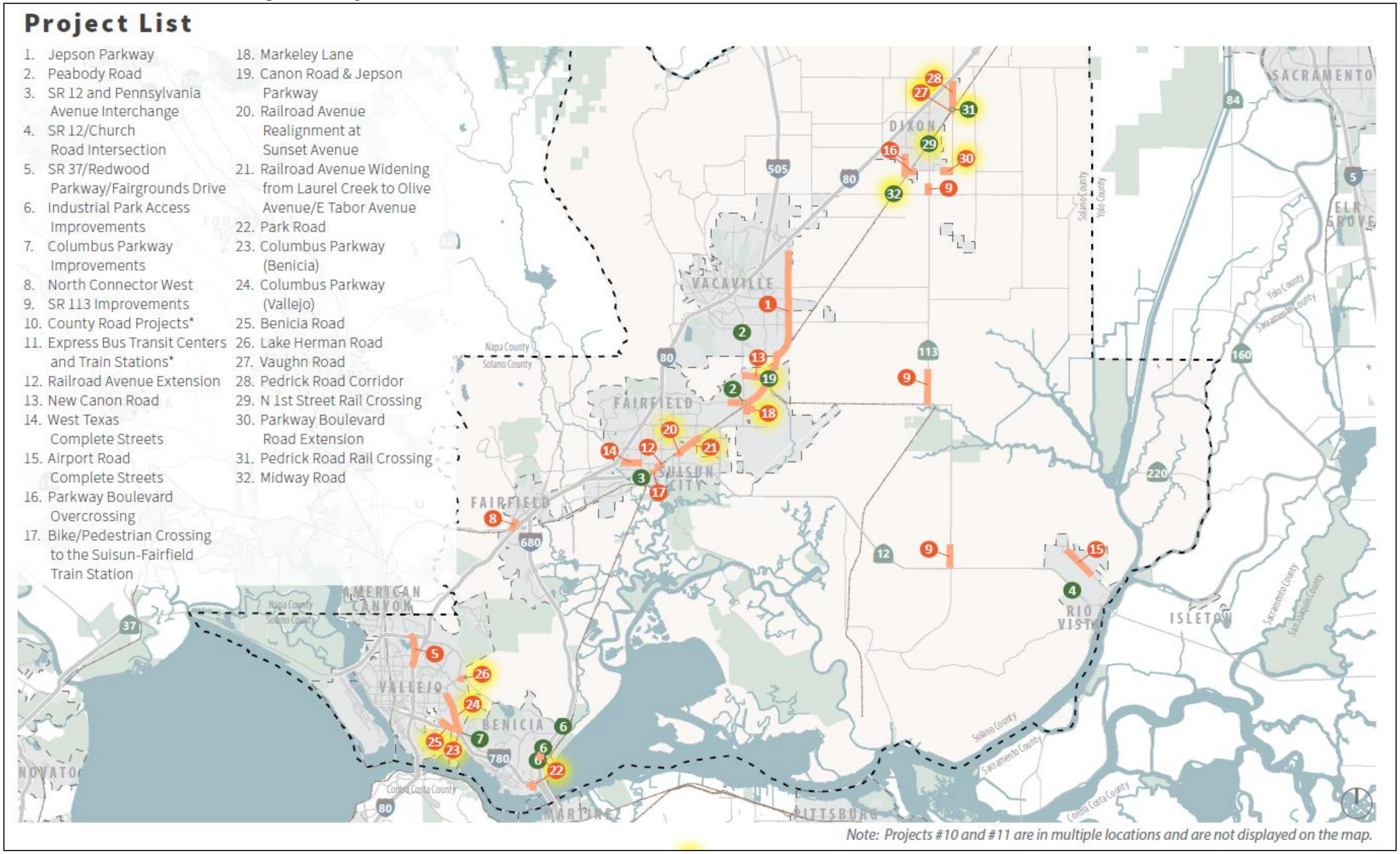
One important driving force that might impact the future of the RTIF Program is the existing fee collected on each new DUE development. Currently, the fee is set at $2,500 per DUE, which was last updated in FY 2019-20 when Solano County updated the Nexus Study of its PFF Program. The County, however, is presently updating this Nexus Study as required every five (5) years by the Mitigation Fee Act. When the County completes this update, the RTIF fee per DUE could potentially change not only to maintain providing satisfactory service, but also keep up with inflation related to material and labor costs.

