



**MEETING AGENDA**

**6:00 p.m., Regular Meeting  
 Wednesday, December 10, 2025  
 STA Board Regular Meeting  
 STA Board Room  
 423 Main Street  
 Suisun City, CA 94585**

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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**Mission Statement:** To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

**Public Comment:** Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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Para sa mga dokumento tawag sa pagsasalin:

**Staff Reports:** Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasiclat@sta.ca.gov](mailto:jmasiclat@sta.ca.gov)

**Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

**Agenda Times:** Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

**2025 STA BOARD MEMBERS**

|                           |                                |                    |                  |                      |                      |                      |                    |
|---------------------------|--------------------------------|--------------------|------------------|----------------------|----------------------|----------------------|--------------------|
| Mitch Mashburn<br>(Chair) | Alma Hernandez<br>(Vice Chair) | Steve Young        | Steve Bird       | Catherine Moy        | Edwin Okamura        | John Carli           | Andrea Sorce       |
| County of<br>Solano       | City of<br>Suisun City         | City of<br>Benicia | City of<br>Dixon | City of<br>Fairfield | City of<br>Rio Vista | City of<br>Vacaville | City of<br>Vallejo |

**STA BOARD ALTERNATES**

|                |                |             |            |                        |              |               |              |
|----------------|----------------|-------------|------------|------------------------|--------------|---------------|--------------|
| Wanda Williams | Jenalee Dawson | Terry Scott | Jim Ernest | K. Patrice<br>Williams | Walt Stanish | Sarah Chapman | J.R. Matulac |
|----------------|----------------|-------------|------------|------------------------|--------------|---------------|--------------|

**AGENDA ITEMS**

**BOARD/STAFF PERSON**

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Mitch Mashburn
- 2. CONFIRM QUORUM/STATEMENT OF CONFLICT**  
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200
- 2. APPROVAL OF AGENDA**
- 3. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- 4. EXECUTIVE DIRECTOR'S REPORT (6:10 – 6:15 p.m.)** Daryl K. Halls  
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- 5. PRESENTATIONS (6:15 – 6:30 p.m.)**
  - A. MTC's Draft Plan Bay Area 2050+** Michael Germeraad, MTC
  - B. Solano Express Systems Performance Report** SolTrans
  - C. STA Director Reports:**
    - 1. Programs**
      - i. Solano Mobility Programs FY 2025-26 Q1 Report for Older Adults and People with Disabilities, and Veterans Programs** Debbie McQuilkin
    - 2. Planning** Robert Guerrero
    - 3. Projects – Construction Update** Nick Burton
      - i. Express Lanes Opening Update**
      - ii. SR 37 Fairgrounds Drive Improvement Project**
      - iii. Westbound Truck Scales**
- 6. CONSENT CALENDAR (6:30 – 6:35 p.m.)**  
Recommendation: Approve the following consent items in one motion.  
(Note: Items under Consent Calendar may be removed for separate discussion.)
  - A. Minutes of the STA Board Meeting of October 8, 2025** Johanna Masiclat  
Recommendation: Approve the minutes of the STA Board Meeting of October 8, 2025.  
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  - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of November 19, 2025** Johanna Masiclat  
Recommendation: Receive and file.  
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  - C. Approved/Draft Minutes of STA Advisory Committees in the month of November 2025** Johanna Masiclat  
Natalie Quezada  
Josue Jimenez  
Recommendation: Receive and file.  
Pg. 25
  - D. Fiscal Year 2024-25 Fourth Quarter Budget Report** Patricia McKeever  
Recommendation: Receive and file.  
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- E. Safe Routes to School Advisory Committee (SR2S-AC) Member Appointment** Amy Antunano  
Recommendation:  
 Approve the appointment of Benjamin Ernest as the school district representative for a term set to expire on December 31, 2028.  
**Pg. 47**
- F. Paratransit Coordinating Council (PCC) Membership Update** Debbie McQuilkin  
Recommendation:  
 Appoint Brian McLaughlin, Member at Large, to another 3-year term to expire on December 31, 2028.  
**Pg. 49**
- G. Contract Amendment for Project Management Services for the I-80 Westbound (WB) Truck Scales Project** Nick Burton  
Recommendation:  
 Authorize the Executive Director to enter into a contract amendment with PDM Group Inc. for a not-to-exceed amount of \$319,000 and extend the term through December 2029 for project management services and right-of-way acquisition support services for the I-80 Westbound Truck Scales Project.  
**Pg. 51**
- H. Contract Amendment for Project Management Services for I-80 Express Lanes Project** Nick Burton  
Recommendation:  
 Approve a contract amendment for PDM Group Inc. in the not-to-exceed amount of \$413,000 and extend the term through December 2028 for project management services for the I-80 Express Lanes Project - Red Top Road to I-505.  
**Pg. 55**
- I. Contract Amendment for State Legislative Advocacy Services** Sean Person  
Recommendation:  
 Authorize the Executive Director to execute Contract Amendment No. 12 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange for a two-year term in an amount not-to-exceed \$152,250.  
**Pg. 57**
- J. Contract Amendment for Federal Legislative Advocacy Services** Sean Person  
Recommendation:  
 Approve the following:
1. Authorize the Executive Director to enter into a 24-month contract amendment and extension with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
  2. Authorize the Executive Director to extend the contract with the Cities of Fairfield, Vacaville, and Vallejo to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2027 at a total cost not-to-exceed \$240,000; and
  3. The expenditure of \$90,000 to cover the STA's contribution for this 24-month/2-year contract.
- Pg. 61**

- K. Safe Routes to School Program- Office of Traffic Safety (OTS) Grant; and California Department of Public Health (CDHP) Kids Plate Grant** Amy Antunano
- Recommendation:  
 Approve staff to apply for:
1. Office of Traffic Safety (OTS) grant funds for \$350,000 for the Safe Routes to School Program; and
  2. California Department of Public Health (CDPH) Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.
- Pg. 67**
- L. Authorizing the Executive Director to Sign Agreements/Documents Based on STA Board Approved Funding Programming** Nick Burton
- Recommendation:  
 Approve the attached STA Resolution 2025-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Fund Exchange Agreements, Fund Transfer Agreements, Funding Agreements as well as any required amendments to facilitate the delivery of transportation projects and programs in Solano County.
- Pg. 71**
- M. Regional Measure 3 and Regional Transportation Impact Fee District 6 Funding Allocation Requests** Jasper Alve
- Recommendation:  
 Approve the following:
1. Program \$200,000 of RTIF District 6 and \$1.2 million of Regional Measure 3 funds to the City of Fairfield for its Transit Facility Expansion Project;
  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 RTIF funding for the City's Transit Facility Expansion Project;
  3. Approve Attachment B, STA Resolution No. 2025-12, and authorize the STA to submit a Regional Measure 3 allocation request to the MTC; and
  4. Authorize the STA Executive Director to enter into a Funding Agreement with the City of Fairfield for the loan of the \$1.2 million Regional Measure 3 funds.
- Pg. 73**
- N. Contract Award for On-Call Bench of Consultants to Provide Construction Management Services** Jasper Alve
- Recommendation:  
 Approve the results of the 2025-07 On-Call Construction Management Services Request for Qualifications and authorize the STA Executive Director to enter into contract agreement with any of the consultant construction management firms on the on-call bench listed in Attachment B.
- Pg. 93**

**O. Solano County Collaborative for Housing – Contract Extension and Scope Change**

Kathrina Gregana

Authorize the Executive Director to:

1. Execute an amendment to the MTC Supplement extending the Solano County Collaborative for Housing work period to June 30, 2026;
2. Extend the Placeworks contract that covers both the Solano County Collaborative and the County of Solano’s REAP 1.0 work to December 31, 2026;
3. Extend the contract with the County of Solano for REAP 1.0 work through December 31, 2026;
4. Extend the contract with the County of Solano for Solano County Collaborative for Housing work focused on All Home activities until June 30, 2026;
5. Extend the contract with the City of Vacaville for SubHIP funding for the Allison Drive Transit Oriented Improvement Project through December 31, 2026
6. Approve the proposed scope and budget amendment reallocating \$10,000 in Solano County Collaborative for Housing funds to support the Priority Production Area (PPA)/Priority Development Area (PDA) Technical Assistance Visit; and
7. Execute a contract amendment with Solano EDC for an amount not-to-exceed \$10,000 to cover the costs associated with the PPA/PDA Technical Assistance Visit.

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**P. I-80 Westbound (WB)Truck Scales Project – Regional Measure 3 (RM 3) Allocation**

Nick Burton

Recommendation:

Approve the following:

1. STA Resolution No. 2025-11 as shown in Attachment A; and
2. Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to reallocate \$2.715M from the Design Phase to the Construction Phase of the I-80 Westbound (WB) Truck Scales Project.

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**Q. Contract Amendment with WMH for Design Support Work during Construction of the State Route 37/Fairgrounds Drive Diverging Diamond Interchange Project**

Jasper Alve

Recommendation:

Authorize the STA Executive Director to amend the contract with WMH for the 7th time to add an additional amount totaling \$320,721.60 for providing additional design support work outlined in Attachment A while the State Route 37/Fairgrounds Drive Diverging Diamond Interchange Project is under construction.

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## 8. ACTION FINANCIAL ITEMS

- A. Fiscal Year 2024-25 Regional Transportation Impact Fee Fourth Quarter and Annual Report** Jasper Alve

Recommendation:

Approve the following:

1. Adopt the 12<sup>th</sup> RTIF Annual Report for FY 2024-25 as shown in Attachment E; and
2. Authorize the STA Executive Director to transmit this report to the County Board of Supervisors.

(6:35 - 6:40 p.m.)

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- B. Regional Measure 3 Allocation Request for Solano Rail Hub Project Study Report, Project Approval/Environmental Documentation, as well as Plans, Specifications, and Estimate** Nick Burton  
Jasper Alve

Recommendation:

Approve the following:

1. Authorize the STA to submit an additional Regional Measure 3 allocation request to the Metropolitan Transportation Commission for the Solano Rail Hub totaling \$6 million; and
2. STA Resolution No. 2025-13 as shown in Attachment A.

(6:40 - 6:45 p.m.)

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## 9. ACTION NON-FINANCIAL ITEMS

- A. Legislative Update and Schedule of Legislative Platform for 2026** Sean Person

Recommendation:

Authorize the Executive Director to release the STA's Draft 2026 Legislative Platform and Priorities for 30-day public review and comment.

(6:45 - 6:50 p.m.)

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- B. Adoption of Solano Safe Routes to School (SR2S) Plan** Amy Antunano

Recommendation:

Adopt the 2025 Safe Routes to School Plan Update.

(6:50 - 6:55 p.m.)

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- C. Resilient State Route (SR) 37 Program Memorandum of Understanding Update** Nick Burton  
Leslie Gould

Recommendation:

Approve the following:

1. Amendment No. 2 to the MOU for Resilient State Route (SR) 37; and
2. Authorize the STA Board Chair to concur and sign Amendment No 2 to the MOU for Resilient SR 37 Program.

(6:55 - 7:00 p.m.)

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**D. Selection of 2026 STA Chair and Vice Chair**

Megan Callaway

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2026 commencing with the STA Board Meeting of January 14, 2026;
2. Selection of the STA Vice-Chair for 2026 commencing with the STA Board Meeting of January 14, 2026; and
3. Request the new Chair designate the STA Executive Committee for 2026.

(7:00 - 7:15 p.m.)

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**10. INFORMATIONAL – NO DISCUSSION ITEM**

- A. STA Congestion Management Program (CMP) Development Review – Notice of Preparation (NOP) for the Suisun Expansion Project**  
**Pg. 209**

Robert Guerrero

- B. Solano Mobility Programs FY 2025-26 Q1 Report for Older Adults and People with Disabilities, and Veterans Programs**  
**Pg. 235**

Debbie McQuilkin

- C. Summary of Funding Opportunities**  
**Pg. 251**

Jasper Alve

- D. STA Board and Advisory Committees Meeting Calendar for 2026**  
**Pg. 253**

Johanna Masiclat

**11. BOARD MEMBER COMMENTS**

**12. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 14, 2026.**  
STA Board Room - 423 Main Street in Suisun City.

**STA Board Meeting Schedule for Calendar Year 2026**

6:00 p.m., Wed., January 14<sup>th</sup>

6:00 p.m., Wed., February 11<sup>th</sup>

6:00 p.m., Wed., March 11<sup>th</sup>

6:00 p.m., Wed., April 8<sup>th</sup>

6:00 p.m., Wed., May 13<sup>th</sup>

6:00 p.m., Wed., June 10<sup>th</sup>

6:00 p.m., Wed., July 8<sup>th</sup>

**NO MEETING IN AUGUST – STA Board Recess**

6:00 p.m., Wed., September 9<sup>th</sup>

6:00 p.m., Wed., October 14<sup>th</sup>

**NO MEETING IN NOVEMBER – STA’s 29<sup>th</sup> Annual Awards**

6:00 p.m., Wed., December 9<sup>th</sup>

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DATE: November 14, 2025  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – December 2025

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The following is a brief status report on some of the major issues, plans, projects, and programs currently being advanced by the Solano Transportation Authority (STA). An asterisk (\*) notes items included in this month's Board agenda.

**Selection of 2026 STA Chair and Vice Chair\***

The STA Board is scheduled to select their Chair and Vice Chair for 2026. Based on the Board's adopted policy to rotate the Chair amongst the 8 member agencies, Suisun City Mayor Alma Hernandez is scheduled to become Chair for 2026. Fairfield Mayor Cat Moy is next in the rotation and can serve as Vice Chair for 2026. Selection of Chair and Vice Chair is at the discretion of the STA Board Chair. Following the selection of Chair, the new Chairperson designates the Executive Committee for 2026. The new Chair takes over at the January 14, 2026 Board meeting.

**Legislative Update and Schedule of Legislature Platform and Priorities for 2026\***

STA Legislative staff has developed a draft Legislative Platform and Priorities for 2026. The draft Platform and Priorities are recommended for distribution for a 30 day review and comment period. Adoption of the Platform and Priorities for 2026 is scheduled at the STA Board meeting on January 14, 2026.

STA State Lobbyist is scheduled to present to the STA Board in January 2026. STA's Federal Lobbyist is scheduled to present to the STA Board in February 2026. Contract amendments for continuation for State and Federal Advocacy Services is scheduled for this month.

**Contract Amendments for Project Management Services for Priority Projects and Programs\***

STA staff has amended contract amendments for the following activities:

- Project Management Services for I-80 Westbound (WB) Truck Scales\*
- Project Management Services for I-80 Express Lanes\*
- Contract Extensions for Solano County Collaborative on Housing\*

**Fiscal Year 2024-25 Regional Transportation Impact Fee Fourth Quarter and Annual Report\***

Project staff has provided the RTIF fourth quarter and annual report for FY 2024-25. Once approved by the STA Board, this will be transmitted to the Solano County Board of Supervisors to be included with the County's Public Facilities Fees Program.

**Regional Measure 3 Allocation Request for the Solano Rail Hub Project\***

STA project and planning staff is currently working with staff from the City of Suisun City to plan improvements for the Solano Rail Hub. Staff is currently working on the environmental phase of the project and is transitioning to the design phase. Staff is recommending Board allocate RM3 funds available for the project to fund the design phase.

**Adoption of Solano Safe Routes to School (SR2S) Plan\***

STA SR2S staff has completed the update to the SR2S Plan and Annual Report for FY 2024-25. The plan is ready for adoption by the STA Board.

**Safe Routes to School Program- Office of Traffic Safety (OTS) Grant; and California Department of Public Health (CDHP) Kids Plate Grant\***

STA SR2S staff recommending the STA Board authorize the submittal of two separate grants for components of the Safe Routes to School Program.

**State Route (SR) 37 Memorandum of Understanding (MOU)\***

MTC is requesting the STA Board approve the amendment to the SR 37 MOU which covers the SR 37 funding partnership between MTC, STA, SCTA, NVTA and TAM. This MOU includes funding for SR 37 Fairgrounds Improvement Project and Phase 2 of the Interim Project (Eastbound HOV Lanes between Sears Point and Mare Island).

**Fiscal Year 2024-25 Fourth Quarter Budget Report \***

Finance staff has prepared the fourth quarter budget report for FY 2024-25. Staff is currently working on wrapping up the audit for FY 2024-25 which will be presented at a future Board meeting.

**Staff Update**

On November 24, 2025, STA's new Accounting Technician Ishpreet Kaur joined the STA, and she will be supervised by Patricia McKeever, Finance Manager.

**Attachment:**

- A. STA Acronyms List of Transportation Terms

|              |   |          |  |
|--------------|---|----------|--|
| <b>A</b>     |   | <b>D</b> |  |
| AADT         | Average Annual Daily Traffic  | DAC      | Disadvantaged Communities  |
| AB           | Assembly Bill   | DBE      | Disadvantaged Business Enterprise  |
| ABAG         | Association of Bay Area Governments                                     | DOT      | Department of Transportation   |
| ACTC         | Alameda County Transportation Commission                                | <b>E</b> |  |
| ADA          | American Disabilities Act   | ECMAQ    | Eastern Solano Congestion Mitigation Air Quality Program   |
| ADT          | Average Daily Traffic   | EIR      | Environmental Impact Report  |
| AFFH         | Affirmatively Furthering Fair Housing                                   | EIS      | Environmental Impact Statement   |
| AHSC         | Affordable Housing and Sustainable Community                            | EPA      | Environmental Protection Agency  |
| AMPO         | Association of Metropolitan Planning Organizations                      | EV       | Electric Vehicle   |
| APDE         | Advanced Project Development Element (STIP)                             | <b>F</b> |  |
| AQMD         | Air Quality Management District   | FAST     | Fairfield and Suisun Transit   |
| ARPA         | American Rescue Plan Act  | FAST Act | Fixing America’s Surface Transportation Act  |
| ARRA         | American Recovery and Reinvestment Act                                  | FASTER   | Freedom. Affordability. Speed. Transparency. Equity. Reliability.  |
| ATP          | Active Transportation Program   | FASTLANE | Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies |
| ATWG         | Active Transportation Working Group                                     | FEIR     | Final Environmental Impact Report  |
| AVA          | Abandoned Vehicle Abatement   | FHWA     | Federal Highway Administration   |
| <b>B</b>     |   | FPI      | Freeway Performance Initiative   |
| BAAQMD       | Bay Area Air Quality Management District                                | FTA      | Federal Transit Administration   |
| BAC          | Bicycle Advisory Committee  | FTIP     | Federal Transportation Improvement Program’  |
| BACTA        | Bay Area Counties Transportation Agencies                               | FY       | Fiscal Year  |
| BAIFA        | Bay Area Infrastructure Financing Authority                             | <b>G</b> |  |
| BARC         | Bay Area Regional Collaborative   | GARVEE   | Grant Anticipating Revenue Vehicle   |
| BART         | Bay Area Rapid Transit  | GHG      | Greenhouse Gas   |
| BATA         | Bay Area Toll Authority   | GIS      | Geographic Information System  |
| BCDC         | Bay Conservation & Development Commission                               | GO       | Governor’s Office  |
| BUILD        | Better Utilizing Investments to Leverage Development                    | <b>H</b> |  |
| <b>C</b>     |   | HCD      | California Department of Housing & Community Development   |
| CAF          | Clean Air Funds   | HIP      | Housing Incentive Program  |
| CalSTA       | California State Transportation Agency                                  | HOT      | High Occupancy Toll  |
| CALTRANS     | California Department of Transportation                                 | HOV      | High Occupancy Vehicle   |
| CAPTI        | California State Transportation: Climate Action Plan for Transportation | HPMS     | Highway Performance Monitoring System  |
| CARB         | California Air Resources Board  | HSIP     | Highway Safety Improvement Plan  |
| CARL         | California Academy for Regional Leaders                                 | <b>I</b> |  |
| CCAG         | City-County Association of Governments (San Mateo)                      | INFRA    | Infrastructure for Rebuilding America  |
| CCCC (4’Cs)  | City County Coordinating Council  | ISTEA    | Intermodal Surface Transportation Efficiency Act   |
| CCCTA (3CTA) | Central Contra Costa Transit Authority                                  | ITIP     | Interregional Transportation Improvement Program   |
| CCJPA        | Capitol Corridor Joint Powers Authority                                 | ITS      | Intelligent Transportation System  |
| CCTA         | Contra Costa Transportation Authority                                   | <b>J</b> |  |
| CEC          | California Energy Commission  | JARC     | Jobs Access Reverse Commute Program  |
| CEQA         | California Environmental Quality Act                                    | JPA      | Joint Powers Agreement   |
| CHFA         | California Housing Finance Agency                                       | <b>L</b> |  |
| CHP          | California Highway Patrol   | LATIP    | Local Area Transportation Improvement Program  |
| CIP          | Capital Improvement Program   | LCTOP    | Low Carbon Transit Operations Program (LCTOP)  |
| CMA          | Congestion Management Agency  | LEV      | Low Emission Vehicle   |
| CMIA         | Corridor Mobility Improvement Account                                   | LIFT     | Low Income Flexible Transportation Program   |
| CMAQ         | Congestion Mitigation & Air Quality Program                             | LOS      | Level of Service   |
| CMGC         | Construction Manager/General Contractor                                 | LS&R     | Local Streets & Roads  |
| CMP          | Congestion Management Plan  | LTF      | Local Transportation Fund  |
| CNG          | Compressed Natural Gas  | LTR      | Local Transportation Funds   |
| CPI          | Consumer Price Index  | <b>M</b> |  |
| CRRSAA       | Coronavirus Response and Relief Supplemental Appropriation Act of 2021  | MAP-21   | Moving Ahead for Progress in the 21 <sup>st</sup> Century  |
| CSAC         | California State Association of Counties                                | MAZ      | Micro Analysis Zone  |
| CSIS         | Caltrans System Investment Strategy                                     | MIS      | Major Investment Study   |
| CTA          | California Transit Agency   | MLIP     | Managed Lanes Implementation Plan  |
| CTC          | California Transportation Commission                                    | MOU      | Memorandum of Understanding  |
| CTP          | Comprehensive Transportation Plan                                       | MPO      | Metropolitan Planning Organization   |
| CTSA         | Consolidated Transportation Services Agency                             | MTAC     | Model Technical Advisory Committee   |
|              |   | MTC      | Metropolitan Transportation Commission   |

|            |   |           |   |
|------------|---|-----------|---|
| MTS        | Metropolitan Transportation System  | SCS       | Sustainable Community Strategy  |
| <b>N</b>   |   | SCTA      | Sonoma County Transportation Authority                                      |
| NARC       | National Association of Regional Counties   | SFCTA     | San Francisco County Transportation Authority                               |
| NCTPA      | Napa County Transportation & Planning Agency  | SGC       | Strategic Growth Council  |
| NEPA       | National Environmental Policy Act   | SHCC      | Self Help Counties Coalition  |
| NHS        | National Highway System   | SHOPP     | State Highway Operations & Protection Program                               |
| NOP        | Notice of Preparation   | SJCOG     | San Joaquin Council of Governments  |
| NVTA       | Napa Valley Transportation Authority  | SMAQMD    | Sacramento Metropolitan Air Quality Management District                     |
| <b>O</b>   |   | SMART     | Sonoma Marin Area Rapid Transit   |
| OBAG       | One Bay Area Grant  | SMART     | Safety, Mobility and Automated Real-time                                    |
| OPR        | Office of Planning and Research   | SMCCAG    | San Mateo City-County Association of Governments                            |
| OTS        | Office of Traffic Safety  | SNABM     | Solano-Napa Activity-Based Model  |
| <b>P</b>   |   | SNCI      | Solano Napa Commuter Information  |
| PAC        | Pedestrian Advisory Committee   | SoHip     | Solano Highway Partnership  |
| PCA        | Priority Conservation Area  | SolHIP    | Solano Housing Improvement Program  |
| PCC        | Paratransit Coordinating Council  | SolTrans  | Solano County Transit   |
| PCI        | Pavement Condition Index  | SOV       | Single Occupant Vehicle   |
| PCRP       | Planning & Congestion Relief Program  | SPOT      | Solano Projects Online Tracking   |
| PDS        | Project Development Support   | SP&R      | State Planning & Research   |
| PDA        | Priority Development Area   | SPUR      | San Francisco Bay Area Planning and Urban Research                          |
| PDT        | Project Delivery Team   | SR        | State Route   |
| PDWG       | Project Delivery Working Group  | SR2S      | Safe Routes to School   |
| PID        | Project Initiation Document   | SR2T      | Safe Routes to Transit  |
| PMP        | Pavement Management Program   | S RTP     | Short Range Transit Plan  |
| PMS        | Pavement Management System  | SSARP     | Systemic Safety Analysis Report Program                                     |
| PNR        | Park & Ride   | SSPWD TAC | Solano Seniors & People with Disabilities Transportation Advisory Committee |
| POP        | Program of Projects   | STAF      | State Transit Assistance Fund   |
| PPA        | Priority Production Area  | STA       | Solano Transportation Authority   |
| PPM        | Planning, Programming & Monitoring  | STBG      | Federal Surface Transportation Block Grant Program                          |
| PPP (P3)   | Public Private Partnership  | STIA      | Solano Transportation Improvement Authority                                 |
| PS&E       | Plans, Specifications & Estimate  | STIP      | State Transportation Improvement Program                                    |
| PSR        | Project Study Report  | STP       | Federal Surface Transportation Program                                      |
| PTA        | Public Transportation Account   | SubHIP    | Suburban Housing Incentive Pool   |
| PTAC       | Partnership Technical Advisory Committee (MTC)  | <b>T</b>  |   |
| <b>R</b>   |   | TAC       | Technical Advisory Committee  |
| RABA       | Revenue Alignment Budget Authority  | TAM       | Transportation Authority of Marin   |
| RCTF       | Rural Counties Task Force   | TANF      | Temporary Assistance for Needy Families                                     |
| REPEG      | Regional Environmental Public Education Group   | TAZ       | Transportation Analysis Zone  |
| RFP        | Request for Proposal  | TCEP      | Trade Corridor Enhancement Program  |
| RFQ        | Request for Qualification   | TCI       | Transportation Capital Improvement  |
| RHNA       | Regional Housing Needs Allocation   | TCIF      | Trade Corridor Improvement Fund   |
| RLF        | Regional Leadership Forum   | TCM       | Transportation Control Measure  |
| RM 1/2/3   | Regional Measure 1/2/3 (Bridge Toll)  | TCRP      | Transportation Congestion Relief Program                                    |
| RMRP       | Road Maintenance and Rehabilitation Program   | TDA       | Transportation Development Act  |
| RORS       | Routes of Regional Significance   | TDM       | Transportation Demand Management  |
| RPC        | Regional Pedestrian Committee   | TE        | Transportation Enhancement  |
| RRP        | Regional Rideshare Program  | TEA       | Transportation Enhancement Activity   |
| RTEP       | Regional Transit Expansion Policy   | TEA-21    | Transportation Efficiency Act for the 21 <sup>st</sup> Century              |
| RTIF       | Regional Transportation Impact Fee  | TFCA      | Transportation Funds for Clean Air  |
| RTP        | Regional Transportation Plan  | TIF       | Transportation Investment Fund  |
| RTPA       | Regional Transportation Planning Agency   | TIGER     | Transportation Investment Generating Economic Recovery                      |
| RTP/SCS    | Regional Transportation Plan/Sustainable Communities Strategies                       | TIP       | Transportation Improvement Program  |
| RTIP       | Regional Transportation Improvement Program   | TIRCP     | Transit and Intercity Rail Capital Program                                  |
| RTMC       | Regional Transit Marketing Committee  | TLC       | Transportation for Livable Communities                                      |
| RTPA       | Regional Transportation Planning Agency   | TMA       | Transportation Management Association                                       |
| <b>S</b>   |   | TMP       | Transportation Management Plan  |
| SACOG      | Sacramento Area Council of Governments  | TMS       | Transportation Management System  |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users | TMTAC     | Transportation Management Technical Advisory Committee                      |
| SATP       | Solano Active Transportation Plan   | TNC       | Transportation Network Company  |
| SB         | Senate Bill   | TOD       | Transit Oriented Development  |

|        |   |
|--------|---|
| TOS    | Traffic Operation System                        |
| T-Plus | Transportation Planning and Land Use Solutions  |
| TRAC   | Trails Advisory Committee                       |
| TSMO   | Transportation System Management and Operations |

**U, V, W**

|         |   |
|---------|---|
| UZA     | Urbanized Area  |
| USDOT   | United States Department of Transportation                    |
| VHD     | Vehicle Hours of Delay  |
| VMT     | Vehicle Miles Traveled  |
| VTA     | Valley Transportation Authority (Santa Clara)                 |
| W2W     | Welfare to Work   |
| WCCCTAC | West Contra Costa County Transportation Advisory<br>Committee |
| WETA    | Water Emergency Transportation Authority                      |

**Y, Z**

|        |   |
|--------|---|
| YCTD   | Yolo County Transit District                |
| YSAQMD | Yolo/Solano Air Quality Management District |
| ZEV    | Zero Emission Vehicle                       |

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**SOLANO TRANSPORTATION AUTHORITY  
Board Minutes for Meeting of  
October 15, 2025**

**1. CALL TO ORDER**

He called the regular meeting to order at 6:00 p.m., and a quorum was confirmed.

**MEMBERS**

**PRESENT:** Mitch Mashburn, Chair County of Solano  
Alma Hernandez City of Suisun City  
Steve Young City of Benicia  
Steve Bird City of Dixon  
Edwin Okamura City of Rio Vista  
John Carli City of Vacaville  
Andrea Sorce City of Vallejo

**MEMBERS**

**ABSENT:** Cat Moy City of Fairfield

**STA STAFF**

**PRESENT: (In alphabetical order by Last Name.)**  
Jasper Alve Project Manager  
Amy Antunano SR2S Program Manager  
Erika Dohina Call Center Supervisor  
Megan Callaway STA Legal Counsel  
Lorene Garrett Transit Mobility Coordinator  
Ron Grassi Director of Programs  
Robert Guerrero Deputy Executive Director/Director of Planning  
Daryl Halls Executive Director  
Dulce Jimenez Assistant Planner  
Josue Jimenez Administrative Assistant  
Steven Lowe Program Coordinator  
Sean Person Legislative Assistant  
Brandon Thomson Senior Transit Mobility Coordinator

**Other Invited Participants (In alphabetical order by last name):**

Kristina Botsford Solano County Transit (SolTrans)  
Lori DaMassa Vacaville City Coach  
Beth Kranda Solano County Transit (SolTrans)  
Brian McLean City of Vacaville  
Sanjay Mishra City of Fairfield  
Terry Scott SolTrans Board Chair

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

**3. APPROVAL OF AGENDA**

On a motion by Board Member Okamura, and a second by Board Member Sorce, the STA Board approved the agenda. (7 Ayes)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. EXECUTIVE DIRECTOR’S REPORT**

- STA 28<sup>th</sup> Annual Awards Nominees
- Contract Award for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update
- Board Discussion of Solano Express Service Changes and Future Funding
- Fiscal Year (FY) 2025-26 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans
- 2026 State Transportation Improvement Program Cycle: Programming Planning, Programming, and Monitoring (PPM) Funds
- Fairfield and Rio Vista TDA Claim
- Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report
- Contract Extension for Transportation Concepts and Management Services for Managing the Service for the City of Suisun City for Suisun Microtransit
- Solano Mobility Program 4<sup>th</sup> Quarter Reports for Employer/Commuter Program and the Call Center for FY 2024-25
- Legislative Update and Schedule of Legislature Platform for 2026
- STA Staff Update

**6. STA PRESENTATIONS**

**A. STA Director Reports:**

**1. Programs**

**i. Solano Mobility Programs 4<sup>th</sup> Quarter Report for FY 2024-25**

**Employer/Commuter Programs**

Presented by Lorene Garrett

**ii. Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for FY 2024-25**

Presented by Erika Dohina

**2. Planning**

**i. STA’s 28<sup>th</sup> Annual Awards Nominees**

Presented by Amy Antunano

**3. Projects**

**i. Construction Projects Update**

Presented by Jasper Alve

**7. CONSENT CALENDAR**

On a motion by Vice Chair Hernandez, and a second by Board Member Okamura, the STA Board approved Consent Calendar Items A-J. (7 Ayes)

**A. Minutes of the STA Board Meeting of September 10, 2025**

Recommendation:

Approve the minutes of the STA Board Meeting of September 10, 2025.

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 24, 2025**

Recommendation:

Receive and file.

- C. Approved/Draft Minutes of STA Advisory Committees in September 2025**  
Recommendation:  
Receive and file.
- D. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes the TDA Claim for the Cities of Fairfield and Rio Vista**  
Recommendation:  
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.
- E. Fiscal Year (FY) 2025-26 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans**  
Recommendation:  
Approve the following:  
  1. STA’s ICAP Rate Application for FY 2025-26 at 60.13%; and
  2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- F. Contract Extension for Management Services for City of Suisun City for Suisun Microtransit**  
Recommendation:  
Authorize the Executive Director to enter into an agreement with the City of Suisun City for microtransit management services for a period of one year for an amount not to exceed \$50,000.
- G. Contract Extension for Transportation Concepts for City of Suisun City Microtransit Service**  
Recommendation:  
Authorize the Executive Director to execute the second option year with Transportation Concepts for an amount not to exceed \$708,090 for continued microtransit service within the City of Suisun City.
- H. 2026 State Transportation Improvement Program Cycle: Programming Planning, Programming, and Monitoring (PPM) Funds**  
Recommendation:  
Authorize the Executive Director to:  
  1. Program the 2026 STIP PPM funds totaling \$757,000 for fiscal years 2026-27 through 2030-31 as shown in Attachment B; and
  2. Submit the electronic Project Programming Request to the Metropolitan Transportation Commission (MTC).
- I. Live Scan Background Check**  
Recommendation:  
Approve STA Resolution No. 2025-09 authorizing the Solano Transportation Authority to Access State and Federal Summary Criminal History Information.
- J. Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report**  
Recommendation:  
Approve the transition from quarterly to biannual reporting to improve efficiency and reporting accuracy.

**8. ACTION NON-FINANCIAL ITEMS**

**A. None.**

**9. ACTION FINANCIAL ITEMS**

**A. Contract Award for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update**

Dulce Jimenez provided an update to the selection process of a consultant to assist the STA on the Solano Napa Activity Based Model. She commented that STA staff is recommending to enter into a contract with TJKM. She added that the model will be utilized for corridor planning and project development activities, specifically the update to the State Route (SR) 12 and SR 113 Corridor Plans.

Recommendation:

Authorize the Executive Director to enter into a contract agreement with TJKM for an amount not to exceed \$345,000 to provide Traffic Modeling services for the Solano Napa Activity-Based Model Base Year Update.

On a motion by Board Member Young, and a second by Vice Chair Hernandez, the STA Board approved the recommendation. (7 Ayes)

**10. INFORMATIONAL**

**A. Status of Solano Express Intercity Transit Funding Agreement for FY 2025-26**

**B. Review of Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27**

**C. Review Recommendations from the Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27**

Ron Grassi outlined the timeline for the funding agreement for the next fiscal year, noting the Consortium would need to make a recommendation by April 2026, followed by the STA TAC, and Board adoption in May 2026.

Ron Grassi summarized the financial challenges facing Solano Express, with a projected deficit of \$1.5 million by FY 2028-29 unless service costs are addressed. He outlined the service hours, from four budget scenarios (starting from current service hours 45,000 ranging 50,000 to 36,555 service hours), and highlighted potential funding deficits and the need for service hour reductions.

**Summary of Board Comments:**

The Board discussed STA staff's proposal to bid out the Green Line and STA staff's recommendation to eliminate Route 82 to ensure efficiency and affordability. The Board also emphasized the importance of fixing the budget and maintaining reliable and affordable transportation service to encourage ridership. There was criticism on the lack of collaboration between the STA and SolTrans and called for a commitment to rebuild a healthy working relationship. There were frustrations expressed by some of the Board members over the disjointed process, lack of transparency, and the need for a collaborative process to serve the community effectively. Some also expressed the importance of objective analysis, meaningful conversations about service options, and the need for Board-level collaboration to address the perceived or real rift between the North County and South County. There was call for a better process to ensure informed decisions are made quickly, with a focus on improving service reliability and ridership across the county.

Chair Mashburn provided a historical overview of previous conflicts and transitions in transit service over the years, emphasizing the importance of data-driven decision making and transparency. There were ongoing concerns regarding service levels, budget constraints, and the need to balance different community needs, particularly the Red Line service funded by Vallejo and Benicia.

**Summary of Public Comments:**

Terry Scott, SolTrans Chair, stressed on the importance of rebuilding trust through improved communication and collaboration between the STA and SolTrans. He emphasized the mission to efficiently move people rather than focusing on operation details.

Kristina Botsford, SolTrans, clarified their role as a public transit agency rather than a contractor. She addressed the STA Board on the importance of maintaining consistency in transit services and highlighted the high costs associated with outsourcing or reducing Solano Express services, which could lead to increased rates or contract renegotiations. She also addressed the need to analyze mobility programs to determine potential cuts or consolidations, as well as the impact of federal funding changes on transit support.

Chair Mashburn discussed forming an Ad Hoc Committee to address service hours and fiscal challenges, and proposed a committee of four staff members from both Boards (STA and SolTrans) to collaborate on a solution within the 36,555-hour target (as referenced in the staff report and presentation). He emphasized the need to review the study supporting the 36,555 service hour requirement and agreed that the committee should focus on balancing budget constraints with service needs, considering all options including mobility programs and potential funding sources.

After discussion, the STA Board approved, by consensus, Chair Mashburn’s selection of the following members to serve on the Solano Express Subcommittee as listed below:

- 1) Andrea Sorce (SolTrans Board)
- 2) Alma Hernandez (SolTrans Board)
- 3) John Carli (STA Board)
- 4) Steve Bird (STA Board)

**D. Legislative Update and Schedule of Legislative Platform for 2026**

Sean Person provided an updated legislative report that includes the most recent legislation approved by the State Legislature and subsequently signed by the Governor.

**NO DISCUSSION**

- E. One Bay Area Grant (OBAG) Cycle 4 Update**
- F. Solano Mobility Programs 4<sup>th</sup> Quarter Report for FY 2024-25 Employer/Commuter Programs**
- G. Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for FY 2024-25**
- H. Summary of Funding Opportunities**
- I. STA Board and Advisory Committees Meeting Calendar for 2026**

**11. BOARD MEMBER COMMENTS**

**12. ADJOURNMENT**

*No Board meeting in November – STA’s 28<sup>th</sup> Annual Awards Ceremony*  
The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 10, 2025** STA Board Room - 423 Main Street in Suisun City.

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**November 19, 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**

|                 |                                    |                     |
|-----------------|------------------------------------|---------------------|
| <b>Present:</b> | Neil Leary (Zoom)                  | City of Benicia     |
|                 | Jordan Santos for Christopher Fong | City of Dixon       |
|                 | Sanjay Mishra                      | City of Fairfield   |
|                 | Greg Malcolm (Zoom)                | City of Rio Vista   |
|                 | Noaue Vue (Zoom)                   | City of Suisun City |
|                 | Brian McLean                       | City of Vacaville   |
|                 | Matt Tuggle (Zoom)                 | County of Solano    |

**TAC Members**

|                |                 |                 |
|----------------|-----------------|-----------------|
| <b>Absent:</b> | Oscar Alcantara | City of Vallejo |
|----------------|-----------------|-----------------|

**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 (Zoom) | STA            |
| Robert Guerrero         | STA            |
| Daryl Halls             | STA            |
| Dulce Jimenez           | STA            |
| Josue Jimenez           | STA            |
| Johanna Masiel          | STA            |
| Melissa Rodriguez       | College Intern |

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Tuggle, and a second by Sanjay Mishra, the STA TAC approved the agenda to include a correction to the second recommendation to Agenda Item 5.B. Staff noted a typographical error regarding the funding source (RTIF not STAF) for the City of Fairfield's Transit Facility Expansion Project. (8 Ayes, 1 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

Nick Burton provided updates on ongoing projects as follows:

1. Westbound Truck Scales facing delays due to groundwater issues and broken water line.
2. SR 37 Fairgrounds project also affected by rain causing delays in moving to Stage 2.
3. Express Lanes on track for a mid-December opening.

Robert Guerrero announced the following:

1. Model TAC's kick off meeting scheduled in December.
2. SR 12 and SR 113 Corridor Studies

#### 5. CONSENT CALENDAR

On a motion by Brian McLean, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A and B (Amended as shown below in ~~Strikethrough~~ ***Bold Italics***. (7 Ayes, 1 Absent)

##### A. Minutes of the TAC Meeting of September 24, 2025

Recommendation:

Approve TAC Meeting Minutes of September 24, 2025.

##### 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~~ RTIF funding for the City's Transit Facility Expansion Project.

#### 6. ACTION NON-FINANCIAL ITEMS

##### A. Legislative Update and Schedule of Legislative Platform for 2026

Sean Person provided an update to legislative bills specifically the SB 71 (Weiner) which extends CEQA exemptions for transit and transportation projects and AB 697 (Wilson) which seeks to authorize SR 37 corridor improvements to advance in cost-effective and environmental procedures. He also requested the Consortium to review the draft 2026 Legislative Platform which will be released for a 30 day review period at the December Board then approval at their January 14, 2026 Board meeting.

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.

On a motion by Sanjay Mishra, and a second by Nouae Vue, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

##### B. Adoption of Solano Safe Routes to School (SR2S) Plan

Amy Antunano presented the updated and completed Solano Safe Routes to School (SR2S) Plan. She noted that the 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.

Recommendation:

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

On a motion by Matt Tuggle, and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

**7. ACTION FINANCIAL ITEMS**

**A. Fiscal Year 2024-25 Regional Transportation Impact Fee Fourth Quarter and Annual Report**

Jasper Alve reviewed the fourth quarter and annual report of the RTIF for FY 2024-25.

Recommendation:

Forward a recommendation to the STA Board to adopt the 12<sup>th</sup> 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.

On a motion by Sanjay Mishra, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

**8. INFORMATIONAL ITEMS**

**A. Solano Mobility Programs 1st Report for FY 2025-26 - Older Adults and People with Disabilities, and Veterans Programs**

Ron Grassi covered first quarter updates on the Mobility Programs for Older Adults and People with Disabilities.

**NO DISCUSSION**

**B. 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 December 2025 and January 2026.

**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.

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DATE: November 19, 2025  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
Natalie Quezada, Administrative Assistant  
Josue Jimenez, Administrative Assistant  
RE: Draft Meeting Minutes of STA Advisory Committees in the month of  
November 2025

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Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the months of October and November 2025:

- A. Bicycle Advisory Committee (BAC) Draft Minutes of November 6, 2025
- B. Solano County Intercity Transit Consortium Draft Minutes of November 18, 2025
- C. Safe Routes to School (SR2S) Advisory Committee Draft Meeting Minutes of November 19, 2025
- D. Paratransit Coordinating Council (PCC) Draft Meeting Minutes of November 20, 2025

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**Bicycle Advisory Committee (BAC)  
Minutes for the Meeting of November 6, 2025**

**1. CALL TO ORDER/CONFIRM QUORUM**

The meeting of the BAC was called to order by Chair Belef at approximately 6:00 p.m. A quorum was confirmed.