Another favorable element that might impact future revenue of the Program is related to the affordability of homeownership in the County. Based on the National Association of Realtors' *2025 First Quarter County Median Home Prices and Monthly Payment* shown in Table 5 below, the median home price and monthly payment in the County continue to be the lowest in the Bay Area at $645,910 and $3,800/month, respectively. These conditions could continue to increase the supply of new housing developments in the County, thereby further sustaining the need and revenue generated of the RTIF Program.

Table 5: Bay Area Median Home Prices/Monthly Payment (First Quarter 2025)

County	Median Home Price		Median Monthly Payment		
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2023
Alameda	$ 1,150,990	$ 1,158,980	$ 6,770	$ 6,760	$ 6,050
Contra Costa	$ 894,240	$ 941,390	$ 5,260	$ 5,250	$ 4,910
Marin	$ 1,630,020	$ 1,584,980	$ 9,590	$ 9,570	$ 8,270
Napa	$ 860,130	$ 946,580	$ 5,060	$ 5,160	$ 4,930
San Francisco	$ 1,453,020	$ 1,575,700	$ 8,550	$ 8,530	$ 8,220
San Mateo	$ 1,608,890	$ 1,701,860	$ 9,470	$ 9,450	$ 8,880
Santa Clara	$ 1,588,730	$ 1,664,410	$ 9,350	$ 9,190	$ 8,490
Solano	$ 645,910	$ 668,950	$ 3,800	$ 3,770	$ 3,550
Sonoma	$ 829,690	$ 853,750	$ 4,880	$ 4,740	$ 4,600