**BAC Members Present (In Alphabetical Order by Last Name):**

|                             |                     |
|-----------------------------|---------------------|
| David Belef – Chair         | City of Vallejo     |
| Joshua Blissett             | Member at Large     |
| Dennis Elliott – Vice Chair | City of Rio Vista   |
| Jacob Francisco             | City of Fairfield   |
| Jason Grey                  | County Solano       |
| Neal Iverson                | City of Vacaville   |
| Nancy Lund                  | City of Benicia     |
| Tyler Meirose               | City of Suisun City |
| Terry Stenz                 | City of Dixon       |

**Absent BAC Members**

|                        |                   |                      |
|------------------------|-------------------|----------------------|
| <b>Others Present:</b> | Amy Antunano      | STA                  |
|                        | Kyvan Elep        | Bay Area Ridge Trail |
|                        | Kathrina Gregana  | STA                  |
|                        | Joe Green-Heffern | PAC Member           |
|                        | Dulce Jimenez     | STA                  |
|                        | Josue Jimenez     | STA                  |
|                        | Steven Lowe       | STA                  |
|                        | Riley Martinson   | Solano County        |
|                        | Natalie Quezada   | Member of the Public |

**2. APPROVAL OF AGENDA**

On a motion by Jacob Francisco and a second by Dennis Elliott, the STA BAC unanimously approved the agenda. (9 Ayes)

**3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT**

**A. Completion of Top Ten Bike Rides, Vol. 2 North Eastern Solano County Brochure**

Dulce Jimenez presented the completed Top Ten Bike Rides, Vol. 2 North Eastern Solano County Brochure, in which hard copies of the brochure were mailed out to all the BAC prior to the meeting. She finished by thanking the committee for their support and noted that the new brochures will be part of the marketing materials printed for May 2026 Bike Month.

Summary of BAC Members Comments

- Chair Belef shared that the matte finish is preferred over a glossy finish, since it makes it easier to read the brochures.

- Nancy Lund suggested taking out “Vol. 2” and just leaving the title as “Top 10 Bike Rides, North Eastern Solano County.” This change will be applied to the brochure.

## **B. Planning for Community Biking Events for May 2026 Bike Month**

Amy Antunano shared that the goal for 2026 Bike Month is to have a bike workshop in every city, and she requested recommendations from the BAC for ideal local spots for each city's bike workshops.

### Summary of BAC Members Comments

- Chair Belef emphasized that the community bike workshops ideally should not have conflicting dates with other counties’ bike festivals so the public can participate in both. He also shared that the bike event for Vallejo could be coordinated with the Farmers Market and has connections to potentially close an entire street in downtown Vallejo. Chair Belef explained that any Greater Vallejo Recreation District properties are accessible and very accommodating. Lastly, to involve the 2 Plus 2 Committee for Vallejo several months before to get it on their radar.
- Nancy Lund noted that hosting the bike workshop at the Benicia Unified School District would be a great idea to encourage more public participation.
- Deniss Elliot asked if someone in the SR2S team would be able to join a Rio Vista Meeting, a Rotary meeting, or a 2 Plus 2 Committee to bring in the school district for Rio Vista’s bike workshop.
- Neal Iverson shared that the Vacaville bike workshop must be done in coordination with the schools and recommends working with the larger neighborhood schools like Browns Valley or Jean Callison Elementary School. In addition, he mentioned Fiesta Days being one of the largest events in Vacaville for the year.
- Chair Belef suggested the idea of reviving a bike film festival idea or having a portable screen and showing off the films while participating in the bike workshops.

## **4. CONSENT CALENDAR**

Approve the following consent items in one motion

### **A. BAC MEETING MINUTES**

Recommendation:

Approve BAC Meeting Minutes of September 4, 2025

On a motion by Dennis Elliot and a second by Jacob Francisco, the STA BAC unanimously approved the Consent Calendar. (9 Ayes)

## **5. PRESENTATIONS**

### **A. Carquinez Strait Scenic Loop Trail Completed Wayfinding Project**

Kyvan Elep, Trail Project Manager for the Bay Area Ridge Trail, presented on their completed Carquinez Strait Scenic Loop Trail Wayfinding Project, which was funded by TDA-3 funds. He showcased pictures of all the new wayfinding signs along with the two new interpretative panels that were placed at both ends of the Benicia Martinez Bridge.

## **6. ACTION NON-FINANCIAL**

### **A. 2026 BAC Chair and Vice Chair Elections**

The BAC unanimously voted for Jacob Fransico as the new BAC Chair and Joshua Blissett as the new BAC Vice Chair for 2026 and 2027. (9 Ayes)

**7. INFORMATIONAL ITEMS – DISCUSSION**

**A. 2026 Draft BAC Work Plan**

Dulce Jimenez presented a recap of the work that the BAC has done in 2025. She explained the goals for the 2026 BAC Work Plan. Dulce Jimenez requested that the BAC Members' comments on the Draft Work Plan be submitted to her by Monday, December 8, 2025.

**B. Comprehensive Transportation Plan (CTP) Updates**

Dulce Jimenez provided an update on the community outreach results for the Active Transportation Element. In addition, she covered the draft list of active transportation projects and gave an overview of the role of the BAC in the prioritization process for CTP Projects.

Chair Belef encouraged the BAC Members to spread the word about these surveys so more members of the public can share their feedback, as each person's experience is valuable.

**C. Update to the Joint BAC/PAC Ad-Hoc Committee for E-Mobility Safety**

Dennis Elliott reported that data for injuries associated with electrified means of transportation, like e-bikes or e-scooters, are not being tracked and noted that there will be upcoming legislation in 2026 that may help with reporting and tracking e-mobility incidents. He further commented that the California State Senate passed Senate Bill 381, which calls for research to help policymakers develop effective laws and policies that support expanded electric e-bike use in a way that protects the safety of both e-bike riders and other road users.

Dulce Jimenez announced that, going forward that the Safe Routes to School (SR2S) Program will take the lead in any future e-mobility discussions, pausing the Joint BAC/PAC Ad-Hoc Committee until further notice.

**8. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. None.**

**9. MEMBER UPDATES/ ROUND TABLE**

**None.**

**10.** The STA BAC meeting adjourned at approximately 7:37 p.m. The next meeting of the STA BAC is on Thursday, **January 8, 2025**, via Zoom and in person.

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A

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM  
DRAFT Meeting Minutes of November 18, 2025**

**1. CALL TO ORDER**

Chair Kotow called the regular meeting of the Solano County Intercity Transit Consortium to order at approximately 1:30 p.m. in person and via Zoom.

**Members (In Alphabetical Order by Last Name)**

**Present:**

|                                 |   |
|---------------------------------|---|
| Greg Malcolm (Zoom)             | Rio Vista Delta Breeze  |
| Lori DaMassa                    | Vacaville City Coach  |
| Nick Burton for Robert Guerrero | Solano Transportation Authority   |
| Louren Kotow, Chair (Zoom)      | Dixon Read-Ride   |
| Beth Kranda (Zoom)              | Solano County Transit (SolTrans)  |
| Debbie McQuilkin                | Solano Mobility   |
| Nouae Vue                       | Suisun Microtransit   |
| Shaun Vigil                     | Fairfield Transit   |
| Gwendolyn Gill                  | Solano County Health & Social Services<br>for Older & Disabled Adult Services |

**Members**

**Absent:** None.

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

|                          |                      |
|--------------------------|----------------------|
| Jasper Alve              | STA                  |
| Krystine Ball (Zoom)     | City of Rio Vista    |
| Kristina Botsford (Zoom) | SolTrans             |
| Ron Grassi               | STA                  |
| Daryl Halls              | STA                  |
| Tateyana Hendricks       | Vacaville City Coach |
| Johanna Masiclat         | STA                  |
| Sanjay Mishra            | City of Fairfield    |
| Sean Person              | STA                  |
| Melissa Rodriguez        | STA College Intern   |
| Brandon Thomson (Zoom)   | STA                  |
| Tina Tran                | FAST                 |

**2. APPROVAL OF AGENDA**

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium approved the agenda to include a correction to the second recommendation to Agenda Item 6.A. Staff noted a typographical error regarding the funding source (RTIF not STAF) for the City of Fairfield’s Transit Facility Expansion Project. (8 Ayes, 1 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

**5. CONSENT CALENDAR**

On a motion by Lori DaMassa, and a second by Greg Malcolm, the Solano County Intercity Transit Consortium approved the Consent Calendar Items A. (8 Ayes, 1 Absent)

**A. Minutes of the Consortium Meeting of September 23, 2025**

Recommendation:

Approve the Minutes of the Consortium Meeting of September 23, 2025

**6. ACTION FINANCIAL ITEMS**

**A. Regional Transportation Impact Fee (RTIF) Working Group 6 Funding Recommendations**

Jasper Alve outlined the programming process of \$200,000 to the City of Fairfield's proposed Transit Facility Expansion Project.

Recommendation:

Forward a recommendation to the STA TAC and 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 ~~STA~~ RTIF funding for the City's Transit Facility Expansion Project.

On a motion by Shaun Vigil, and a second by Nick Burton, the Solano County Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~Strikethrough~~ **Bold Italics**. (8 Ayes, 1 Absent)

**7. ACTION NON-FINANCIAL ITEMS**

**A. Legislative Update and Schedule of Legislative Platform for 2026**

Sean Person provided an update to legislative bills specifically the SB 71 (Weiner) which extends CEQA exemptions for transit and transportation projects and AB 697 (Wilson) which seeks to authorize SR 37 corridor improvements to advance in cost-effective and environmental procedures. He also requested the Consortium to review the draft 2026 Legislative Platform which will be released for a 30 day review period at the December Board then approval at their January 14, 2026 Board meeting.

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.

On a motion by Nouae Vue, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent)

*Gwendolynn Gill arrived at the meeting.*

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Mobility Programs FY 2025-26 Q1 Report for Older Adults and People with Disabilities, and Veterans Programs**

Debbie McQuilkin provided a first quarter report for Older Adults and People with Disabilities, and Veterans Program for FY 2025-26.

**B. Solano Express First Quarter Report and System Performance Report for Fiscal Year (FY) 2025-26**

Kristina Botsford reviewed the Solano Express first quarter and system performance reports for FY 2025-26.

**NO DISCUSSION**

**C. Summary of Funding Opportunities**

**9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

The Committee members reviewed and provided feedback on the agenda items listed in the month of December 2025 and January 2026.

**10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES  
TRANSIT CONSORTIUM MEMBER UPDATES**

A. County of Solano

Gwendolyn Gill

B. Benicia-Vallejo Solano County Transit

Beth Kranda

C. Dixon Redit-Ride

Louren Kotow

D. Fairfield Transit

Shaun Vigil

E. Rio Vista Delta Breeze

Krystine Ball/Greg Malcolm

F. Solano Mobility Update

Debbie McQuilkin

G. Suisun City Microtransit

Nouae Vue

H. Vacaville City Coach

Lori DaMassa

I. STA

Robert Guerrero

**11. ADJOURNMENT**

The meeting adjourned at \_\_\_\_\_ p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, December 16, 2025.**

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**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)  
Minutes for the Meeting of  
November 19, 2025**

**1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM**

The meeting of the STA's SR2S-AC was called to order by Chair Dan Healy at approximately 1:30 p.m. at the STA via Zoom.

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

**SR2S-AC Members**

**Present:**

|                          |                                   |
|--------------------------|-----------------------------------|
| Teri Booth               | Pedestrian Advisory Committee     |
| Jason Gray               | Bicycle Advisory Committee        |
| Dan Healy- Chair         | Suisun City Police Department     |
| Brielle Jamros           | YSAQMD                            |
| Jennifer Leonard         | Solano County Office of Education |
| Tina Machado- Vice-Chair | City of Fairfield                 |
| Ana Petero               | Member at Large                   |
| Gisella Zavala           | Solano County Public Health       |

**SR2S-AC Members**

**Absent:**

|               |                                      |
|---------------|--------------------------------------|
| Brant Beavers | City of Vacaville                    |
| Vacant        | Vallejo City Unified School District |
| Vacant        | Member at Large                      |

**Others Present:**

|                     |                               |
|---------------------|-------------------------------|
| Alexandria Diosdado | Benicia Police Dept.          |
| Louren Teel         | Benicia Police Dept.          |
| Michael Thomas      | Benicia Police Dept.          |
| Jacob Francisco     | Bicycle Advisory Committee    |
| Dennis Elliot       | Bicycle Advisory Committee    |
| Benjamin Ernest     | Dixon Montessori Principal    |
| Jason Malone        | Dixon Police Dept.            |
| Rachel Dula         | FSUSD Staff                   |
| Steven Trotter      | Green Valley Middle Principal |
| Amy Antunano        | STA                           |
| Janelle Gregorio    | STA                           |
| Jayne Ziadeh        | STA                           |
| Crystal Peacher     | STA                           |
| Leigh Moilanen      | STA                           |
| Dulce Jimenez       | STA                           |
| Josue Jimenez       | STA                           |
| Melissa Rodriguez   | STA                           |

**2. APPROVAL OF AGENDA**

On a motion by Gisella Zavala and a second from Tina Machado, the SR2S-AC approved the agenda unanimously. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

None

**5. PRESENTATION**

**A. International Walk and Roll to School Day 2025**

Janelle Gregorio provided an overview of the October 8<sup>th</sup> event. She mentioned over 50 schools participated with over 29,000 students across the county.

**6. CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

**A. SR2S-AC Meeting Minutes of August 20, 2025**

Recommendation:

Approve the SR2S-AC meeting minutes of August 20, 2025

On a motion by Jacob Francisco and a second from Ana Petero, the SR2S-AC approved the minutes of August 20, 2025. (8 Ayes)

**7. ACTION ITEMS- FINANCIAL**

**A. Safe Routes to School Program- Office of Traffic Safety (OTS) Grant; and California Department of Public Health (CDHP) Kids Plate Grant**

Amy Antunano highlighted two grant opportunities to apply for funding to further STA efforts in bike repair and the helmet program for children.

Recommendation:

Approve staff to apply for:

1. Office of Traffic Safety (OTS) grant funds for \$350,000 for the Safe Routes to School Program; and
2. CDHP Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.

On a motion by Ana Petero and a second from Jacob Francisco, the SR2S-AC approved the recommendation to apply for both grants. (8 Ayes)

**8. ACTION ITEMS NON-FINANCIAL ITEMS**

**A. Solano Safe Routes to School (SR2S) Plan Update**

Amy Antunano indicated STA is in the final stage of the Solano Safe Routes to School Plan Update. She summarized that this plan aims to identify safety infrastructure needs, prioritize programs, and develop evaluation metrics for the program's effectiveness. Ms. Antunano added that this plan can be used as a resource to assist school districts and cities with additional funding sources. She concluded with the timeline and prioritized schools.

Recommendation:

Forward a recommendation to STA TAC and STA Board to approve the 2025 SR2S Plan

On a motion by Jacob Francisco and a second from Ana Petero, the SR2S-AC approved the recommendation. (8 Ayes)

**B. 2026 Safe Routes to School Advisory Committee Chair and Vice-Chair Elections**  
Recommendation

1. Nominate and elect a SR2S-AC Chair for 2026
2. Nominate and elect a SR2S-AC Vice-Chair for 2026

On a motion by Gisella Zavala and a second from Ana Petero, the SR2S-AC nominated and approved Tina Machado as the 2026 Chair of the SR2S-AC. (8 Ayes)

On a motion by Jacob Francisco and a second from Jennifer Leonard, the SR2S-AC nominated and approved Ana Petero as the 2026 Vice-Chair of the SR2S-AC. (8 Ayes)

**9. INFORMATIONAL ITEMS**

**A. SR2S Program Coordinator Updates**

1. Benicia/Rio Vista/Travis AFB Unified School Districts  
Leigh Moilanen participated in the celebration of Ruby Bridges Walk to School Day. She is working on finalizing dates for a number of bike mobiles and community bike events.
2. Dixon/Fairfield/Suisun City Unified School Districts  
Crystal Preacher provided an update on previous events attended, including a district brunch, Helmet audits, and National Night-Out. She launched Safety Storytime in her jurisdiction and is piloting “Helmet Notices” at Green Valley Middle School.
3. Vacaville/Vallejo Unified School Districts  
Jayme Ziadeh introduced herself as a lifelong Solano County Resident and new Program Coordinator. She has organized helmet audits and is currently shadowing with all the events.

**B. Enforcement Status Updates**

1. Benicia Police Department  
Alexandria Diosdado announced that the new pedestrian bridge has been installed near Mary Farmer. She announced that an accident 2 months ago occurred with a child not wearing a helmet, who is now out of coma. Michael Thomas is continuing to spread education to students on e-bike/ scooter safety and rules of the road.
2. Suisun City Police Department  
Dan Healy announced that the CSO position is still vacant, and the department has been utilizing other officers to provide CSO presence during school hours.
3. Other Agencies

**C. Solano Public Health (SPH)**

Giselle Salinas Zavala indicated how the county is providing outreach to the community. She listed events the county attending include David Weir, National Night-Out, and Fall Health Event, where she assisted in providing bike helmets to children.

**D. Community Task Force Updates**

1. City of Fairfield  
Tina Machado highlighted the West Texas Complete Street Project currently under construction. She mentioned the project is currently installing drainage and installing the center medians, which will impact Fairview Middle School and other traffic. Ms. Machado concluded with many residents self-policing the new Daylighting Law, which eliminates parking 20 feet from an intersection. The City of Fairfield is working on a marketing campaign to educate all.
2. City of Vacaville

**10. COMMITTEE ROUNDTABLE AND FUTURE AGENDA TOPICS.**

**Discuss Electric/motorized vehicles used for Active Transportation and an overview of related ordinances**

Dennis Elliot from the STA Bicycle Advisory Committee provided concerns raised by the AdHoc Committee regarding safety and regulations on electric bikes and scooters. Mr. Elliot has been investigating Solano County efforts and other neighboring counties to see how they are managing these concerns. He noted Marin County has initiated a program with several dashboards where the public can see traffic and bicycle accidents. He highlighted Bill SB381 to study bike safety throughout CA, San Jose State University are working on a study and will be releasing the study findings in December to submit to legislation in January.

Chair Healy mentioned considering bringing this subject matter to the Chiefs Meeting in the future to begin to consider e-bikes and e-scooter in data collection and gathering through the hospitals, since not all injuries go through the police departments.

**11. ADJOURNMENT**

The next meeting of the SR2S-AC is on **Wednesday, February 18, 2026, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom.**

DRAFT

# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of November 20, 2025

### 1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Ruben Brunt called the virtual PCC Meeting to order at **1:02 p.m.** A quorum was confirmed by the STA Solano Mobility Program Manager, Debbie McQuilkin.

|                             |                  |  |
|-----------------------------|------------------|--|
| <b>PCC Members Present:</b> | Ruben Brunt      | Chair/Transit User                         |
|                             | Chandra Daniels  | Vice Chair/Transit User                    |
|                             | Dwayne Hankerson | MTC Policy Advisory Council Representative |
|                             | Lisa Hooks       | Social Service Provider                    |
|                             | Brain McLaughlin | Member-at-Large                            |
|                             | Teri Ruggiero    | Member at Large                            |
|                             | Cynthia Tanksley | Transit User                               |

|                            |                        |  |
|----------------------------|------------------------|--|
| <b>PCC Members Absent:</b> | Heather Barlow         | Social Service Provider                  |
|                            | Shannon Lovelace-White | Social Services Provider                 |
|                            | Jamal Waters           | Public Agency - Health & Social Services |

|                        |                      |  |
|------------------------|----------------------|--|
| <b>Others Present:</b> | Ronald Freeman II    | SolTrans (Benicia and Vallejo)                   |
|                        | Ron Grassi           | STA  |
|                        | Tateyana Hendricks   | Vacaville City Coach                             |
|                        | Maricarmen Hernandez | Independent Living Resources                     |
|                        | Josue Jimenez        | STA  |
|                        | Richard L. Brunett   | Member of the Public                             |
|                        | Tina de Leon         | Solano County Office of Emergency Services (OES) |
|                        | Kenya Martinez       | SCDD   |
|                        | Debbie McQuilkin     | STA  |
|                        | Jenny Novelli        | Solano County Office of Emergency Services (OES) |
|                        | Tiffany Plater       | FAST   |

### 2. APPROVAL OF AGENDA

On a motion by Ruben Brunt, and a second by Cynthia Tanksley, the PCC unanimously approved the agenda. (7 Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

### 4. PRESENTATIONS

#### Office of Emergency Services for Solano County (OES) Presentation

Jenny Novelli shared the Solano County Office of Emergency Services Public Alert and Warning Program. She highlighted the importance of rapid and reliable communication, which can save lives. She continued to describe the types of alerts and how to register to receive alerts within Solano County at [AlertSolano.com](http://AlertSolano.com).

She concluded that messages are usually only sent to impacted residents if there is an evacuation order or shelter-in-place warning. She added that the Red Cross can install bed shakers for those interested and vision-impaired.

**Summary of Comments:**

Discussion of the importance of connectivity between residents with different disabilities and to be better prepared for and how to transport if necessary.

**5. CONSENT CALENDAR**

**A. Minutes of the PCC Meeting of September 18, 2025**

Recommendation:

Approve the Minutes for the Meeting of September 18, 2025.

On a motion by Cynthia Tanksley and a second by Brian McLaughlin, the PCC approved the meeting minutes. (6 Ayes, 1 abstention, Lisa Hooks)

**6. TRANSIT OPERATOR UPDATES**

**A. SolTrans (Benicia and Vallejo)**

Ronald Freeman no updates at this time.

**B. Dixon Read-Ride**

None presented.

**C. Fairfield FAST**

Tiffany Plater shared that FAST has partnered with the Homeless Services Division for the Bay North Winter Shelter, offering free rides from November 1<sup>st</sup> through March 31<sup>st</sup> to the Bay North Church.

**D. Rio Vista Delta Breeze**

Brandon Thompson informed the committee that a new vehicle has joined the fleet, and the City Council of Rio Vista has requested a pilot program ending this month for night service.

**E. Suisun Microtransit**

Brandon Thomson announced that Brian Clark, Bus Operator, was awarded Transit Employee of the Year at the 28<sup>th</sup> Annual STA Awards.

**F. Vacaville City Coach**

Tateyana Hendricks stated that Tuesday, Dec. 2<sup>nd</sup> is the Marital Domain of the City of Vacaville's Tree Lighting Ceremony, for which City Coach will be providing a shuttle to the event from the Davis Street Park and Ride.

**7. ACTION ITEMS – DISCUSSION**

**A. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes TDA Claim for the Cities of Fairfield and Rio Vista**

Ron Grassi presented the TDA Matrix and the updates to the Matrix.

Recommendation:

Forward a Recommendation to MTC on the STA Board-approved 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

On a motion by Lisa Hooks and a second by Teri Ruggiero, the PCC committee approved the recommendation unanimously. (7 Ayes)

**B Paratransit Coordinating Council (PCC) Membership Update**

Debbie McQuilkin shared Brian McLaughlin’s interest in continuing his membership with the PCC. Additionally, she corrected the attachment of Ruben Brunts' term as chair ending in 2026, to which Ms. Tanksley recommended and one-year interim chair, so the vice chair and chair are back to being in sync.

Recommendation:

Forward a recommendation to the STA Board to appoint Brian McLaughlin, Member at Large, to a 3-year term.

On a motion by Teri Ruggiero and a second by Lisa Hooks, the PCC committee approved the PCC membership recommendation unanimously. (7 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. PCC Alternative for Social Services Provider**

Debbie McQuilkin communicated that Kenya Martinez will be Lisa Hook’s proxy if Ms. Hooks is unavailable.

**B. Review 2026 PCC Work and 2025 PCC Outreach Plan**

Debbie McQuilkin shared the draft of the 2026 overall work plan for the 2026 PCC Work and outreach effort.

**Summary of Comments:**

Lisa Hooks suggested adding specific outreach plans to include the sharing of emergency information to those who have functional needs and access to respond.

**9. COMMENTS FROM PCC MEMBERS, STAFF, AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

Debbie McQuilkin announced Assemblymember Lori Wilson is hosting the Accessible Transportation Town Hall Series at the Community Administration Center in Fairfield, Room 1600. She added that there will be a new wheelchair vendor to partner with in the Gogo Grandparent program.

Committee members voiced concerns on the paratransit service in Vallejo and interest in getting the Dial-A-Ride service back in Benicia.

**10. FUTURE AGENDA ITEMS PCC COMMENTS**

- ✓ TDA Claims from other Agencies
- ✓ LightHouse for the Blind Presentation
- ✓ Veteran Service Office (VSO)
- ✓ Community-Based Transportation Plan (CBTP) – Fairfield
- ✓ New Clipper Day Pass
- ✓ WAYMO
- ✓ Upcoming Standardized Wayfinding Map for all Transit

**11. ADJOURNMENT**

The next meeting for the PCC is on **1:00 p.m., January 15, 2026, virtually via Zoom, and there is an optional in-person meeting at 423 Main Street, Suisun City, CA 94585.**

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DATE: November 21, 2025  
TO: STA Board  
FROM: Patricia McKeever, Finance and Budget Manager  
RE: Fiscal Year 2024-25 Fourth Quarter Budget Report

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. When necessary, these budgets are revised to provide STA with the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2024, the STA Board adopted the FY 2024-25 Revised Budget as part of the two-year annual fiscal year budget plan. It was revised in October 2024. In January 2025, the STA Board adopted the mid-year revisions to the FY 2024-25 budget due to carryover of funds from FY 2023-24 and budget modifications. In June 2025 the Board approved the final budget revisions.

**Discussion:**

The STA revenue and expenditure activity (Attachment A) for the FY 2024-25 Fourth Quarter reflects the overall STA program administration and operations expenditures at \$37.9 million, 31% of the \$123.6 million budgeted with total revenue received or accrued at \$44.2 million, 36% of the \$123.6 million budgeted.

**Revenues:**

Revenues consist of quarterly annual advances of funds and reimbursement requests. Most STA programs are funded with grants on a reimbursement basis. Reimbursements billed and not yet received are accrued at year end in accordance with governmental accounting standards. Revenue as of June 30<sup>th</sup> was \$44.2 million including accruals and accounting adjustments for the prior year. Revenues recorded include the following.

1. **State Transit Assistance funds (STAF)** of \$5.4 million for STA administration, various Mobility programs including the Employer/Commuter/First & Last Mile program, the Solano Mobility Express Vanpool Pilot program, the Guaranteed Ride program and the Medical Transports Program/GoGo Grandparent program, Planning activities including the Solano-Napa North Bay Passenger Rail Feasibility Study and Projects including the Fairgrounds Improvement project and Suisun Mobility Hub.
2. **Transportation Development Act (TDA)** funding of \$3.4 million from the Metropolitan Transportation Commission (MTC) for STA administration and various programs including the Taxi Card/Paratransit Program, City of Suisun Micro Transit services, City of Suisun Amtrak operation and maintenance, Medical Transports Program GoGo Grandparent & ADA in Person Eligibility program, 1<sup>st</sup>/Last Mile Program for Suisun City and the Suisun Mobility Hub.
3. **Regional Transportation Impact Fee (RTIF)** funding of \$2.6 million for scheduled projects.
4. **One Bay Area Grant (OBAG3)** of \$1.5 million for administration, projects and planning and \$641,800 for commuter programs, connected mobility and Safe Routes to School.

5. **Regional Measure 3 (RM3)** funding of \$1.9 million for the I-80 Interchange Package 5, \$6.7 million for the I-80 West Bound Truck Scales; \$9 million for the Fairgrounds Improvement Project, \$406,104 for the I-80 Express Lanes, \$107,716 for STA administration, and \$79,500 for the I-80/I-680/SR 12 Interchange.
6. **Caltrans** funding of \$1.9 million for the I-80 Express Lanes Project and \$3.9 million for the I-80 WB Truck Scales.
7. **Clean California** funds in the amount of \$2.3 million for the SR12 Clean California Caltrans Program for the City of Fairfield. An additional \$171,000 will be received in FY 2025-26.
8. **State Earmark** roll forward funds for FY 2024-25 in the amount of \$1 million were received in FY 2023-24.
9. **California Air Resources Board (CARB)** grant revenues exceeded budget at \$189,982 due to funding being disbursed for all years at completion of the project

#### **Expenditures:**

1. **Operation and Administration: \$2,575,862 (92%) of the budget.**
  - Savings were primarily in salaries and benefits due to vacancies, building maintenance services, and the purchase and maintenance of equipment.
2. **Programs for Mobility and Transit: \$4,970,417 (78%) of budget.**
  - The Solano Express Marketing and Guaranteed Ride program exceeded the \$385,000 budget by \$96,304 due to increased usage of the guaranteed ride program for missed trips. We are vigilantly monitoring this program and anticipate a reduced cost in FY 2025-26.
  - The Medical Transports Program (GoGo Grandparent) exceeded the \$537,768 budget by \$20,869 due to increase usage of the program. The average cost per ride for FY 2024-25 was \$19.43.
  - The ADA in Person Eligibility program exceeded the \$200,000 budget by \$34,460 because a consultant was utilized to monitor and make recommendations for the program. This is a one-time investment.
  - The One Stop Transportation Call Center exceeded the \$385,000 budget by \$20,998 due to increased advertising to provide outreach and raise public awareness which generated increased call volume and website hits.
  - The Solano Community College Falcon Flyer Vanpool Pilot program exceeded budget by \$9,906. This program is fully reimbursed through the SCC.
  - The Benicia Lyft program exceeded the \$40,000 budget for transit services by \$64,758 due to increased usage. This includes the cost of three additional Lyft locations.
3. **Project Development: \$27,080,812 (25%) of the budget.**
  - The Pavement Management program exceeded the \$18,075 budget by \$20,218 due to an increase in the Streetsaver program billed by MTC.
  - Caltrans approved an advance for the SR12 Clean California Program to close out the project, resulting in \$474,409 more expended in 2024-25 than the \$2 million budgeted.
  - An accounting adjustment of \$789,486 for an overstatement of expense in FY 2023-24 was recorded to the I-80/I-680/SR 12 Interchange project. Expenditures for FY 2024-25 were \$236,644.
  - The DMV Abandoned Vehicle Program exceeded the \$450,000 budget by \$31,820. \$76,901 was expended for the FY 2023-24 fourth quarter true up.
4. **Strategic Planning: \$3,242,424 (71%) of the budget.**
  - Model Maintenance/Big Data exceeded the \$40,000 budget by \$15,576 primarily due to a Big Data charge of \$11,667 that was not anticipated and not budgeted. This cost has been included in the FY 2025-26 budget.
  - The Wayfinding Signage project exceeded the \$60,000 budget by \$10,206 due to the

Carquinez Straits Scenic Loop Trail Wayfinding project completing ahead of schedule and the cost of an OuterSpatial software license.

- The CMP/Vehicle Miles Travel program started earlier than anticipated and was not budgeted. The program incurred costs of \$6,370.
- The Safe Routes to School Micro Grants program exceeded the \$182,865 budget by \$12,692 due to program completion. This program will be removed from the FY 2025-26 budget.

**Fiscal Impact:**

The Fourth Quarter actuals of \$44,171,671 (36%) for Revenue and \$37,869,514 (31%) for Expenditures are within budget.

**Recommendation:**

Receive and file.

Attachment:

- A. STA FY 2024-25 Fourth Quarter Budget Report

**December 10, 2025**

| REVENUES   |                      |                    |              | EXPENDITURES   |                    |                         |            |
|--|----------------------|--------------------|--------------|--|--------------------|-------------------------|------------|
| STA Fund   | Final FY 2024-25     | Revenue FY 2024-25 | %            | Operations & Administration                              | Final FY 2024-25   | Expenditures FY 2024-25 | %          |
| Members Contribution/Gas Tax   | 417,421              | 219,510            | 53%          | Operations Management                                    | 2,407,498          | 2,274,514               | 94%        |
| Transportation Dev. Act (TDA) Art. 4/8                                     | 742,556              | 692,555            | 93%          | STA Board of Directors/Administration                    | 66,900             | 60,774                  | 91%        |
| TDA Article 3  | 242,865              |                    | 0%           | Office Building Maintenance                              | 115,000            | 90,574                  | 79%        |
| TDA Article 4/4.5  | 2,231,292            | 2,441,473          | 109%         | Expenditure Plan   | 50,000             | 0                       | 0%         |
| Regional Transportation Impact Fee (RTIF)                                  | 48,908               | 52,883             | 108%         | Contributions to STA Reserve Account                     | 150,000            | 150,000                 | 100%       |
| State Transit Assistance Fund (STAF)                                       | 3,208,007            | 3,967,423          | 124%         | <b>Subtotal</b>  | <b>\$2,789,398</b> | <b>\$2,575,862</b>      | <b>92%</b> |
| FTA 5310   | 400,000              | 103,684            | 26%          | <b>Mobility Programs</b>                                 |                    |                         |            |
| MTC/CBTP/Rideshare Program   | 170,000              | 0                  | 0%           | Mobility Programs Management & Administration            | 240,000            | 244,729                 | 102%       |
| One Bay Area Grant 3 (OBAG 3)-Planning/Programming                         | 1,556,203            | 1,487,518          | 96%          | Employer/Commuters Program/First&Last Mile Program       | 927,000            | 671,145                 | 72%        |
| One Bay Area Grant 3 (OBAG 3); Quick Strike                                | 1,350,855            | 641,800            | 48%          | SCC/Falcon Flyer Vanpool Pilot Program                   | 68,000             | 77,906                  | 115%       |
| State Earmark  | 1,000,000            |                    | 0%           | Lifeline Program/CBTP CapitalProject (City of Vallejo)   | 170,000            | 170,000                 | 100%       |
| STIP Planning, Programming and Monitoring (PPM)                            | 100,046              |                    | 0%           | Solano Mobility Express Vanpool Pilot Program            | 573,000            | 587,531                 | 103%       |
| Transit & Intercity Rail Capital Program (TIRCP) 2020                      | 1,700,000            | 0                  | 0%           | Transit Coordination/Programs                            | 360,000            | 235,165                 | 65%        |
| Regional Measure 3 (RM3) Bridge Toll Admin                                 | 269,349              | 107,716            | 40%          | Solano Express Marketing and Guaranteed Ride             | 385,000            | 481,304                 | 125%       |
| Transportation for Clean Air (TFCA)  | 170,977              | 175,000            | 102%         | Transit Management Administration                        | 75,000             | 67,525                  | 90%        |
| Office of Traffic Safety (OTS) Grant                                       | 214,751              | 147,078            | 68%          | BRTRTF Mapping and Way Finding-Capital                   | 0                  | 0                       | 0%         |
| State Sustainable Planning Grant   | 156,797              | 74,809             | 48%          | Community Based Transportation Plan (CBTP)-Dixon         | 200,000            | 18,755                  | 9%         |
| Clean California Grant   | 2,000,000            | 2,331,239          | 117%         | Community Based Transportation Plan (CBTP)-Rio Vista     | 85,000             | 32,380                  | 38%        |
| Yolo Solano Air Quality Management District (YSAQMD)                       | 85,000               | 85,000             | 100%         | Transit Corridor Implementation/Solano Express           | 200,314            | 164,028                 | 82%        |
| ABAG REAP 2.0  | 330,000              | 66,829             | 20%          | Connected Mobility Plan/BRT                              | 220,478            | 49,047                  | 22%        |
| California Air Resources Board (CARB) Grant                                | 84,885               | 189,982            | 224%         | Suisun Amtrak Operation/Maintenance-SolSTEP/CARB Program | 160,000            | 48,942                  | 31%        |
| State of California Natural Resources Agency                               |                      |                    |              | Paratransit Coordinating Council (PCC)                   | 18,000             | 3,183                   | 18%        |
| CA Public Utilities Commission (CPUC)                                      | 142,124              | 94,210             | 66%          | Medical Transports Program/GoGo Grandparent              | 537,768            | 558,637                 | 104%       |
| ATP Grant - City of Fairfield  | 117,000              |                    | 0%           | Solano Intercity Taxi Scrip/Paratransit Program          | 495,000            | 135,896                 | 27%        |
| Abandoned Vehicle Abatement (AVA) Program/DMV                              | 13,500               | 12,567             | 93%          | ADA in Person Eligibility Program                        | 200,000            | 234,460                 | 117%       |
| Local Funds - Cities/County  | 1,627,560            | 874,820            | 54%          | CTSA/Mobility Management Program                         | 95,000             | 32,128                  | 34%        |
| Taxi Card/Vanpool Farebox Revenue  | 84,000               | 82,388             | 98%          | Countywide Travel Training/Transit Ambassador Program    | 250,000            | 122,002                 | 49%        |
| Partners/Sponsors  | 251,250              | 184,465            | 73%          | One Stop Transportation Call Center Program              | 385,000            | 405,998                 | 105%       |
| State Other Grants - PPA Grant C005780                                     | 97,142               | 54,400             | 56%          | First/Last Mile Program - Suisun City Lyft Program       | 200,000            | 191,858                 | 96%        |
| Federal Earmarks   |                      | 28,803             |              | CPUC Access for All                                      | 142,124            | 69,466                  | 49%        |
| Solano Rail Hub #C005773 Fairfield Suisun PDA                              |                      | 101,938            |              | Vehicle Share Program                                    | 70,000             | 66,966                  | 96%        |
| Interest   |                      | 192,528            |              | Equitable Access for Justice                             | 50,000             | 39,881                  | 80%        |
| Accounting Reconciling Entries:  |                      |                    |              | Lyft Program - City of Benicia                           | 40,000             | 104,758                 | 262%       |
| RM3 Bridge Toll Admin duplicate revenue reversal (YSAQMD) FY23-24 Reversal |                      | (122,733)          |              | Soltrans Local Taxi Program                              | 50,000             | 20,062                  | 40%        |
| STIP (PPM) FY23-24 Reversal  |                      | (53,314)           |              | <b>Subtotal</b>  | <b>\$6,377,763</b> | <b>\$4,970,417</b>      | <b>78%</b> |
| FTA 5310 reconciling entry   |                      | (271,311)          |              |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$18,812,488</b>  | <b>13,904,338</b>  | <b>74%</b>   |  |                    |                         |            |
| <b>STA Office Building - Capital</b>                                       |                      |                    |              |  |                    |                         |            |
| Local Funds - Cities/County  | 1,234,288            | 714,645            | 58%          |  |                    |                         |            |
| Other Funds - HOV  |                      | 9,293              | 0%           |  |                    |                         |            |
| Interest   |                      | 26,872             | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$1,234,288</b>   | <b>750,810</b>     | <b>61%</b>   |  |                    |                         |            |
| <b>Suisun Mobility Hub - Construction</b>                                  |                      |                    |              |  |                    |                         |            |
| TDA Article 4/4.5  | 250,000              | 250,000            | 100%         |  |                    |                         |            |
| State Transit Assistance Fund (STAF)                                       | 1,750,000            | 630,630            | 36%          |  |                    |                         |            |
| Low Carbon Transit Operations Program (LCTOP)                              | 274,981              | 323,916            | 118%         |  |                    |                         |            |
| Other Funds - EV Charger Fees  |                      | 2,342              | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$2,274,981</b>   | <b>1,206,887</b>   | <b>53%</b>   |  |                    |                         |            |
| <b>Transportation Funds for Clean Air (TFCA) Program</b>                   |                      |                    |              |  |                    |                         |            |
| Transportation for Clean Air (TFCA)  | 461,000              | 345,048            | 75%          |  |                    |                         |            |
| Interest   |                      | 7,016              | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$461,000</b>     | <b>352,064</b>     | <b>76%</b>   |  |                    |                         |            |
| <b>Abandoned Vehicle Abatement (AVA) Program</b>                           |                      |                    |              |  |                    |                         |            |
| Department of Motor Vehicle (DMV)  | 450,000              | 406,329            | 90%          |  |                    |                         |            |
| Interest   |                      | 5,314              | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$450,000</b>     | <b>411,643</b>     | <b>91%</b>   |  |                    |                         |            |
| <b>I-80 Interchange Project - Package 5</b>                                |                      |                    |              |  |                    |                         |            |
| Regional Measure 3   | 5,085,926            | 1,920,481          | 37.8%        |  |                    |                         |            |
| Interest   |                      | 185                | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$5,085,926</b>   | <b>1,920,666</b>   | <b>38%</b>   |  |                    |                         |            |
| <b>I-80/I-680/SR 12 Interchange Project - Package 2</b>                    |                      |                    |              |  |                    |                         |            |
| Regional Measure 3   | 2,000,000            | 79,499             | 4%           |  |                    |                         |            |
| Interest   |                      | 17,120             | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$2,000,000</b>   | <b>96,619</b>      | <b>5%</b>    |  |                    |                         |            |
| <b>I-80 Express Lanes Project</b>  |                      |                    |              |  |                    |                         |            |
| Caltrans   |                      | 1,996,674          |              |  |                    |                         |            |
| Regional Measure 3   | 4,500,000            | 406,104            | 9%           |  |                    |                         |            |
| Interest   |                      | 680                | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$4,500,000</b>   | <b>2,403,458</b>   | <b>53%</b>   |  |                    |                         |            |
| <b>I-80 WB Truck Scales Project</b>  |                      |                    |              |  |                    |                         |            |
| Caltrans   |                      | 3,901,087          |              |  |                    |                         |            |
| Regional Measure 3   | 60,500,030           | 6,661,839          | 11.0%        |  |                    |                         |            |
| Interest   |                      | 0                  | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$60,500,030</b>  | <b>10,562,926</b>  | <b>17.5%</b> |  |                    |                         |            |
| <b>Fairgrounds Improvement Project</b>                                     |                      |                    |              |  |                    |                         |            |
| STAF   | 2,273,677            | 818,074            | 36%          |  |                    |                         |            |
| Regional Measure 3 (RM3)   | 18,500,000           | 9,005,220          | 49%          |  |                    |                         |            |
| FY2023-24 Reconciling Entry- Other Govt Funds                              |                      | 17,561             | 0%           |  |                    |                         |            |
| Interest   |                      | 116,665            | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$20,773,677</b>  | <b>9,957,519</b>   | <b>48%</b>   |  |                    |                         |            |
| <b>Regional Transportation Impact Fee (RTIF) program</b>                   |                      |                    |              |  |                    |                         |            |
| Regional Transportation Impact Fee   | 7,500,000            | 2,591,263          | 35%          |  |                    |                         |            |
| Interest   |                      | 13,479             | 0%           |  |                    |                         |            |
| <b>Subtotal</b>  | <b>\$7,500,000</b>   | <b>2,604,742</b>   | <b>35%</b>   |  |                    |                         |            |
| <b>TOTAL ALL REVENUE</b>   | <b>\$123,592,390</b> | <b>44,171,671</b>  | <b>36%</b>   | <b>TOTAL ALL EXPENDITURES</b>                            | <b>123,592,390</b> | <b>\$37,869,514</b>     | <b>31%</b> |



DATE: December 10, 2025  
TO: STA Board  
FROM: Amy Antunano, Safe Routes to School Program Manager  
RE: Safe Routes to School Advisory Committee (SR2S-AC) Member Appointment

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**Background:**

The STA’s Safe Routes to School Advisory Committee (SR2S-AC) advises the SR2S program on developing projects and programs that focus on five key categories: Education, Encouragement, Enforcement, Engineering, and Evaluation. These efforts aim to promote safe and healthy alternative modes of travel. The SR2S-AC also participates in reviewing future countywide and city general plans, plans for new schools, and specific plans for new developments. Additionally, the committee provides comments and recommendations to decision-makers regarding these plans. Currently, the SR2S-AC has a vacant position for a representative from one of the School District.