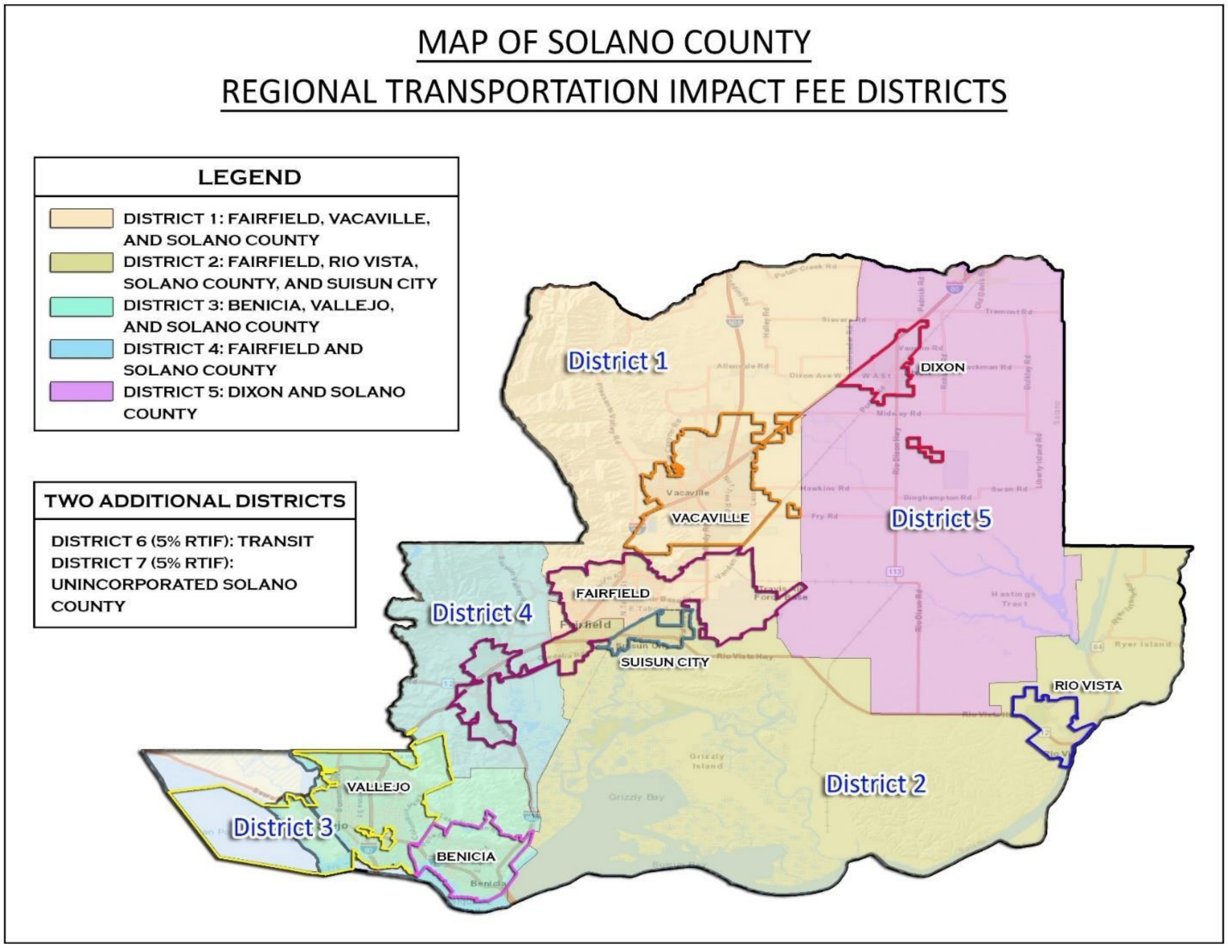
Attachment A: List of Eligible Projects



Attachment B: RTIF Fee Schedule Effective October 2019

Use Category	Old Fee per sf	Old RTIF Part B	New Fee per sf	New RTIF Part 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

Attachment C: Map of RTIF Districts



Attachment D: RTIF Revenue Summary

RTIF Revenue						
District	Revenue	Disbursement	Balance	Committed		Uncommitted
				Existing Revenue	Future Revenue	
District 1 Jepson Parkway	$ 13,454,838	$ 1,668,138	$ 11,786,700	$ 11,786,700	$ 904,314	$ -
District 2 SR 12 Corridor)	$ 3,172,220	$ 808,800	$ 2,363,421	$ 1,900,000		$ 463,421
District 3 South County	$ 1,273,680	$ 213,695	$ 1,059,985	$ 1,055,741		$ 4,244
District 4 Central County	$ 2,228,616	$ 1,850,000	$ 378,616	$ 375,000		$ 3,616
District 5 SR 113 Corridor	$ 4,001,580	$ 305,070	$ 3,696,510	$ 3,450,000		$ 246,510
District 6 Transit	$ 1,340,607	$ 208,128	$ 1,132,480	$ 1,050,000		$ 82,480
District 7 County Roads	$ 1,340,607	$ 121,760	$ 1,218,847	$ 1,218,847	$ 76,020	$ -
Total	**$ 26,812,149**	**$ 5,175,589**	**$ 21,636,560**	**$ 20,836,289**	**$ 980,333**	**$ 800,271**

Solano Transportation Authority

DATE: October 20, 2025
TO: STA TAC
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Q1 Report for Older Adults and People with Disabilities, and Veterans Programs

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 Update for FY 2025-26 Q1" and Attachment B, "Solano Mobility Program Details for FY 2025-26 Q1".

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

FY2025-26 Q1 Outreach

- STA's mobility staff presented, attended or tabled at 41 locations throughout Solano County reaching a total of 570 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.

FY 2025-26 Q1 Highlights

- Completed final community engagement exercise for the Dixon Community Based Transportation Plan.
- Presentations provided to the PCC and the CTSA-AC regarding the Action 21 Framework for designating Mobility Managers in each county.
- Began exploring the addition of a second NEMT WAV partner for our GoGo program.

FY 2025-26 Goals

The main goal for 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, while monitoring each program's performance and growth. New outreach staff will bring a fresh perspective to this activity. STA staff are currently exploring options to improve timeliness and cost for the WAV vehicle ride aspect of the Medical Trip Concierge Services Program.