According to the SR2S-AC Bylaws, the SR2S-AC shall include: two (2) representatives from engineering profession appointed by the STA Technical Advisory Committee (TAC), two (2) from local school districts, one (1) from law enforcement appointed by Solano County Police Chiefs’ Association, one (1) from public health, one (1) STA Bicycle Advisory Committee (BAC), one (1) STA Pedestrian Advisory Committee (PAC), one (1) Member at Large, and one (1) from air quality for a total membership of ten (10). The SR2S representatives shall be derived from a nomination or volunteer from each category group and appointed to the SR2S-AC by the STA Board. Appointments are for a 3-year term and are voluntary.

**Discussion:**

Benjamin Ernest is seeking to serve as a new SR2S-AC representative for the school district. Mr. Ernest has lived in Solano County for most of his life and is currently the School Director at Dixon Montessori School. His school continues to embrace the Safe Routes to School program by participating in multiple initiatives and hosting a weekly Walk or Wheel (WOW) Day.

STA staff recommends appointing Benjamin Ernest a School District representative for a 3 years term set to expire on December 31, 2028.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the appointment of Benjamin Ernest a school district representative for a 3 years term set to expire on December 31, 2028.

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DATE: November 21, 2025  
TO: STA Board  
FROM: Debbie McQuilkin, Program Manager  
RE: Paratransit Coordinating Council (PCC) Membership Update

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**Background:**

Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council (PAC) representing the Disabled Community of Solano County. The MTC PAC member advises the MTC on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity.

The Paratransit Coordinating Council's (PCC) By-laws state that the PCC must nominate and elect a Chair and Vice-Chair. The Chair and Vice Chair are allowed to serve a term of two (2) consecutive years. After holding an officer's position for two (2) consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again.

**Discussion:**

The term for Brian McLaughlin, Member-at-Large since 2019, will expire in December 2025. STA staff spoke with Mr. McLaughlin, who confirmed his interest in continuing to serve for another three-year term.

The Solano County PCC currently has one vacancy for the *Public Agency – Education* member category. STA staff will continue outreach and recruitment efforts to fill this position.

STA staff are presenting the attached PCC Membership Status report for review.

At the November 20, 2025 PCC meeting, members voted to forward a recommendation to the STA Board to appoint Brian McLaughlin, Member at Large, to another 3-year term to expire on December 31, 2028.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint Brian McLaughlin, Member at Large, to another 3-year term to expire on December 31, 2028.

Attachment:

- A. PCC Membership Status for November 2025

**PCC Members and Alternates  
November 2025**

| Member                 | Alternate      | Jurisdiction                               | Agency                                      | Appointed      | Term Expires   | Chair/Vice Chair Appt             |
|------------------------|----------------|--|---|----------------|----------------|-----------------------------------|
| Teri Ruggiero          |                | Member at Large                            |   | June 2025      | June 2028      |                                   |
| Brian McLaughlin       |                | Member at Large                            |   | December 2019  | December 2025  |                                   |
| Dwayne Hankerson       |                | MTC PAC Representative                     | MTC   | January 2022   | January 2028   |                                   |
| VACANT                 |                | Public Agency - Education                  |   |                |                |                                   |
| Jamal Waters           |                | Public Agency – Health and Social Services | ODAS  | January 2024   | January 2027   |                                   |
| Shannon Lovelace-White |                | Social Service Provider                    | Molly’s Angels                              | June 2025      | June 2028      |                                   |
| Heather Barlow         |                | Social Service Provider                    | Kaiser Permanente                           | February 2020  | February 2026  |                                   |
| Lisa Hooks             | Kenya Martinez | Social Service Provider                    | State Council on Developmental Disabilities | December 2016  | December 2026  |                                   |
| Cynthia Tanksley       |                | Transit User                               |   | September 2012 | September 2027 |                                   |
| Ruben Brunt Chair      |                | Transit User                               |   | June 2023      | June 2026      | Start: Jan 2024<br>Ends: Dec 2026 |
| Chandra Daniels        |                | Transit User                               |   | February 2025  | December 2027  | Start: Mar 2025<br>End: Mar 2027  |



DATE: November 24, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Contract Amendment for Project Management Services for the I-80 Westbound (WB) Truck Scales Project

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**Background:**

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound (WB) Truck Scales Project (Project), which is the subject of this staff report. The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint—capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80—they are also located in the most congested freeway segment of the county. In spite of their strategic location, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years.

The Project will replace the existing, dated, and under capacity westbound truck scales facility with a new and modernized facility located approximately 0.7 miles east from its current location in Cordelia, Solano County. Constructing and opening the new facility will increase safety of the I-80 corridor, reduce greenhouse (GHG) gas emissions, stimulate economic activity, facilitate trade, and create & preserve jobs.

In December 2020, the California Transportation Commission (CTC) approved funding for the design phase of this Project. The funds were primarily Trade Corridor Enhancement Program (TCEP) funds matched by State Transportation Improvement Program (STIP) funds. Due to the unique nature of the project, Caltrans and STA are delivering the project through Construction Management/General Contractor (CM/GC). This delivery method provides the contractor is procure based on qualifications specific to the scope of the project. In July 2021, the Board approved the design Services contract for an amount not-to-exceed \$10M to WMH Corporation. In late 2021, Kiewit Infrastructure West was selected as the CM/GC for the project. The process then includes the CM/GC contractor during the design process to identify and reduce risk, improve constructability, and evaluate costs through an independent cost estimator through major milestones in the design process.

In December 2023, the STA entered into a contract for technology services for the Project. These services will provide the necessary technology that is required to screen, sort and track vehicles through entrance, circulation and exiting the facility. The implementation of this element has been on-going in partnership with Caltrans and the California Highway Patrol (CHP).

In June 2023, the CTC further approved funding this Project for construction with \$109M TCEP funds matched by \$59.5M Regional Measure 3 (RM 3) funds. The RM 3 funds are dedicated to this Project. RM 3 funds are being used for the Right-of-Way phase as well as match funds for the construction phase.

**Discussion:**

The Project design has been completed and the Project is under construction. PDM Group Inc. was retained by STA to provide project management services and right of way acquisition support services for the I-80 Westbound (WB) Truck Scales Project. Now that design has been completed and the Project has started construction, it is an appropriate time to evaluate the budget required for the project management and right of way acquisition support effort through Fiscal Year 2026-27. Staff is recommending the Board approve a contract amendment for PDM Group Inc. in a not-to-exceed amount of \$319,000 to cover these services.

**Fiscal Impact:**

The services recommended as part of this staff report will be funded with Regional Measure 3 (RM 3) funds dedicated to the project.

**Recommendation:**

Authorize the Executive Director to enter into a contract amendment with PDM Group Inc. for a not-to-exceed amount of \$319,000 and extend the term through December 2029 for project management services and right-of-way acquisition support services for the I-80 Westbound Truck Scales Project.

Fee Proposal



**Project Management Services  
the I-80 WB Truck Scales Project  
Period: October 1, 2025 through June 30, 2027**

| Project                       | Average Hrs/Week |          |            |         |         |            |         |         |         | TOTAL HOURS |
|-------------------------------|------------------|----------|------------|---------|---------|------------|---------|---------|---------|-------------|
|                               |                  |          | FY 2025/26 |         |         | FY 2026/27 |         |         |         |             |
|                               |                  |          | Oct-Dec    | Jan-Mar | Apr-Jun | July-Sept  | Oct-Dec | Jan-Mar | Apr-Jun |             |
| Personnel                     | FY 25/26         | FY 26-27 | Hrs/Week   |         |         | Hrs/Week   |         |         |         |             |
| Dale Dennis - Project Manager | 10               | 8        | 130        | 130     | 130     | 130        | 130     | 104     | 104     | 650         |
| Lucy Owens - Senior R/W Agent | 6                |          | 78         | 78      | 78      |            |         |         |         | 234         |
| <b>TOTAL HOURS</b>            |                  |          | 208        | 208     | 208     | 130        | 130     | 104     | 104     | <b>884</b>  |

| Project                            |           |           |            |           |           |            |           |           |           | TOTAL COSTS       |
|------------------------------------|-----------|-----------|------------|-----------|-----------|------------|-----------|-----------|-----------|-------------------|
|                                    |           |           | FY 2025/26 |           |           | FY 2026/27 |           |           |           |                   |
|                                    |           |           | Oct-Dec    | Jan-Mar   | Apr-Jun   | July-Sept  | Oct-Dec   | Jan-Mar   | Apr-Jun   |                   |
| Personnel                          | FY 25/26  | FY 26-27  | Costs      |           |           | Costs      |           |           |           |                   |
| Dale Dennis - Project Manager      | \$ 309.00 | \$ 318.00 | \$ 40,170  | \$ 40,170 | \$ 40,170 | \$ 41,340  | \$ 41,340 | \$ 33,072 | \$ 33,072 | \$ 269,334        |
| Lucy Owens - Senior R/W Agent (CY) | \$ 212.00 | \$ 223.00 | \$ 16,536  | \$ 16,536 | \$ 16,536 | \$ -       | \$ -      | \$ -      | \$ -      | \$ 49,608         |
| <b>TOTAL COST</b>                  |           |           | \$ 40,170  | \$ 40,170 | \$ 40,170 | \$ 41,340  | \$ 41,340 | \$ 33,072 | \$ 33,072 | <b>\$ 318,942</b> |

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DATE: November 24, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Contact Amendment for Project Management Services for I-80 Express Lanes Project

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**Background:**

Since 2010, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project - Red Top Road to I-505 (Project). Environmental clearance for the I-80 Express Lanes Project – Red Top Road to I-505 was approved in December 2015, Final Design was completed in June 2021 and the Project has just completed construction.

**Discussion:**

As mentioned above, the I-80 Express Lanes Project - Red Top Road to I-505 (Project) just completed construction. A four-year Plant Establishment Period and Project Closeout will need to be completed. PDM Group Inc. was retained by STA to provide project management services and right of way support services for the I-80 Westbound (WB) Truck Scales Project. Now that the Project construction has been completed, it is an appropriate time to evaluate the budget required for the project management and right of way support effort for the Plant Establishment Period and project closeout through December 2026. Staff is recommending the Board approve a contract amendment for PDM Group Inc. in a not-to-exceed amount of \$413,000 to cover these services.

**Fiscal Impact:**

The additional design services and project management services for the I-80 Express Lanes Project - Red Top Road to I-505 will be funded with bridge toll funds.

**Recommendation:**

Approve a contract amendment for PDM Group Inc. in the not-to-exceed amount of \$413,000 and extend the term through December 2028 for project management services for the I-80 Express Lanes Project - Red Top Road to I-505.

Fee Proposal



**Project Management Services  
the I-80 Express Lanes Project  
Period: October 1, 2025 through December 31, 2026**

| Project                       | Average Hrs/Week |          |            |         |         |            |         | TOTAL HOURS  |
|-------------------------------|------------------|----------|------------|---------|---------|------------|---------|--------------|
|                               |                  |          | FY 2025/26 |         |         | FY 2026/27 |         |              |
|                               |                  |          | Oct-Dec    | Jan-Mar | Apr-Jun | July-Sept  | Oct-Dec |              |
| Personnel                     | FY 25/26         | FY 26-27 | Hrs/Week   |         |         | Hrs/Week   |         |              |
| Dale Dennis - Project Manager | 12               | 12       | 156        | 156     | 156     | 156        | 156     | 780          |
| Lucy Owens - Senior R/W Agent | 12               | 12       | 156        | 156     | 156     | 156        | 156     | 780          |
| <b>TOTAL HOURS</b>            |                  |          | 312        | 312     | 312     | 312        | 312     | <b>1,560</b> |

| Project                            |           |           |            |           |           |            |           | TOTAL COSTS       |
|------------------------------------|-----------|-----------|------------|-----------|-----------|------------|-----------|-------------------|
|                                    |           |           | FY 2025/26 |           |           | FY 2026/27 |           |                   |
|                                    |           |           | Oct-Dec    | Jan-Mar   | Apr-Jun   | July-Sept  | Oct-Dec   |                   |
| Personnel                          | FY 25/26  | FY 26-27  | Costs      |           |           | Costs      |           |                   |
| Dale Dennis - Project Manager      | \$ 309.00 | \$ 318.00 | \$ 48,204  | \$ 48,204 | \$ 48,204 | \$ 49,608  | \$ 49,608 | \$ 243,828        |
| Lucy Owens - Senior R/W Agent (CY) | \$ 212.00 | \$ 223.00 | \$ 33,072  | \$ 33,072 | \$ 33,072 | \$ 34,788  | \$ 34,788 | \$ 168,792        |
| <b>TOTAL COST</b>                  |           |           | \$ 48,204  | \$ 48,204 | \$ 48,204 | \$ 49,608  | \$ 49,608 | <b>\$ 412,620</b> |



DATE: December 10, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: Contract Amendment – State Legislative Advocacy Services

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**Background:**

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the state and federal levels. The STA contracts with both state and federal lobbying firms to help secure state and federal funding for STA’s priority projects and to monitor legislation affecting transportation.

The STA’s current state lobbyist is the firm of Shaw Yoder Antwih Schmelzer & Lange (SYASL) which consists of Josh Shaw, Paul Yoder, Andrew Antwih, Jason Schmelzer, Karen Lange, and Matt Robinson as partners in the firm. Matt Robinson provides the STA with day-to-day contact for legislative support. SYASL also provides lobbying services for the County of Solano and the California Transit Association. SYAS has advocated on behalf of the STA since 2000. The initial contract term was from April 12, 2000 to September 30, 2002, and extended under several amendments to December 31, 2023.

**Discussion:**

Historically, SYASL’s advocacy efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for funding and helping STA secure passage of legislation important to transportation in Solano County, SYASL serves as a communication conduit for the STA Board and staff with Solano County’s four federal legislators, two state legislators, transportation and budget committees in both the State Assembly and the State Senate, the California Transportation Commission (CTC), California State Transportation Agency (CalSTA), and the California Department of Transportation (Caltrans).

In the upcoming year, STA’s will require the assistance of SYASL to advocate or seek funding for the following:

- I-80 Managed Lanes Project (Dixon Gap)
- I-80 Managed Lanes Project (Vallejo Gap)
- State Route 37 Corridor Improvements (Interim Project/Mare Island Interchange)
- I-80/I-680/SR12 Interchange Package 5
- Solano Rail Hub
- Vallejo Station Parking Structure Phase B
- Senate Bill 1 (SB1): Local Partnership Program (LPP)

SYASL has continued to provide the STA with high-caliber representation in Sacramento for an affordable price. SYASL’s accomplishments during their most recent agreement period have been summarized (Attachment A). The current agreement expires on December 31, 2025. Staff has been satisfied with the services provided by SYASL and is planning to organize advocacy trips in 2026 to Sacramento for meeting with state legislative delegation, key state agencies such as CalSTA, Caltrans,

the California Department of Housing and Community Development (HCD), and the California Strategic Growth Council.

Staff recommends approval of contract amendment #12 for a two-year agreement for state legislative advocacy services as outlined in the Scope of Work (Attachment A) between the STA and Shaw Yoder Antwih Schmelzer & Lange through December 31, 2027. Staff recommends a five percent (5%) cost of living adjustment to the current contract amount of \$152,250 for the two-year period.

**Fiscal Impact:**

The annual fiscal impact of the SYASL agreement to STA is \$76,125 per year for two years with funding provided by agency member contributions, for a two-year total of \$152,250.

This contract amount is included in the Fiscal Year (FY) 2025-26 and FY 2025-27 General Operations Services Budget.

**Recommendation:**

Authorize the Executive Director to execute Contract Amendment No. 12 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange for a two-year term in an amount not-to-exceed \$152,250.

Attachments:

- A. Shaw Yoder Antwih Schmelzer & Lange Accomplishments 2024-2025

## Solano Transportation Authority

### Shaw Yoder Antwih Schmelzer & Lange Accomplishments – 2024 & 2025

- Over the course of 2024 and 2025, we **reviewed every introduced and amended bill for possible impact on STA and referred significant bills to STA staff** for further review and possible action by the Board. In that process, we also:
  - Provided analysis and background research as needed to STA staff, to facilitate action as appropriate on individual bills by the STA Board, and drafted letters for STA staff once positions were adopted.
  - Successfully testified on and lobbied members of the legislature, legislative staff, and the Administration, relative to the STA board’s position on a variety of bills and closely monitored several others, including but not limited to:
    - SB 63 (Wiener) – Bay Area Regional Measure
    - SB 71 (Wiener) – CEQA Exemptions for Transportation
    - SB 79 (Wiener) – Transit-Oriented Development
    - SB 532 (Wiener) – Bridge Tolls
    - SB 707 (Durazo) – Brown Act Reform
    - SB 752 (Richardson) – Sales Tax Exemption for Transit Buses
    - SB 840 (Limón) – Greenhouse Gas Reduction Fund Expenditures
    - SB 960 (Wiener) – Complete Streets Projects on the State Highway System
    - SB 1031 (Wiener) – Bay Area Regional Measure
    - AB 394 (Wilson) – Transit Safety
    - AB 1207 (Irwin) – Cap and Trade Program Extension
    - AB 2503 (Lee) – CEQA Exemptions for Railroad Electrification
    - AB 2719 (Wilson) – Commercial Vehicle Inspections
- **Prepared and supported STA Executive Director Halls, STA Board Chair Mashburn, and STA Staff during multiple legislative committee hearings at which they provided lead testimony on AB 697 (Wilson)**, which would 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.
- SYASL worked with STA staff to successfully ensure the award of a competitive grant **award of \$73 million for the Highway 37 project from the Trade Corridor Enhancement Program**.
- SYASL continuously **represented STA’s interests in legislative and the Administration negotiations around evolving transportation legislation, policy documents and guidelines**. We particularly monitored and reported to STA on the ongoing negotiations around funding for transportation in 2024 and 2025, particularly as these discussions impacted the Bay Area. The 2023 State Budget includes \$5.2 billion for transit capital and operations, with the Bay Area receiving approximately \$1.2 billion, money that had to be secured in both 2024 and 2025.
- SYASL successfully planned and participated in virtual and in-district meetings, including facilitating preparation for and participation in meetings between STA board members and staff with key legislative delegation members and staff, and with other key legislators and legislative staff, all with the goal of providing insight and information to our delegation and other key decision-makers about STA’s project and funding priorities.

- Supported STA and Assembly Member Wilson on the **Regional Transportation Funding Workshop** which was hosted at STA and an opportunity for community members and stakeholders to engage with the Assembly Transportation Committee on transportation funding.
- Updated the STA Board and staff on various ballot measures related to local revenues and the interaction with each.
- Kept STA staff aware of state grant programs as they became available, including the SB 1 funded programs and transit grant programs.
- SYASL successfully **maintained regular communications with the members and staff in the STA legislative delegation**, focusing on the bills most affecting STA.
- SYASL assisted STA staff in **developing annual State Legislative Programs** for board adoption.
- SYASL regularly **briefed the STA board's Executive Committee** via conference call meetings, and, **presented to the STA board** in person as requested, and provided regular **phone and email updates to STA staff** as needed, on the latest developments in Sacramento.
- SYASL wrote and provided to STA staff and board **monthly activity reports, bill matrices, and summaries of significant legislative and fiscal developments**, reflecting our work in that period, as well as providing updates on the legislative and funding issues highlighted above.
- SYASL, with the support of Assembly Member Wilson, again **engaged CHP to document the impacts of policy requiring commuter buses operating on I-80 to pull into the commercial vehicle enforcement facility, located at Cordelia – Eastbound, and to pursue alternative policies and/or arrangements to limit operational impacts to the transit agencies that operate on the corridor.**



DATE: December 10, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: Contract Amendment for Federal Legislative Advocacy Services

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**Background:**

The Solano Transportation Authority (STA) entered into a contract in 2008 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA’s needs in Washington, D.C. The initial contract term was from February 16, 2008 through February 15, 2010. Subsequent amendments have extended the contract through December 31, 2025. Akin Gump has provided quality guidance to the STA Board and staff, and representation to our congressional representatives to position Solano County for federal funding.

**Discussion:**

Akin Gump provides valuable assistance to STA staff and the Board on federal matters. The team, including Susan Lent, former counsel to the House Transportation Committee and a partner at the firm, and Vic Fazio, a former member of Congress from Solano County, provides strategic advice and has been engaged with members of Congress on STA’s behalf. Attachment A is a list of their efforts and areas where they have provided assistance over the course of the current contract.

Akin Gump’s services include researching grant opportunities for funding STA projects and following up with agency staff (such as the Department of Transportation) to advise STA on strategies for pursuing competitive grants. Akin Gump is in regular communication with STA, keeping staff apprised of developments as they occur. Akin Gump is also experienced with transportation law and routinely recommends strategies for achieving STA’s objectives.

The two-year contract extension for federal legislative advocacy services with Akin Gump is for the annual amount of \$120,000 inclusive of all expenses in a monthly retainer of \$10,000. The costs for the contract are distributed to the three participating agencies (Cities of Fairfield, Vacaville, and Vallejo) in the amount of \$25,000 per year, with STA paying \$45,0000 per year. STA staff recommends that the STA Board approve Contract Amendment #9 with Akin Gump for the period January 1, 2026 – December 31, 2027 in the amount of \$240,000.

**Fiscal Impact:**

The fiscal impact for STA is \$90,000 for the 24-month/2-year contract period. This contract amount is included in the Fiscal Year (FY) 2025-26 and FY 2026-27 General Operations Services Budget.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to enter into a 24-month contract amendment and extension with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
2. Authorize the Executive Director to extend the contract with the Cities of Fairfield, Vacaville, and Vallejo to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2027 at a total cost not-to-exceed \$240,000; and
3. The expenditure of \$90,000 to cover the STA's contribution for this 24-month/2-year contract.

Attachment:

- A. Akin Gump Federal Legislative Advocacy Efforts for STA

M E M O R A N D U M

December 1, 2025

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** Summary of Accomplishments

We have greatly appreciated the opportunity to provide federal legislative advocacy services to Solano Transportation Authority and look forward to continuing to provide such services. Akin is a full-service law firm with one of the largest lobbying practices in Washington, D.C. Susan Lent, a partner in the firm who heads the firm's transportation practice and previously was a counsel to the U.S. House of Representatives Committee on Transportation and Infrastructure, is responsible for the representation. Among the members of the firm's more than 75-member lobbying and public policy team available to support the representation are former Congresswoman Ileana Ros-Lehtinen, former Congressmen Kevin Brady and Lamar Smith and former Senator Joe Donnelly as well as former staff to key congressional committees.

We have an in-depth understanding of STA and its members' federal priorities. Members of our firm work closely with members of the Solano County congressional delegation as well as with the members of Congress who sit on the House and Senate transportation committees and their staff. Susan Lent is an experienced transportation lawyer and lobbyist who routinely advises STA regarding changes to transportation laws and regulations, their impact and how to advocate for changes to laws and regulations.

This is an uncertain time in Washington with the current transportation law set to expire on September 30, 2026, Congress struggling to pass annual appropriations bills and the Trump Administration making transformative changes to how transportation funding is allocated to recipients and projects and the conditions on such funds. Republicans in the House also are pushing to cut funding for federal programs, including transportation.

We will continue to monitor developments with transportation legislation, including advocating for STA's interests to members of Congress and the transportation committees and advising STA regarding developments with legislation and opportunities for funding. We will meet with STA staff to discuss its member priorities, and identify which projects are candidates for available federal programs. We also will advise STA of new policies and programs, including new funding for port infrastructure that may become available based on Trump Administration and congressional priorities.

Solano Transportation Authority

December 1, 2025

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Susan Lent plans to attend STA's February 2026 board meeting and will present on the current situation in Washington, what we can expect in the year ahead, and our recommended approach for advancing STA's objectives in 2026. We have worked closely with STA staff to develop earmark requests and will continue to identify opportunities for STA to secure earmarks for its projects, assist with drafting funding proposals and schedule meetings with members of Congress to brief them on earmark requests. We also understand that STA member cities have identified water infrastructure needs. We look forward to working with STA to identify funding opportunities to address those needs.

In the year ahead, we will be closely monitoring developments and identifying opportunities. We will keep you apprised regarding progress in the House and Senate on the new surface transportation bill as well as fiscal year 2027 appropriations. Next year is an election year and the outcome of the House and Senate elections also will have an impact on funding for transportation programs as well as what programs are prioritized.

As in the past, we will schedule meetings with Congressman John Garamendi and Mike Thompson and Senators Alex Padilla and Adam Schiff to brief them on STA's priorities. We also will schedule meetings with Department of Transportation and Army Corps of Engineers officials.

We look forward to advancing STA's interests in the coming years. We have summarized our accomplishments over the past two years below:

- Assist STA annually with developing its federal platform, including identifying federal funding opportunities and strategies for pursuing funding.
- Make presentations to the STA Board and participate in telephone conferences to provide updates and strategic advice.
- Draft monthly reports regarding developments in Washington and opportunities for transportation and other federal funding.
- Attend hearings and markups of relevant congressional committees and prepare written reports for STA.
- Schedule meetings for Solano County Board members, Daryl Halls and STA staff with members of Congress and their staff and congressional committee staff regarding STA federal priorities and earmark requests.
- Assist STA staff with developing earmark requests.

Solano Transportation Authority

December 1, 2025

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- Supported efforts to secure \$1 million earmark in the fiscal year 2025 and 2026 appropriations bills for the Heart of Fairfield Downtown Project.<sup>1</sup>
- Communicated with DOT officials to determine the status of the City of Vacaville's Safe Streets for All grant resulting in DOT executing the grant agreement.
- Monitored notices of funding opportunity and made STA aware of funding opportunities.
- Monitored and reported on developments with the Trump Administration, including the temporary funding freeze, changes to the Disadvantaged Business Entity (DBE) program, restrictions on Diversity, Equity and Inclusion (DEI) and environmental justice and focus on shipbuilding and seaports.

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<sup>11</sup> Congress did not pass standalone appropriations bills in fiscal year 2025 and the Heart of Fairfield earmark was carried over to fiscal year 2026. Congress has not yet completed work on the fiscal year 2026 Department of Transportation appropriations bill, which means that earmarks are still pending.

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DATE: December 10, 2025  
TO: STA Board  
FROM: Amy Antunano, Safe Routes to School- Program Manager  
RE: Safe Routes to School Program- Office of Traffic Safety (OTS) Grant; and California Department of Public Health (CDHP) Kids Plate Grant

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**Background:**

Since 2008, the Solano Transportation Authority's (STA) Safe Routes to School (SR2S) Program has collaborated with all 7 cities and 7 school districts in Solano County to address safety concerns for students traveling to schools. The program's mission is to boost the number of children walking and biking to and from school by helping to make the journey safe, fun, and healthy by using a comprehensive approach, the program includes 6 “E’s”: Education, Encouragement, Enforcement, Engineering, Engagement, and Evaluation. The Program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identify improvements within communities countywide to enhance active student travel safety financing projects that eliminate obstacles.

The Safe Routes to School (SR2S) program is primarily funded through the Metropolitan Transportation Commission’s (MTC) One Bay Area Grant (OBAG). Additionally, the program leverages supplemental funding from smaller grants, including the Office of Traffic Safety (OTS) and the California Department of Public Health (CDPH) Kids Plate program. These combined funding sources support program activities aimed at enforcing traffic laws, educating the public about traffic safety, and implementing effective strategies to reduce fatalities, injuries, and economic losses caused by traffic collisions. The program also conducts public awareness campaigns and serves as a key traffic safety resource, engaging the public and media to promote traffic safety initiatives.

**Discussion:**

The SR2S Program staff recommends applying for \$350,000 in OTS grant funds and \$75,000 per year, totaling \$150,000 over two years, in CDPH Kids Plate funding. These two grants align with several of the SR2S Program’s E’s (Education, Encouragement, and Enforcement) and directly support the program's mission to provide pedestrian and bike safety education, encourage active transportation, and increase safety around schools for students.

If awarded this grant would allow the SR2S Program to use the funds to continue to work with these public safety partners, hold outreach events, and provide concentrated Pedestrian and bicycle safety education and enforcement in coordination with SR2S staff. These activities may include in-class presentations, school assembly presentations, bicycle rodeos, support for walking programs, Walk and Bike to School Day events, bike and pedestrian safety messaging, bike helmet enforcement, and support for crossing guard programs.

**Fiscal Impact:**

No matching funds are required for OTS or Kids Plate Grant Programs at this time.

**Recommendation:**

Approve staff to apply for:

1. Office of Traffic Safety (OTS) grant funds for \$350,000 for the Safe Routes to School Program; and
2. California Department of Public Health (CDPH) Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.

Attachment:

- A. Safe Routes to School Program – Scope of Work

## Safe Routes to School Program- Scope of Work

### **Education**

The Solano Safe Routes to School Program will provide comprehensive safety education to students and families throughout the county. Educational activities will include classroom-based pedestrian and bicycle safety lessons, school assemblies, helmet fitting demonstrations, and hands-on learning opportunities such as bike rodeos and bicycle skills workshops. Instruction will focus on teaching students essential travel behaviors, roadway awareness, and safe riding and walking techniques. Educational services will be tailored to each school's needs, with an emphasis on communities where safety concerns, collision histories, or limited transportation resources increase the importance of regular and age-appropriate safety instruction.

### **Encouragement**

The Program will implement a year-round series of activities designed to increase participation in walking, bicycling, and rolling to school. Staff will coordinate countywide events including Walk or Wheel Days, International Walk to School Day, National Bike to School Day, and Ruby Bridges Walk to School Day. In addition to major events, staff will support schools in establishing ongoing encouragement programs such as walking school buses, bike trains, and parent-led initiatives that promote consistent participation. The Program will manage outreach, distribution of incentives, event logistics, and volunteer coordination to ensure activities are accessible, well-organized, and reflective of each school community's needs.

### **Engagement**

The Program will maintain strong relationships with schools, school districts, parent groups, community organizations, and partner agencies. Staff will participate in school site council meetings, community safety discussions, and coordination meetings with cities and public agencies to share program updates, identify emerging needs, and ensure alignment with local priorities. Engagement activities will include providing schools with communication materials, safety guidance, and technical support on topics such as circulation concerns, pick-up and drop-off safety, and community outreach. Program staff will remain accessible to school administrators and community groups throughout the year, ensuring that concerns are addressed and that program activities remain responsive and inclusive.

### **Engineering**

The Safe Routes to School Program will support jurisdictions with identifying and prioritizing school-area safety improvements through walk audits, school access assessments, and on-site evaluations. These assessments will be informed by collision data, field observations, and community feedback, and will focus on identifying infrastructure and operational conditions that affect safe travel. Staff will prepare summary memos or reports documenting findings and recommending potential improvements such as crossing enhancements, sidewalk or path

connections, signage, pavement markings, or traffic calming measures. The Program will work closely with city and county staff to ensure that assessment results support future grant applications, design concepts, and project implementation efforts at priority school locations.

**Evaluation**

The Program will conduct ongoing evaluation activities to measure progress toward Safe Routes to School goals and to guide future programming. Staff will collect and analyze data through student travel tallies, parent surveys, event participation counts, and school access observations. Evaluation efforts will include preparing quarterly and annual reports, maintaining program performance metrics, and summarizing outcomes for schools, city partners, and STA committees. These evaluation activities will ensure accountability, demonstrate program effectiveness, and support data-informed decision-making for future program direction.

**Enforcement**

The Safe Routes to School Program will collaborate with law enforcement agencies, school districts, and cities to support activities that reinforce safe travel behaviors around schools. Staff will assist with coordination of school-area enforcement campaigns, safety patrols, drop-off and pick-up operations that address speeding, illegal parking, and unsafe driver behaviors. The Program will work with police departments to align enforcement periods with high-need locations, special events, and seasonal campaigns. In addition, the Program will support schools in developing safety messaging and communication strategies that reinforce traffic laws and promote responsible behavior by drivers, bicyclists, and pedestrians. Through this cooperative approach, the Program will help create safer conditions around school campuses and support sustained improvements in compliance.



DATE: November 19, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Authorizing the Executive Director to Sign Agreements/Documents Based on STA Board Approved Funding Programming

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**Background:**

The STA, as the Countywide Transportation Authority, is responsible for programming and distributing countywide funding. This funding can include the Regional Transportation Impact Fee (RTIF), Federal Surface Transportation Program (STP), Federal Congestion Mitigation Air Quality (CMAQ) Bay Area Air Quality Management District (BAAQMD), Transportation Funds for Clean Air (TFCA), and Transportation Development Act (TDA) Article 3.

**Discussion:**

Once STA Board approves the programming of these funds, various agreements/documents will need to be executed with the receipt of funding and the delivery of transportation projects/programs. These agreements/documents are required to ensure the funding requirements and timelines are met by the recipient. There have been instances when the Board approved programming of funds or projects without agreements being approved. This action eliminates the need to return to the Board for agreements need for previously approved projects.

These agreements/documents may include Fund Exchange Agreements, Fund Transfer Agreements, and Funding Agreements. The timing of signing these agreements around the STA Board meetings can delay the delivery of funding. As a result, staff is recommending the STA Board approve the attached resolution to delegate authorization to the Executive Director or the Acting Executive Director to execute these agreements/documents and any amendments.

**Fiscal Impact:**

None to the STA.

**Recommendations:**

Approve the attached STA Resolution 2025-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Fund Exchange Agreements, Fund Transfer Agreements, Funding Agreements as well as any required amendments to facilitate the delivery of transportation projects and programs in Solano County.

Attachment:

- A. STA Resolution 2025-10

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2025-10**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN  
AGREEMENTS/DOCUMENTS TO DISTRIBUTE FUNDING AND TO DELIVER  
TRANSPORTATION PROJECTS and PROGRAMS**

**WHEREAS**, the Solano Transportation Authority distributes funding from Regional Transportation Impact Fee (RTIF), Federal Surface Transportation Program (STP), Federal Congestion Mitigation Air Quality (CMAQ) Bay Area Air Quality Management District (BAAQMD, Transportation Funds for Clean Air (TFCA, and Transportation Development Act (TDA) Article 3 that is distributed to local agencies for the implementation of the project/program; and

**WHEREAS**, Fund Agreements, Fund Exchange Agreements, Fund Transfer Agreements, need to be executed with local agencies before such funds could be utilized; and

**WHEREAS**, the Solano Transportation Authority wishes to delegate authorization to execute these agreements/documents and any amendments thereto to the Executive Director or the Acting Executive Director following programming approval by the STA Board whether through project-specific action of the Board or through approval of the programming of the funding.

**NOW, THEREFORE BE IT RESOLVED** that the Executive Director or Acting Executive Director be authorized to execute all Fund Agreements, Fund Exchange Agreements, Fund Transfer Agreements and any amendments thereto with or for local agencies following approval by the STA Board through either project-specific action of the Board or approval of the programming of the funding.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10<sup>th</sup> day of December 2025, by the following vote:

Ayes: \_\_\_\_\_  
No's: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest by: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

\_\_\_\_\_  
Mitch Mashburn, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of December 10, 2025.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: November 14, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
RE: Regional Measure 3 and Regional Transportation Impact Fee District 6 Funding Allocation Requests

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**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 include 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 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. 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. Lastly, part of the funding plan includes Regional Measure 3 (RM3).

The STA, with approval from the Metropolitan Transportation Commission (MTC), will be loaning RM3 funds to the City of Fairfield for the Project. These RM3 funds will come from the North Bay Transit Access Improvements identified in the RM3 Expenditure Plan. The STA will need to submit an allocation request to MTC for these funds, which includes an Initial Project Report. The loan will be repaid over a period of seven (7) years. The total amount of the RM3 loan is \$1.2 million. This means that over the term of the loan, the City will be repaying the STA approximately \$171,430 annually. This loan is essential to delivering construction of the Project.

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.

The STA TAC, at its meeting on November 19, 2025, approved forwarding the recommendations to the STA Board for approval.

**Fiscal Impact:**

None to the STA. Funding is from the Regional Transportation Impact Fee Program and Regional Measure 3.

**Recommendation:**

Approve the following:

1. Program \$200,000 of RTIF District 6 and \$1.2 million of Regional Measure 3 funds to the City of Fairfield for its Transit Facility Expansion Project;
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 RTIF funding for the City's Transit Facility Expansion Project;
3. Approve Attachment B, STA Resolution No. 2025-12, and authorize the STA to submit a Regional Measure 3 allocation request to the MTC; and
4. Authorize the STA Executive Director to enter into a Funding Agreement with the City of Fairfield for the loan of the \$1.2 million Regional Measure 3 funds.

Attachment:

- A. Fiscal Year 2024-25 Final LCTOP Funding
- B. STA Resolution 2025-12 Regional Measure 3 Allocation Request
- C. Regional Measure 3 Allocation Initial Project Report and Funding Plan
- D. RM3 Allocation Request
- E. RM3 Allocation Cash Flow

## LCTOP Allocation

FY 2024-25

| Agency                             | Population     |                | % by<br>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         | 150,131        | 0.334556           | 381,459.41          |
| City of Vallejo (SolTrans)         | 123,564        |                |                    |                     |
| Unincorporated Solano County (STA) | 18,893         | 18,893         | 0.04210167         | 48,004.16           |
| <b>Total</b>                       | <b>448,747</b> | <b>448,747</b> | <b>100%</b>        | <b>\$ 1,140,196</b> |

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**SOLANO TRANSPORTATION AUTHORITY**  
**RESOLUTION No. 2025-12**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY**  
**AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR**  
**REGIONAL MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION**  
**COMMISSION FOR THE CITY OF FAIRFIELD'S TRANSIT FACILITY EXPANSION**  
**PROJECT**

**WHEREAS**, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

**WHEREAS**, the Solano Transportation Authority (STA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the **Transit Facility Expansion Project (Project)** is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

**WHEREAS**, the Regional Measure 3 allocation request, attached hereto is the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

**RESOLVED**, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that Solano Transportation Authority approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report attached to this resolution; and, be it further

**RESOLVED**, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for Regional Measure 3 funds for the Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 3 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED**, that Solano Transportation Authority agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that Solano Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that Solano Transportation Authority agrees, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC’s percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request with MTC for Regional Measure 3 funds in the amount of **\$1,200,000**, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director, or his/her designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

\_\_\_\_\_  
Mitch Mashburn, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 10, 2025.

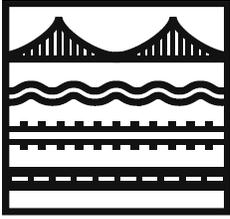
\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of December, 2025 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Johanna Masclat  
Clerk of the Board



# Regional Measure 3

## Initial Project Report

### *Project/Subproject Details*

#### Basic Project Information

|                    |                           |
|--------------------|---------------------------|
| Project Number     | 26                        |
| Project Title      | North Bay Transit Project |
| RM3 Funding Amount | \$100,000                 |

#### Subproject Information

|                    |                                    |
|--------------------|------------------------------------|
| Subproject Number  |                                    |
| Subproject Title   | Transit Facility Expansion Project |
| RM3 Funding Amount | \$1,200                            |

### I. Overall Subproject Information

#### a. Project Sponsor / Co-sponsor(s) / Implementing Agency

The project sponsors are the five North Bay counties. The implementing agencies are the City of Fairfield and the Solano Transportation Authority (STA).

#### b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The California Air Resource Board (CARB) has issued the Innovative Clean Transit Act (ICT) and the Advance Clean Fleet Act (ACF). The ICT applies to transit vehicles and the ACF applies to medium and heavy-duty vehicles (vehicles greater than 8,500 pounds). They have the same purchasing requirements with the same goal of having a 100% zero emission fleet by 2040. The purchasing requirements of new vehicles are:

- 50% of all new vehicle purchases need to be zero emission starting in 2026.
- 100% of all new vehicle purchases need to be zero emission starting in 2029.

The project will ensure that the City of Fairfield’s transit system has the infrastructure needed to support compliance with CARB’s regulations. The project includes installation of nine (9) level 3 chargers for transit buses along with the electrical infrastructure upgrades to the meter to support the overall project.

#### c. Impediments to Project Completion

The project is ready for construction pending award of construction contract once full funding plan commitment is secured. One of the major impediments is securing construction funding in place of



the Federal funds that were rescinded due to recent US Department of Transportation directives related to electrification and resiliency. The City, however, has secured most of the construction funding, the last of which is the RM3 funds.

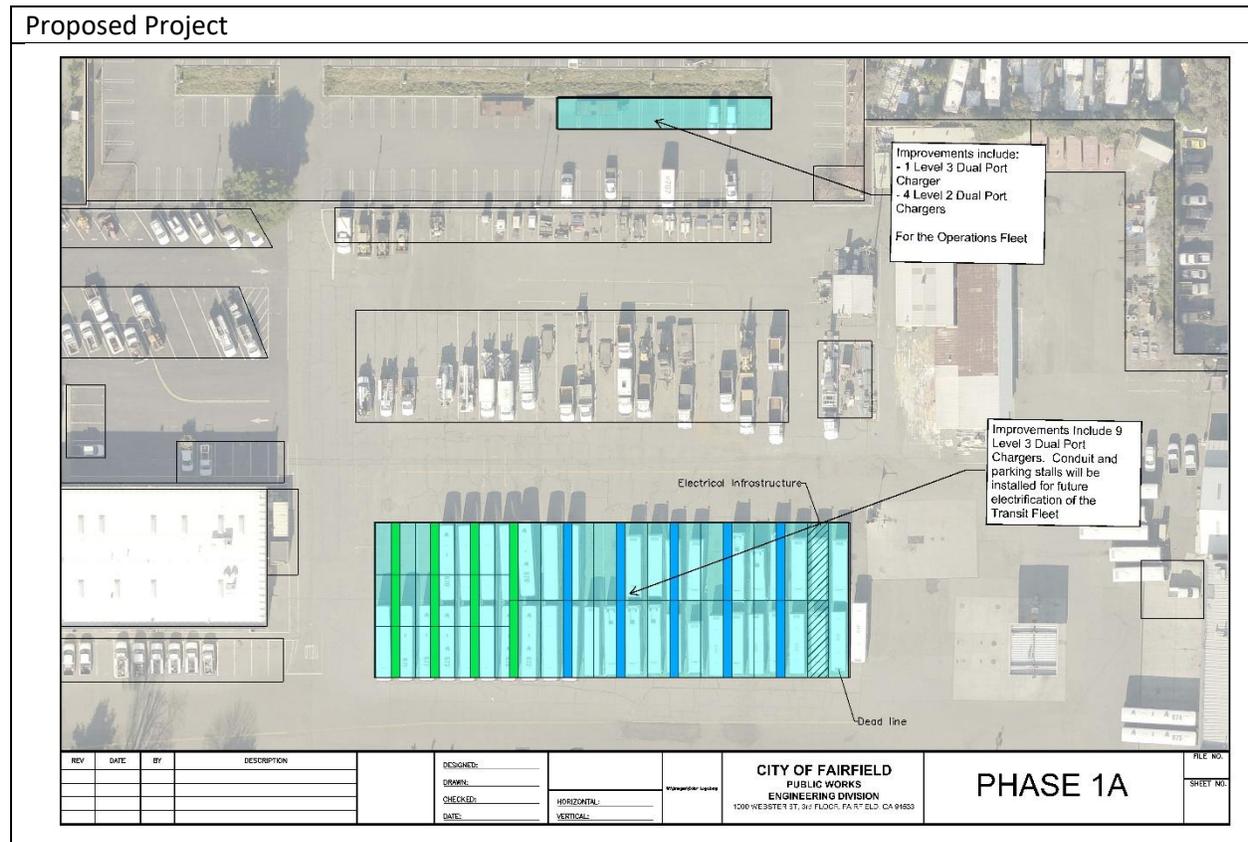
**d. Risk Management** (describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)

The project has set 10 percent of the construction budget for contingency to ensure funding is available to cover any unforeseen costs. Additionally, the City has already contracted with Pacific Gas & Electric to upgrade the electrical infrastructure needed for the project.