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 have 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 budget amounts for FY 2025-26 are as follows:

Intercity Taxi Card Program	$550,000
Medical Trip Concierge Program (GoGo)	$600,000
Countywide Travel Training Program	$200,000
ADA In-Person Eligibility Program	$200,000
Faith In Action Volunteer Driver Program	$45,000

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 Update for FY 2025-26 Q1
B. Solano Mobility Program Details for FY 2025-26 Q1
C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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Solano Mobility Program 1st Quarter Program Update for FY 2025-26

Travel Training Program
The Solano Travel Training Program was established following extensive countywide outreach conducted as part of the *2011 Solano Transportation Study for Seniors and People with Disabilities* and the *Solano Mobility Management Plan*. These efforts identified Travel Training as one of four priority strategies to improve mobility for older adults, people with disabilities, low-income, and transit-dependent residents.

Launched in 2014, the program helps participants learn how to safely and confidently use Solano County's public transit systems as well as regional transit like BART and the SF Bay Ferry through individualized and group instruction. It was developed collaboratively with local transit operators to ensure a consistent, countywide approach to training.

Today, the program is administered through a contract with Independent Living Resources (ILR), which provides professional trainers to assist participants with trip planning, fare payment, route navigation, and understanding transit accessibility features. The program continues to empower Solano County residents to travel independently and access essential destinations throughout the region.

- A total of 29 Travel Trainings (Individual, Field Trip and Classroom) were conducted in the 1st Quarter of FY2025-26.
- 16 presentations to 301 audience members were completed.
- 527 individuals received information during 37 Outreach activities.

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:
The Solano County Mobility Management Program was developed in response to public input from two mobility summits held in 2009 and findings from the *2011 Solano Transportation Study for Seniors and People with Disabilities*. That study identified Mobility Management as a key strategy to address the transportation needs of seniors, people with disabilities, low-income, and transit-dependent individuals.
On April 9, 2014**,** the STA Board unanimously adopted the *Solano County Mobility Management Plan*, authorizing implementation of four priority elements:

- Countywide In-Person ADA Eligibility and Certification Program
- Travel Training
- Senior Driver Safety Information
- One-Stop Transportation Call Center

Before STA's management, each Solano County transit operator conducted its own ADA eligibility assessments, resulting in inconsistent processes and eligibility standards. To create a more uniform and equitable system, STA implemented the Countywide ADA In-Person Eligibility Program on July 1, 2013**,** one of the plan's key elements.
The program provides eligibility evaluations for individuals who are unable to use fixed-route public transit due to a cognitive or physical disability, allowing them to become ADA paratransit certified. Certification provides access to curb-to-curb paratransit services and reduced-fare taxi programs across Solano County. Paratransit, Inc. now

administers the program, ensuring fair, respectful, and standardized evaluations for all applicants.

- A total of 121 Evaluations were conducted.
- Interviews are conducted in each of the County's transit jurisdictions except for Rio Vista. All Rio Vista residents are provided with transportation to the Suisun City location for evaluations.

Taxi Card Program utilizing the PEX Card:
The Solano Intercity Taxi Card Program provides subsidized taxi rides for ADA-certified individuals traveling between transit service areas. Participants may purchase ride value through Solano Mobility, receiving $100 in taxi fare for $40**,** or $20 for qualified low-income riders**.**

The program was initiated in February 2010 by the City of Vacaville following the dissolution of Solano Paratransit in 2009 and recommendations from two Mobility Summits focused on seniors and people with disabilities. Vacaville transferred the lead agency role to Solano County in July 2013**,** and the STA Board assumed program management on behalf of the seven cities and the County in June 2014, following a request from the County's Department of Resource Management.

On February 1, 2015, program management officially transitioned to STA. The program converted from paper taxi scrip to a pre-paid Visa debit card (PEX Card**)** system with Countywide Zone Rates in October 2018, expanding eligibility to include both ambulatory and non-ambulatory riders. The transition was completed by September 2019**.**

As part of STA's Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 548 Intercity Taxi trips were taken in the 1st Quarter of FY 2025-26.

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the *highest priority mobility need* identified by older adults and individuals with disabilities across Solano County—access to reliable transportation for medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the *Solano County Mobility Plan for Older Adults and People with Disabilities*.

The program provides 30 subsidized Uber and Lyft rides through GoGo Grandparent for Solano County residents age 60 and older or those ADA eligible. Rides may be used for medical and other essential trips, including travel to grocery stores, pharmacies, and food pantries, within Solano County. Rio Vista residents also have access to trips to and from three Antioch medical facilities. Certain locations in neighboring counties may also be accessed.

As part of STA's Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 7,762 rides were taken using the GoGo Programs in Q1. 480 of these were Wheelchair Accessible Vehicle (WAV) rides.

Veterans Mobility Program:
The Veterans Mobility Program was created at the direction of the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) following outreach conducted by STA during community summits in Fiscal Year 2017–18 as part of the *Solano County Mobility Plan for Older Adults and People with Disabilities*. The program builds on the success of the Solano Older Adults Medical Trip Concierge Program (GoGo Grandparent) and provides subsidized transportation for veterans of any age to medical appointments within Solano County and to key destinations in Contra Costa County, including the Martinez VA Clinic, Med Evals (QTR Assessment Center), and The Hume Center. Integrated into both the GoGo and Intercity Taxi Card programs, it helps ensure veterans have reliable access to essential medical services. The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 243 rides were provided to Veterans in Q1 of FY 2025-26, which is nearly half of 555 rides provided the entire FY2024-25.
- Program enrollment has increased slightly over last FY with 151 total participants in Q1 vs. 135 at the end of FY2024-25.
- *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 appointments.

- FIA provided 210 rides in Q1 of FY 2025-26.-24.

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ATTACHMENT B

Solano Mobility Q1 Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26*
Individual Trainings	49	52	56	57	17	6	3
Group/Classroom Trainees	82	0	8	68	62	43	20
Field Trip Totals	16	2	18	14	23	1	1
Field Trip Trainees	83	13	97	74	214	125	6
Presentations Total	20	1	15	16	23	36	16
Audience Members	534	8	112	426	580	884	301
Outreach Activities	98	33	17	32	45	67	37
Number of People Reached	1480	239	817	2295	2264	4410	527

*Q1 Totals

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY25-26 Comparison								
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	FY 25-26*
Unrestricted	877	590	516	619	576	389	354	89
Conditional	76	53	47	35	56	45	74	24
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	1
Denied	13	6	7	0	1	37	14	7
Totals	1024	679	589	674	668	483	454	121

*Q1 Totals

Eligibility By Jurisdiction						
	Dixon	FAST	Rio Vista	SolTrans	Suisun City	Vacaville
Unconditional	4	17	1	36	5	26
Conditional	1	8	0	8	2	5
Temporarily Eligible	0	0	0	0	1	0
Not Eligible	0	3	0	2	0	2
Totals	5	28	1	46	8	33

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	**FY20-21**	**FY21-22**	**FY22-23**	**FY23-24**	**FY24-25**	**FY25-26**
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	0
November	455	260	249	240	191	189	0
December	500	292	253	216	176	171	0
January	516	269	299	274	265	247	0
February	460	262	296	277	238	228	0
March	346	318	313	284	268	242	0
April	203	303	263	311	257	210	0
May	259	273	273	247	282	186	0
June	251	260	355	259	237	176	0
Totals:	**4745**	**3314**	**3470**	**3208**	**2685**	**2482**	**548***

***Q1 Totals**

Attachment: B

GoGo Program Trips FY Comparison by Month

Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	491	529	812	1194	1851	2666
August	0	894	894	558	848	1452	2257	2680
September	0	740	740	624	865	1433	2158	2416
October	0	809	809	662	935	1516	2372	
November	0	277	277	698	855	1597	2109	
December	0	273	273	663	871	1650	2082	
January	0	282	282	768	865	1621	2372	
February	0	264	264	716	965	1695	2235	
March	0	155	155	784	1163	1873	2579	
April	3	83	83	746	1049	2055	2598	
May	90	178	178	752	1153	2189	2600	
June	304	267	267	795	1167	2041	2495	
Total		4713	4713	8295	11548	20316	27708	7762*