**e. Operability** (describe entities responsible for operating and maintaining project once completed/implemented)

Once the project is completed, the City of Fairfield will operate and maintain the transit facility.

**f. Project Graphic(s)** (include below or attach)



## II. Project Phase Description and Status

**a. Environmental/Planning**

Does NEPA apply? Yes  No

The City of Fairfield has completed and obtained the environmental approval and documentation needed for the project.



**b. Design**

The City has completed design of the project.

**c. Right-of-Way Activities / Acquisition**

The City has completed right-of-way activities associated with the project.

**d. Construction / Vehicle Acquisition / Operating**

Construction of the project has not started; however, City is anticipating awarding construction contract to the lowest bidder pending full funding plan is secured.

**III. Project Schedule**

| Phase-Milestone  | Planned     |                 |
|--|-------------|-----------------|
|  | Start Date  | Completion Date |
| Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED) |             |                 |
| Final Design - Plans, Specs. & Estimates (PS&E)            |             |                 |
| Right-of-Way Activities /Acquisition (R/W)                 |             |                 |
| Construction (Begin – Open for Use) / Acquisition (CON)    | Spring 2026 | Winter 2026     |

**IV. Project Budget**

**Capital**

| Project Budget   | Total Amount<br>- Escalated to<br>Year of Expenditure (YOE)-<br>(Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) |   |
| Design - Plans, Specifications and Estimates (PS&E)        |   |
| Right-of-Way Activities /Acquisition (R/W)                 |   |
| Construction / Rolling Stock Acquisition (CON)             | \$3,559   |
| Total Project Budget (in thousands)                        | \$3,559   |

| Deliverable Segment Budget (if different from Project budget) | Total Amount<br>- Escalated to |
|---|--------------------------------|
|---|--------------------------------|



|  | Year of Expenditure (YOE)-<br>(Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) |   |
| Design - Plans, Specifications and Estimates (PS&E)        |   |
| Right-of-Way Activities /Acquisition (R/W)                 |   |
| Construction / Rolling Stock Acquisition (CON)             |   |
| Total Project Budget (in thousands)                        |   |

| Operating               | Total Amount<br>- Escalated to<br>Year of Expenditure (YOE)-<br>(Thousands) |
|-------------------------|---|
| Annual Operating Budget |   |

## V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

## VI. Contact/Preparation Information

### Contact for Project Sponsor

Name: Nicholas Burton, P.E.

Title: Director of Projects

Phone: 707-399-3207

Email: nburton@sta.ca.gov

Mailing Address: 423 Main Street, Suisun City, CA 94585-2427

### Person Preparing Initial Project Report (if different from above)

Name:

Title:

Phone:

Email:

Mailing Address:

**Regional Measure 3  
Initial Project Report  
Funding Plan**

|                    |  |       |
|--------------------|--|-------|
| Project Title:     | North Bay Transit Project (Subproject Title: Transit Facility Expansion Project) |       |
| Project Number:    | 26   |       |
| Total RM3 Funding: | \$   | 1,200 |

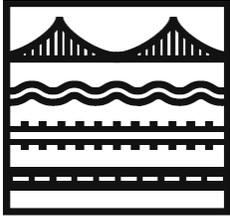
(add rows as necessary)

**CAPITAL FUNDING**

| Funding Source               | Phase | Committed?<br>(Yes/No) | Total Amount<br>(\$ thousands) | Amount Expended<br>(\$ thousands) | Amount Remaining<br>(\$ thousands) |
|------------------------------|-------|------------------------|--------------------------------|-----------------------------------|------------------------------------|
|                              | ENV   |                        |                                |                                   | \$ -                               |
| RM3                          |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| ENV Subtotal                 |       |                        | \$ -                           | \$ -                              | \$ -                               |
|                              | PSE   |                        |                                |                                   | \$ -                               |
| RM3                          |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| PSE Subtotal                 |       |                        | \$ -                           | \$ -                              | \$ -                               |
|                              | ROW   |                        |                                |                                   | \$ -                               |
| RM3                          |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| ROW Subtotal                 |       |                        | \$ -                           | \$ -                              | \$ -                               |
|                              | CON   |                        |                                |                                   | \$ -                               |
| Local RTIF                   |       | Yes                    | \$ 200                         |                                   | \$ 200                             |
| Federal Earmark              |       | Yes                    | \$ 500                         |                                   | \$ 500                             |
| Energize Grant               |       | Yes                    | \$ 750                         |                                   | \$ 750                             |
| LCTOP                        |       | Yes                    | \$ 909                         |                                   | \$ 909                             |
| RM3                          |       | No                     | \$ 1,200                       |                                   | \$ 1,200                           |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| CON Subtotal                 |       |                        | \$ 3,559                       | \$ -                              | \$ 3,559                           |
| <b>Capital Funding Total</b> |       |                        | \$ 3,559                       | \$ -                              | \$ 3,559                           |

**OPERATING FUNDING (Annual)**

| Funding Source                 | Phase     | Committed?<br>(Yes/No) | Total Amount<br>(\$ thousands) |
|--------------------------------|-----------|------------------------|--------------------------------|
|                                | Operating |                        |                                |
|                                |           |                        |                                |
|                                |           |                        |                                |
|                                |           |                        |                                |
| <b>Operating Funding Total</b> |           |                        | \$ -                           |



# Regional Measure 3 Allocation Request

## RM3 Project Information

|                        |                           |
|------------------------|---------------------------|
| Project Number         | 26                        |
| Project Title          | North Bay Transit Project |
| Project Funding Amount | \$100,000,000             |

## Subproject Information (if different from overall RM3 project)

|                           |                                    |
|---------------------------|------------------------------------|
| Subproject Number         |                                    |
| Subproject Title          | Transit Facility Expansion Project |
| Subproject Funding Amount | \$1,200,000                        |

## RM3 Allocation History (Add lines as necessary)

|      | MTC Approval Date | Amount | Phase |
|------|-------------------|--------|-------|
| None |                   |        |       |

**Total:**

## Current Allocation Request:

| Request submittal date | Amount      | Phase |
|------------------------|-------------|-------|
| December 2025          | \$1,200,000 | CON   |

## I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

The Transit Facility Expansion Project is ready for construction pending award of construction contract once full funding plan commitment is secured.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.

The allocation request will be utilized to partially cover the cost of constructing the Project. The Project will ensure the City of Fairfield will be able to address future transit demand growth and regulatory requirements. Specifically, in terms of the latter, the California Air Resources Board’s Innovative Clean Transit regulation.

- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

Please see attached Excel file.

- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

Construction is anticipated to be completed by December 31, 2026.

- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

The project has not received any RM3 LONP.

**f. Request Details**

|  |   |
|--|---|
| Amount being requested   | \$1,200,000   |
| Project phase being requested  | CON   |
| Are there other fund sources involved in this phase?   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested | December 2025   |
| Month/year being requested for MTC commission approval of allocation   | February 2026   |

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g. List any other planned bridge toll allocation requests in the next 12 months**

STA staff does not anticipate any allocation request in the next 12 months.

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**Regional Measure 3  
Allocation Request  
Cash Flow Plan**

|                            |                                    |
|----------------------------|------------------------------------|
| Project Title:             | North Bay Transit Project          |
| Subproject Title:          | Transit Facility Expansion Project |
| Project/Subproject Number: | 26                                 |
| Total RM3 Funding:         | \$ 1,200                           |

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

| Funding Source        | Phase | Prior | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | Future committed | Total Amount (\$ thousands) | Amount Expended (\$ thousands) | Amount Remaining (\$ thousands) |
|-----------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|-----------------------------|--------------------------------|---------------------------------|
| RM 3                  | ENV   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ENV Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | PS&E  |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| PSE Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ROW Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM 3                  | CON   |       |         |         |         |         |         |         | \$ -    | \$ -    |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| CON Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM 3 Funding Subtotal |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| Capital Funding Total |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

**Regional Measure 3  
Allocation Request  
Estimated Budget Plan**

|                            |                                    |       |
|----------------------------|------------------------------------|-------|
| Project Title:             | North Bay Transit Project          |       |
| Subproject Title           | Transit Facility Expansion Project |       |
| Project/Subproject Number: | 26                                 |       |
| Total RM3 Funding:         | \$                                 | 1,200 |

| 1. Direct Labor of Implementing Agency (specify by name and job function)                                   |                      |               |                      |
|---|----------------------|---------------|----------------------|
|   | Estimated Hours      | Rate/Hour     | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
| Direct Labor Subtotal   |                      |               | \$ -                 |
| 2. Overhead and direct benefits (specify)   |                      |               |                      |
|   | Rate                 | x Base        |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
| Overhead and Benefit Subtotal   |                      |               | \$ -                 |
| 3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition) |                      |               |                      |
|   | Unit (if applicable) | Cost per unit | Total Estimated cost |
|   |                      |               | \$                   |
|   |                      |               |                      |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
| Direct Capital Costs Subtotal   |                      |               | \$                   |
| 4. Consultants (Identify purpose and/or consultant)   |                      |               | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
| Constultants Subtotal   |                      |               | \$ -                 |
| 5. Other direct costs   |                      |               | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
| Other Direct Costs Subtotal   |                      |               | \$ -                 |
| <b>Total Estimated Costs</b>  |                      |               | <b>\$</b>            |

Comments:

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DATE: November 24, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
RE: Contract Award for On-Call Bench of Consultants to Provide Construction Management Services

---

**Background:**

The Solano Transportation Authority (STA) funds and coordinates the funding of many small transportation projects. These project types include safety projects, active transportation improvements, transit improvements, and electrification infrastructure for vehicles. STA has noticed that it is sometimes difficult for some smaller cities to get through the procurement process for environmental, design, and construction management (CM) services. These processes can add months to the development of a project and can, at times, result in delays.

The STA Board, with the intent to assist member agencies in the procurement of consultants to improve project delivery costs and timelines, authorized STA staff to release two Request for Qualifications (RFQ). The first RFQ was for the on-call bench for CM services, while the second was for the on-call bench for environmental and design services. The STA, in April 2021, received six (6) statements of qualification for the CM services, as well as fifteen (15) for environmental and design services.

Following the deadline to submit the statements of qualifications for each of the RFQ, STA staff and members of the interview panels from various member agencies proceeded with selecting the top consultants that closely aligned with each of the RFQ's criteria. These consultants scored the most when their statements of qualification were evaluated. The following consultants – (ranked #1) WSP and (#2) TRC – were selected to serve on the qualified on-call bench for CM services. Meanwhile, the following consultants – (ranked #1) Bellecci and Associates, (#2) Dokken, (#3) DKS, (#4) Bennet Engineering, and (#5) HQE – were the top on-call bench of qualified consultants for environmental and design services. Once selected, given that the RFQ was conducted in an open and competitive process, STA member agencies were able to utilize this bench of on-call consultants for CM, environmental, and design services as needed. However, the California Department of Transportation's (Caltrans) Local Assistance Procedures Manual on Consultant Selection requires on-call contracts not to exceed more than five (5) years.

**Discussion:**

Given the allowable period set by Caltrans has lapsed for the consultants to continue serving on the existing on-call bench for construction management services, STA staff requested from the Board to reauthorize the on-call bench. This request ensures that STA and its member agencies will continue to efficiently procure the services of a qualified CM firm. The STA Board authorized, at its meeting in September 2025, STA to release an RFQ for CM services.

The RFQ process that STA staff developed and utilized, which followed Caltrans' consultant selection process, was an open and competitive public process. First, the RFQ notice was posted on the STA website and emailed to qualified consultants on October 15, 2025. The notice directed qualified consultants to submit Statement of Qualifications (SOQ) based on the

evaluation scoring criteria identified in the RFQ. The SOQ was due to the STA on November 3, 2025. A total of ten (10) SOQs were submitted and received by the STA.

The RFQ evaluation panel fairly assessed and scored each consultant SOQ and subsequently, the panel interviews. This panel was comprised of four (4) staff members from the STA and Cities of Dixon and Vallejo. The results of the SOQ evaluation are shown in Attachment A. This attachment shows the ranking of the consultants after their SOQs were evaluated. The five (5) highest ranked firms – tied for first, WSP and Mark Thomas; followed by HDR; and tied for third place, MNS and Hill International – were invited to participate in a panel interview scheduled on the week of November 17<sup>th</sup> for further considerations. Following the panel interviews, a total of four (4) firms were shortlisted to serve on the on-call bench to provide CM services on projects implemented not only by the STA, but also its member agencies. These shortlisted firms, which Attachment B shows, are ranked accordingly: (1) Mark Thomas, (2) WSP, (3) MNS, and (4) HDR.

STA and its member agencies can begin contracting with the top-ranked firm on the on-call bench with the resources available to complete the needed tasks, starting with Mark Thomas, followed by WSP and so forth.

**Fiscal Impact:**

None to the STA.

**Recommendation:**

Approve the results of the 2025-07 On-Call Construction Management Services Request for Qualifications and authorize the STA Executive Director to enter into contract agreement with any of the consultant construction management firms on the on-call bench listed in Attachment B.

Attachments:

- A. Proposal Evaluation Results
- B. Shortlisted Consultants to Serve on the On-Call Bench

Attachment A: Proposal Evaluation Results

| <b>Proposal Evaluation Results</b> |                |                                   |
|------------------------------------|----------------|-----------------------------------|
| <b>Consultant</b>                  | <b>Ranking</b> | <b>Invited to Panel Interview</b> |
| WSP                                | 1              | Yes                               |
| Mark Thomas                        | 1              | Yes                               |
| HDR                                | 2              | Yes                               |
| MNS                                | 3              | Yes                               |
| Hill International                 | 3              | Yes                               |
| 4Leaf                              | 4              | No                                |
| BVNA                               | 5              | No                                |
| Zoon                               | 6              | No                                |
| Hollins                            | 7              | No                                |
| Titan Global                       | 8              | No                                |

Attachment B: Final Ranking of On-Call Bench for CM Services

| <b>Final Ranking of CM Consultants</b> |                |
|--|----------------|
| <b>Consultant</b>                      | <b>Ranking</b> |
| Mark Thomas                            | 1              |
| WSP                                    | 2              |
| MNS                                    | 3              |
| HDR                                    | 4              |



DATE: November 26, 2025  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
Robert Guerrero, Deputy Executive Director/Director of Planning  
RE: Solano County Collaborative for Housing – Contract Extension and Scope Change

---

**Background:**

In 2021, the County of Solano officially designated STA as the lead agency for the Solano County Planning Collaborative on Housing (Solano County Collaborative), formalizing STA’s role in facilitating collaborative housing development efforts across the County. In 2019, STA successfully secured a Bay Area Regional Early Action Planning (REAP) grant from Association of Bay Area Governments (ABAG) to support the coordinated update of Housing Elements across all eight Solano jurisdictions. Building on this success, Solano received an additional \$490,000 REAP 2.0 grant in 2024 to assist Solano jurisdictions with housing element implementation, with work currently underway.

The current grant funding expires on December 31, 2025.

**Discussion:**

Since November 2025, the STA and its consultants, Placeworks and Solano Economic Development Corporation (EDC), have been working with the eight Solano member agencies to implement the Solano County Collaborative scope of work in support of Housing Element implementation. To date, the following tasks have been completed:

- Assisted Solano jurisdictions with their Annual Housing Element Tracker Updates
- Developed and distributed Accessory Dwelling Units (ADU) and Density Bonus Marketing Materials
- Developed and launched the “Can You Build It” ADU Search Tool
- Hosted the second Solano Planning Commissioners Training Session and an Affordable Housing Financing and Development Forum, with participation from 60 Planning Commissioners and Solano jurisdiction staff
- Supported Solano jurisdictions with their Pro Housing Designation Analysis and Applications
- Produced and disseminated Fair Housing Materials
- Conducted outreach to faith-based organizations regarding developing affordable housing on their properties
- Organized a Solano County Collaborative Developer Focus Group Webinar, as a follow up to the 2024 Solano Developer Forum, with 60 attendees
- Organized a Faith Based Housing Innovative Solutions webinar with 80 attendees

While substantial progress has been made, there are several remaining tasks that are still in progress:

- Host Local Lender Webinar focused on ADU financing, in response to Solano jurisdiction requests
- Develop a Solano County Collaborative brochure highlighting key accomplishments since the Solano Collaborative’s inception

- Advance the All Home Program in partnership with Solano County to support targeted homelessness prevention and housing protection efforts

In addition, the County of Solano has \$24,325 in remaining Solano Housing Investment Partnership (SolHIP) REAP 1.0 funds, originally intended to support their Housing Element development. The County has completed and received certification of its Housing Element and is now using its remaining funds for technical assistance related to Housing Element implementation. STA is currently managing the County's contract with Placeworks to support this work, with additional activities planned to fully expend the remaining funds through 2026. At this time, the funding agreements with the County of Solano and Placeworks for this effort are set to expire on December 31, 2025.

Finally, in 2020, the City of Vacaville was awarded \$1.9 million in MTC Suburban Housing Incentive Pool (SubHIP) funding to incentivize an affordable housing development at the Vacaville Transit Center (VTC)/Allison Drive Priority Development Area (PDA). The proposed SubHIP project would deliver 89 affordable units out of a 99-unit development adjacent to the VTC. Progress on the housing development has taken longer than anticipated, and the City continues working to move the project forward. The STA's funding agreement with the City for the SubHIP allocation expires on December 31, 2025, and the City has requested more time to advance this work.

To complete the remaining work outlined above, contract extensions are needed. With all of that said, STA staff recommends the following actions:

- Execute an amendment to the MTC Supplement to extend the Solano County Collaborative contract to June 30, 2026
- Extend the Placeworks contract that covers both the Solano County Collaborative and the County of Solano's REAP 1.0 work to December 31, 2026
- Extend the contract with the County of Solano for REAP 1.0 work through December 31, 2026
- Extend the contract with the County of Solano for Solano County Collaborative activities related to All Home through June 30, 2026
- Extend the contract with the City of Vacaville for SubHIP funding for the Allison Drive Transit Oriented Improvement Project through December 31, 2026

Solano EDC's contract remains active through 2027 and does not need to be extended at this time.

#### *Priority Production Area / PDA Technical Assistance*

In September 2025, STA Board approved an amendment to the Solano County Collaborative scope and budget, reallocating \$25,554 to support the Benicia Valero Reuse Study under the Solano Priority Production Area (PPA) Plan. In alignment with this effort, the Solano EDC recently informed the STA of a new opportunity that could advance shipbuilding activities in the cities of Benicia and Vallejo. Working in partnership with both cities, the Solano EDC will meet with a shipbuilders' coalition to explore potential shipbuilding investments and related economic development opportunities. This effort will advance key PPAs in south Solano County.

To prepare for this shipbuilding site visit and meeting, Solano EDC has requested \$25,000 to develop informational and presentation materials. Solano EDC will be overseeing this project and will be contracting with BAM Consulting to complete the work. The proposed scope is included as Attachment A.

After reviewing the current Solano County Collaborative budget and scope, STA staff identified areas to adjust the existing Solano County Collaborative work plan and reallocate \$10,000 for PPA/PDA Technical Assistance. ABAG has approved redirecting these Collaborative funds for this purpose. In addition, the cities of Benicia and Vallejo will each contribute \$7,500 to provide the necessary match to fully fund this effort.

STA staff therefore recommends executing a contract amendment with Solano EDC to complete the proposed related to Priority Development Area (PDA)/Priority Production Area (PPA) Technical Assistance

**Fiscal Impact:**

None to the STA Budget. The STA’s contribution of \$10,000 to the Priority Production Area (PPA)/Priority Development Area (PDA) Technical Assistance is already included in the STA Budget through the Solano County Collaborative funds.

**Recommendation:**

Authorize the Executive Director to:

1. Execute an amendment to the MTC Supplement extending the Solano County Collaborative for Housing work period to June 30, 2026;
2. Extend the Placemarks contract that covers both the Solano County Collaborative and the County of Solano’s REAP 1.0 work to December 31, 2026;
3. Extend the contract with the County of Solano for REAP 1.0 work through December 31, 2026;
4. Extend the contract with the County of Solano for Solano County Collaborative for Housing work focused on All Home activities until June 30, 2026;
5. Extend the contract with the City of Vacaville for SubHIP funding for the Allison Drive Transit Oriented Improvement Project through December 31, 2026
6. Approve the proposed scope and budget amendment reallocating \$10,000 in Solano County Collaborative for Housing funds to support the Priority Production Area (PPA)/Priority Development Area (PDA) Technical Assistance Visit; and
7. Execute a contract amendment with Solano EDC for an amount not-to-exceed \$10,000 to cover the costs associated with the PPA/PDA Technical Assistance Visit.

Attachments:

- A. Priority Production Area (PPA)/Priority Development Area (PDA) Technical Assistance Visit Scope of Work

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November 26, 2025

### **Proposed Scope of Work for PPA/PDA Technical Assistance January 2026**

The following scope of work and deliverables will be completed by BAM Consulting, Inc., and subconsultant Innov8 Consulting in preparation for the site visit by Hanwha and Saab in January 2026.

#### **SCOPE OF WORK**

##### ***Task 1: Project Management and Coordination***

BAM will manage all aspects of this project, including scheduling weekly coordination calls with Solano EDC and Cal Poly Maritime Academy. BAM will also schedule calls with CapZone, as needed.