*Q1 Totals

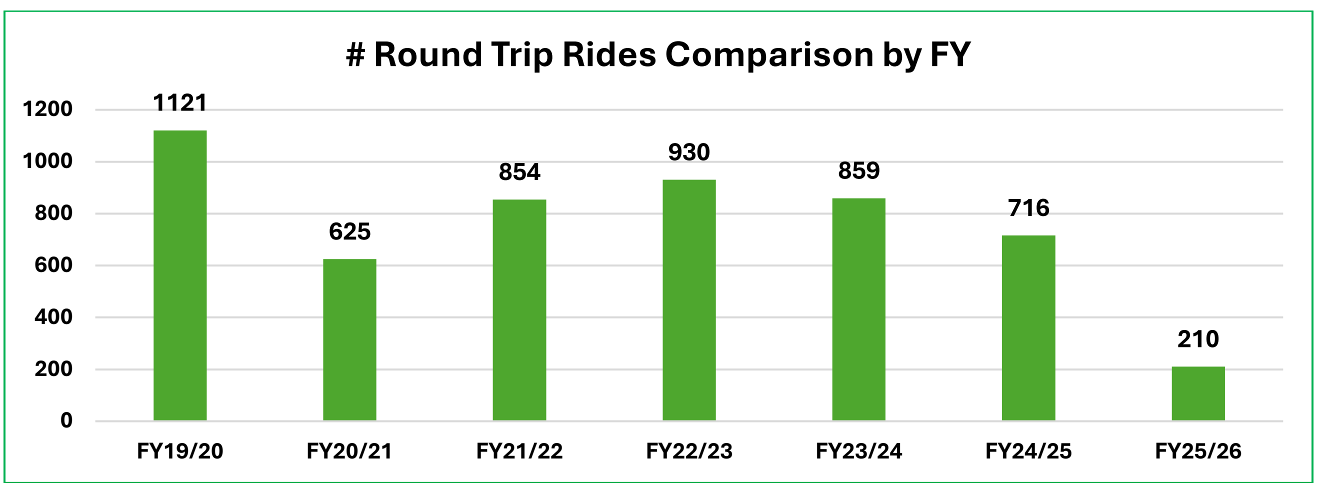
ATTACHMENT B

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

Veterans Program and WAV (NEMT) Rides								
	Veterans				WAV/NEMT			
Month	FY22-23	FY23-24	FY24-25	FY25-26	FY22-23	FY23-24	FY24-25	FY25-26
July	17	13	33	67	0	98	252	151
August	7	7	17	79	0	143	212	147
September	8	44	30	97	0	178	126	182
October	21	95	37		0	178	162	
November	5	114	8		0	194	142	
December	7	116	39		0	154	19	
January	4	140	50		0	180	156	
February	4	122	60		0	194	190	
March	0	125	58		2	176	188	
April	11	113	88		32	242	138	
May	8	85	73		98	240	162	
June	16	66	62		69	208	148	
Totals	108	1040	555	243	201	2185	1895	480*

*Q1 Totals

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.

Evaluation Methodology:	**Meets Criteria if:**	**Result of Evaluation:**
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.

Evaluation Methodology:	**Meets Criteria if:**	**Result of Evaluation:**
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.

Evaluation Methodology:	**Meets Criteria if:**	**Result of Evaluation:**

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 1st 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.

Evaluation Methodology:	**Meets Criteria if:**	**Result of Evaluation:**
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.

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Agenda Item 8.B
November 19, 2025

Solano Transportation Authority

DATE: November 4, 2025
TO: STA TAC
FROM: Jasper Alve, Senior 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, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	FY 2024-25 Federal-State Partnership for Intercity Passenger Rail Grant Program	$5B	January 7, 2026
	https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=120150		
State			
1.	FY 2026-27 Sustainable Transportation Planning Grant	$17.5M	November 21, 2025
	FY 2026-27 Sustainable Transportation Planning Grant - California Grants Portal		
Regional			
1.	Priority Conservation Area Grant Program	$8M	Letters of Interest Due on December 19, 2025
	https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants		

Fiscal Impact:
None.

Recommendation:
Informational.