##### ***Task 2: Opportunity Paper***

BAM and Innov8 will develop an opportunity paper showcasing key strengths and competitive advantages of Solano County and Northern California for the shipbuilding industry. This paper will be presented to the shipbuilders as a leave-behind and serve as the basis for a presentation in January 2026. Please see the outline for this opportunity paper below.

#### **DELIVERABLE**

The key deliverable for this project includes an opportunity paper.

#### **BUDGET**

The budget for these activities is estimated to be **\$25,000**. BAM will work with Solano EDC to structure the work based on available funding, including phasing the tasks/deliverables as funding becomes available.

## **OUTLINE OF OPPORTUNITY PAPER**

### **1. Executive Summary (½ page)**

- Purpose of the paper and intended audience (Saab, Hanwha delegation, and future delegations).
- High-level description of the Benicia/Vallejo/Mare Island corridor opportunity.
- Top 3–5 differentiators based on provided information (infrastructure, zoning/ownership clarity, strategic West Coast position, etc.).
- Short statement of what the paper is and is not (strategic narrative, not a technical/feasibility study).
- Visual: One simple graphic showing the “Why This Region” pillars.

### **2. Regional Context & Strategic Positioning (1 page)**

- Regional advantages based on provided materials (ports, maritime ecosystem, educational institutions like Cal Maritime, proximity to industrial clusters).
- Alignment with state-level priorities (manufacturing, maritime, and defense-adjacent industries). See Statewide Economic Blueprint. Call out Aerospace and Defence. Consider adding the graphic on page 32.
- Visual: Map showing the tri-node area (Benicia ↔ Vallejo ↔ Mare Island) with logistical context. Include an inset map showing the location of Solano County in the context of the Bay Area and Sacramento region. Call out Silicon Valley, SFO, OAK, and San Jose Airport using icons.

### **3. Site Infrastructure & Physical Assets (1–1.25 pages)**

*(All synthesized strictly from stakeholder-provided data)*

#### *3.1. Infrastructure Overview*

- Waterfront characteristics
- Existing maritime assets
- Rail, road, utility access

#### *3.2. Ownership & Control*

- Property ownership status
- Transactional/entitlement considerations

#### *3.3. Zoning & Permitting Snapshot*

- Zoning designations
- Known entitlements
- Critical permitting pathways or readiness indicators

*Visuals:*

- Site footprint diagram
- Summary table of key infrastructure specs

### **4. Workforce & Related Ecosystem**

## **5. Incentives and Related Competitiveness**

### **6. Competitive Positioning vs. Other Sites (¾–1 page)**

- Cost/time advantages
- Operational advantages
- Land/utility availability and readiness
- Community and institutional alignment
- Workforce ecosystem
- Incentives
- Clear articulation of how the site stacks up (without hype).
- Visual: Competitive comparison matrix (3–5 factors; data provided only by stakeholders).

### **7. Development Readiness & Pathway (½–¾ page)**

- What is already in place (per provided info).
- What gaps remain (presented factually; no external research)?
- Dependencies and assumptions.
- High-level timeline considerations for a shipbuilding/manufacturing tenant.
- Optional Visual: Simple “readiness pathway” timeline (if this can be derived from information provided to us).

### **8. Conclusion & Next Steps (¼–½ page)**

- Clear articulation of the opportunity in one paragraph.
- Key messages that matter to the delegation.
- Immediate next steps for BAM, Solano EDC, Cal Maritime, and the delegation.
- Invite for deeper due diligence if the delegation expresses interest.
- Optional Visual: “Decision Path” graphic.

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DATE: November 24, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound (WB) Truck Scales Project – Regional Measure 3 (RM 3) Allocation

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**Background:**

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound (WB) Truck Scales Project (Project), which is the subject of this staff report. The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint, capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80, they are also located in the most congested freeway segment of the county. Additionally, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years.

The Project will replace the existing, dated, and under capacity westbound truck scales facility with a new and modernized facility located approximately 0.7 miles east from its current location in Cordelia, Solano County. Constructing and opening the new facility will increase safety of the I-80 corridor, reduce greenhouse (GHG) gas emissions, stimulate economic activity, facilitate trade, and create & preserve jobs.

In December 2020, the California Transportation Commission (CTC) approved funding for the design phase of this Project. The funds were primarily Trade Corridor Enhancement Program (TCEP) funds matched by State Transportation Improvement Program (STIP) funds. Due to the unique nature of the project, Caltrans and STA are delivering the project through Construction Management/General Contractor (CM/GC) project delivery method. This delivery method includes selecting the contractor based on qualifications specific to the scope of the project. In late 2021, Kiewit Infrastructure West was selected as the CM/GC for the project. The process then includes having the CM/GC contractor participate during the design process to identify and reduce risk, improve constructability. The CM/GC project delivery method also includes selecting an Independent Cost Estimator (ICE) to prepare an independent cost estimate. Then there are 3 separate cost estimates prepared, the Engineers' Estimate, the CM/GC cost estimate and the ICE cost estimate, which are used in the effort to reach an Agreed To Price (ATP) for the CM/GC to be awarded the construction contract.

In June 2023, the CTC approved funding for construction of this Project, with \$129M TCEP funds matched by Regional Measure 3 (RM 3) funds. RM3 funding currently programmed to this Project for the Construction Phase is \$74.944M.

**Discussion:**

As mentioned above, the Project is being delivered with the CM/GC project delivery method. The Project design has now been completed and Caltrans, consistent with the CM/GC process, has reached an Agreed To Price (ATP) with Kiewit Infrastructure West. With the Design Phase completed, the remaining funding of \$2.715M will be reallocated to the Construction Phase. As part of the standard process, in order to process a funding allocation request from MTC, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

**Fiscal Impact:**

These RM 3 funds are dedicated to this Project, this reallocation will be used for the Construction Phase of the Project.

**Recommendation:**

Approve the following:

1. STA Resolution No. 2025-11 as shown in Attachment A; and
2. Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to reallocate \$2.715M from the Design Phase to the Construction Phase of the I-80 Westbound (WB) Truck Scales Project.

Attachment:

- A. STA Resolution No. 2025-11

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2025-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL  
MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION  
COMMISSION TO TRANSFER FUNDING FROM THE RIGHT OF WAY PHASE TO  
THE DESIGN AND CONSTRUCTION PHASES FOR THE I-80 WB TRUCK SCALES  
RELOCATION PROJECT**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the I-80 WB Truck Scales Relocation Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Solano Transportation Authority approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 3 funds for I-80 WB Truck Scales Relocation Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED, that Solano Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this

allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee to execute and submit an allocation request to transfer \$2.715 million from the Design Phase to the Construction Phase for the I-80 WB Truck Scales Relocation Project, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

---

Mitch Mashburn, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 10, 2025.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of December, 2025  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board



DATE: January 29, 2024  
TO: STA Board  
FROM: Jasper Alve, Project Manager  
Nick Burton, Director of Projects  
RE: Contract Amendment with WMH for Design Support Work during Construction of the State Route 37/Fairgrounds Drive Diverging Diamond Interchange Project

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**Background:**

Since 2007, the Solano Transportation Authority (STA), in partnership with the City of Vallejo and Solano County, has been working on studying improvements to the Interstate 80/Redwood Parkway and State Route (SR) 37/Fairgrounds Drive Interchange, as well as Fairgrounds Drive. This effort led to the Project Study Report (PSR) being completed and approved by Caltrans in 2009. The PSR recommended that improvements at each of these locations to be an independent component project.

Following the PSR, the STA entered into a Funding Agreement with Solano County and the City of Vallejo to complete the environmental documentation for the improvements. This agreement specified that the STA would be the lead agency for the California Environmental Quality Act, while Caltrans would be the lead agency for the National Environmental Protection Act. The final draft of the Environmental Impact Report/Environmental Assessment (EIR/EA) was submitted to Caltrans for approval in February 2013.

Once the EIR/EA was approved by Caltrans, the STA amended its agreement with the County and City. This amendment provided funding for the next steps in project implementation. Specifically, completion of the final design (Plans, Specifications, and Estimates (PS&E)) for the SR 37/Fairgrounds Drive Interchange Project. The STA procured the services of a consultant, WMH, to complete the PS&E of the project.

**Discussion:**

The consultant contract with WMH to complete the PS&E of the SR 37/Fairgrounds Drive Project has been amended several times since it was executed in August 2019. The first and third amendments raised the consultant cost to complete additional design work for PS&E. The 2nd, 4th, and 5th amendments, on the other hand, extended the terms of the agreement, which with the 5th agreement, is now effective until April 1, 2027.

The project is now proceeding to its next phase of project implementation after completing PS&E – construction. The STA, in partnership with Caltrans, City of Vallejo, and Solano County, advertised the construction of the project in September 2024, with bid opening scheduled on October 2024. Subsequently, a groundbreaking ceremony was held in November, followed by issuing the award letter to the selected contractor in December 2024. A notice to proceed letter was issued following the contract approval in January 2025.

WMH has continued providing design support work while the project is currently under construction. STA staff are now requesting to amend the contract with WMH for the 7th time to reflect the increased costs that will be needed for WMH to perform the additional tasks outlined in

Attachment A. STA staff are recommending that the Board authorize the STA Executive Director to execute a contract amendment to add an additional \$320,721.60 in funding to WHM's budget.

**Fiscal Impact:**

None to the STA. Funding has already been authorized previously by the STA Board.

**Recommendation:**

Authorize the STA Executive Director to amend the contract with WMH for the 7th time to add an additional amount totaling \$320,721.60 for providing additional design support work outlined in Attachment A while the State Route 37/Fairgrounds Drive Diverging Diamond Interchange Project is under construction.

Attachment:

- A. Additional Scope of Work

## Design Services During Construction

### Project Understanding

WMH Corporation (WMH) is currently performing work for the Design Services During Construction (DSDC) phase for the State Route 37 (SR-37)/ Fairgrounds Drive Interchange Project (Project) in Solano County which is sponsored by Solano Transportation Authority (STA).

The required efforts for to complete the DSDC phase for this Project has exceeded the scope of work and budget for the currently contracted DSDC phase. As a result, this additional scope of work is requested to allow WMH to complete DSDC efforts through to the end of Project Construction (Anticipated to be in April 2026).

### Scope of Work

In addition to the original Project scope of work, WMH will provide the following DSDC services for the Project:

- Regular Meeting Attendance & Participation
- Requests for Information (RFI) Evaluation & Responses
- Construction Change Order Support
- Right of Way Acquisition Support

### TASK 1. Project Management and Coordination

As part of the currently contracted DSDC efforts, it was previously scoped to attend up to 30 total weekly Construction Meetings. However, it is now anticipated that WMH will need to participate in a total of up to 78 meetings including the following:

- Weekly Construction Meetings beginning on 12/12/24 and ending on 4/10/26 - (60)
- Monthly Fairgrounds Channel Project Coordination Meetings – (12)
- Other Meetings
  - New Article Response Meeting (12/5/24) – (1)
  - Bird Nesting Impacts Meeting (3/14/25, 6/3/25) – (2)
  - Vallejo Flood & Wastewater District Meetings – (3)

WMH will also prepare monthly invoices and progress reports including all subconsultant efforts.

#### Task 1 Deliverables

- Review and Comments on WSP-provided Meeting Minutes
- Invoices and Progress Reports

### TASK 2. Requests for Information (RFI)

WMH was originally budgeted to evaluate up to 30 RFI's and prepare up to 12 Construction Change Orders (CCO) for the Project. However, as of 9/19/25, there have been 61 RFI's submitted by the Contractor which have prompted design changes that have yielded a construction cost savings of over \$300k to date. A total of 100 RFI's and 40 CCO's are anticipated to be needed by Project's end.

Key RFI's requiring significant effort included the following:

- RFI #7 – Original sign was meant to remain, but the Courtyard Hotel constructed a new sign during the Project hiatus requiring relocation of it as well as additional coordination.
- RFI #15 – Change of PS&E staging plans to accommodate bird nesting restrictions. Included Environmental Verification of these impacts.
- Wetland RFI – Biology field review of possible wetland features to confirm that there were no jurisdictional features present. The result was the elimination of the need for a 404 Permit. Preparation of a memorandum documenting these results is also required as well as approval by Caltrans.
- Electrical RFI's
  - Signal Timing for Sage/Fairgrounds and Fairgrounds/Northern Six Flags Exit signals. This was at the behest of Caltrans during construction and required coordination with the City of Vallejo
  - Modification of Temporary Signal for Fairgrounds/EB Ramps which resulted in cost savings.
  - Modification of Temporary Signal for Fairgrounds/Sage which resulted in cost savings.
- Striping RFI – Change of design to implement Advanced Stop Bars and redesign signals accordingly
- Various Drainage RFI's – Due to differing field conditions (box culvert, underdrain, existing storm drain being in different location than as-builts, convert manhole replacements to manhole modifications), drainage revisions were made and resulted in significant cost savings to the Project

WMH will evaluate and complete the new total anticipated number of RFI's and CCO's through the end of construction which is estimated to be April 2026.

### **Task 2 Deliverables**

- RFI Evaluation and Responses (up to 100)
- Construction Change Order (CCO) Plan Updates (up to 40)

### **TASK 3. Right of Way Acquisition Support**

Acquisition from an additional parcel (Patel) is required to complete the Project. As a result, additional Right of Way (ROW) Acquisition support efforts are needed.

The following services will be provided by WMH, but no additional fee is being requested for these efforts:

- Meetings (Internal, External, & Field) associated with the above-mentioned ROW Acquisition efforts including any and all coordination with Caltrans on the Patel property
- Modification of Plans, Specifications, & Estimate (PS&E) to account for new Right of Way Condition. This includes, but is not limited to, Staged Construction, Drainage, ROW shown on sheets, etc.
- Additional Costs associated with expediting ROW acquisition efforts such as appraisals, Litigation Guarantees, etc.
- Field Staking of Patel Property

- ROW Certification efforts including approved ROW Certification documentation

However, since some efforts for ROW Acquisition Support would have had to be completed anyway (although not in an expedited manner), the following services are viewed as required Project efforts and will be provided by WMH as part of the requested fee for Task 3 of this addendum:

- Right of Way Base Maps
- Appraisal Maps (Includes 20% Fee Reduction)
- Litigation Guarantees (Includes 20% Fee Reduction)
- Plats & Legals

**Task 3 Deliverables**

- Right of Way Base Maps
- Appraisal Maps
- Plats and Legals
- ROW Certification

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| Project Name: SR-37/Fairgrounds Interchange Project                  |  | Prime Consultant: WMH       |                       |                     |                          |                    | Subconsultant: Chaudhary |                     |
|--|--|-----------------------------|-----------------------|---------------------|--------------------------|--------------------|--------------------------|---------------------|
| Name/Classification  |  | Carl Gibson Project Manager | Senior Staff Engineer | Staff Engineer      | Project Controls Manager | Project Admin      | Survey Technician        |                     |
| Fully Burdened Billing Rate  |  | \$315.51                    | \$201.06              | \$170.13            | \$262.92                 | \$108.26           | \$149.88                 |                     |
| <b>Task: Design Services During Construction</b>                     |  |                             |                       |                     |                          |                    |                          |                     |
| Subtask 1: Project Management and Coordination                       |  |                             |                       |                     |                          |                    |                          |                     |
| Total Subtask 1 (Hours)  |  | 192                         | 100                   | 44                  | 0                        | 24                 | 24                       | 0                   |
| Total Subtask 1 (Labor Cost)   |  | \$ 49,306                   | \$ 31,551             | \$ 8,847            | \$ -                     | \$ 6,310           | \$ 2,598                 | \$ -                |
| Subtask 2 - Requests for Information (RFI)                           |  |                             |                       |                     |                          |                    |                          |                     |
| Total Subtask 2 (Hours)  |  | 1120                        | 120                   | 360                 | 640                      | 0                  | 0                        | 0                   |
| Total Subtask 2 (Labor Cost)   |  | \$ 219,123                  | \$ 37,861             | \$ 72,381           | \$ 108,881               | \$ -               | \$ -                     | \$ -                |
| Subtask 3 - Right of Way Acquisition Support                         |  |                             |                       |                     |                          |                    |                          |                     |
| Total Subtask 3 (Hours)  |  | 268                         | 4                     | 8                   | 16                       | 0                  | 0                        | 240                 |
| Total Subtask 3 (Labor Cost)   |  | \$ 41,565                   | \$ 1,262              | \$ 1,608            | \$ 2,722                 | \$ -               | \$ -                     | \$ 35,972           |
| <b>Total Hours</b>   |  | <b>1580</b>                 | <b>224</b>            | <b>412</b>          | <b>656</b>               | <b>24</b>          | <b>24</b>                | <b>240</b>          |
| <b>Total Labor Cost</b>  |  | <b>\$ 309,993.60</b>        | <b>\$ 70,674.24</b>   | <b>\$ 82,835.98</b> | <b>\$ 111,602.78</b>     | <b>\$ 6,310.13</b> | <b>\$ 2,598.29</b>       | <b>\$ 35,972.17</b> |
| <b>Direct Costs (e.g. Travel, Traffic Control, etc)</b>              |  |                             |                       |                     |                          |                    |                          |                     |
| Patel Property Appraisal (includes 20% Fee Reduction for Expediting) |  | \$ 8,000.00                 |                       |                     |                          |                    |                          |                     |
| Litigation Guarantees (includes 20% Fee Reduction for Expediting)    |  | \$ 2,728.00                 |                       |                     |                          |                    |                          |                     |
| Subtotal Directs   |  | \$ 10,728.00                |                       |                     |                          |                    |                          |                     |
| <b>TOTAL COST</b>  |  | <b>\$ 320,721.60</b>        |                       |                     |                          |                    |                          |                     |

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DATE: November 7, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior 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. The City's fourth quarter revenue is excluded since payment from the City was received after the County of Solano closed out its fiscal year. 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.

The STA TAC, at its meeting on November 19, 2025, approved forwarding the recommendations to the STA Board for approval.

#### **Fiscal Impact:**

None to the STA.

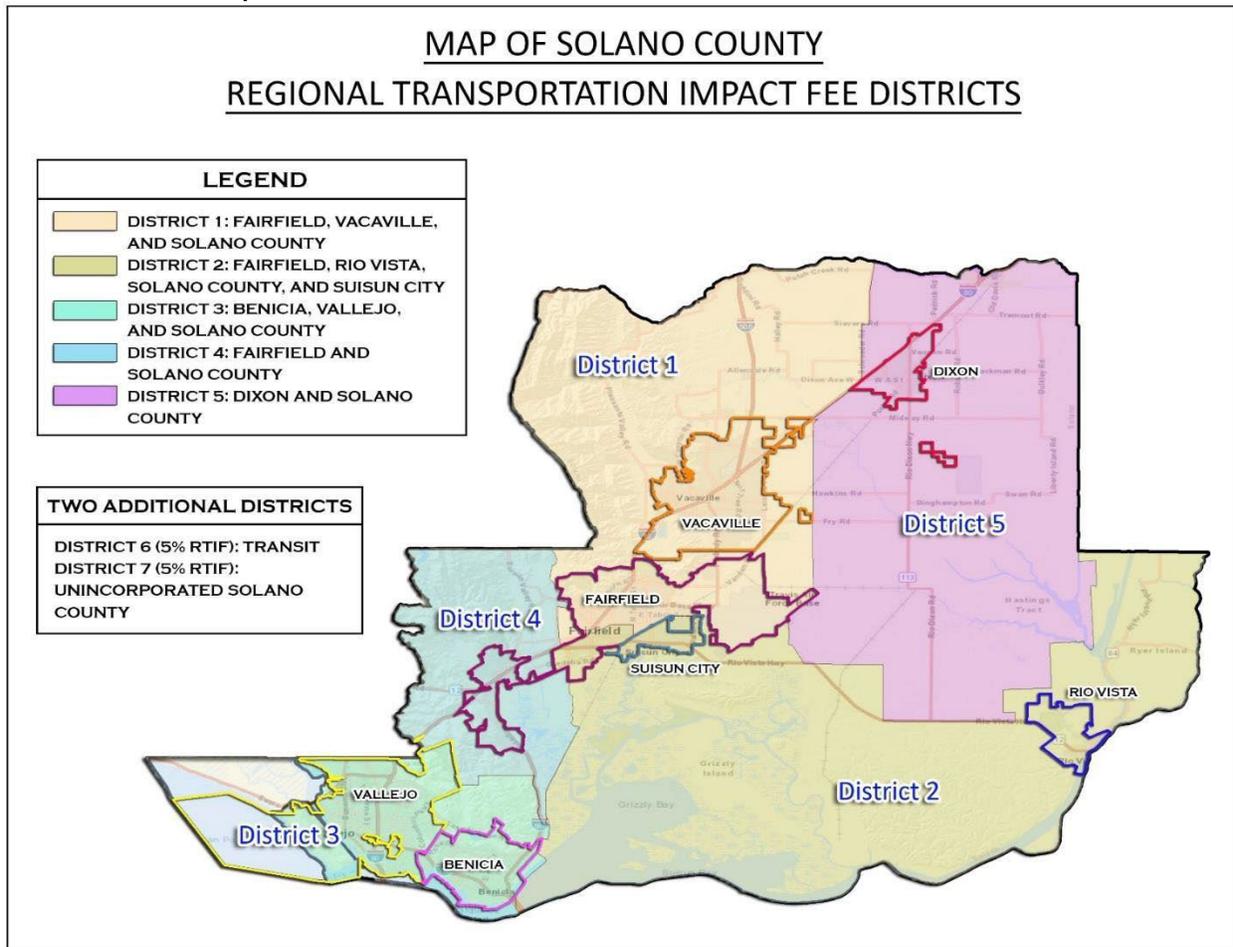
#### **Recommendation:**

Approve the following recommendations below:

1. Adopt the 12<sup>th</sup> RTIF Annual Report for FY 2024-25 as shown in Attachment E; and
2. Authorize the STA Executive Director to transmit this report to the County Board of Supervisors.

Attachments:

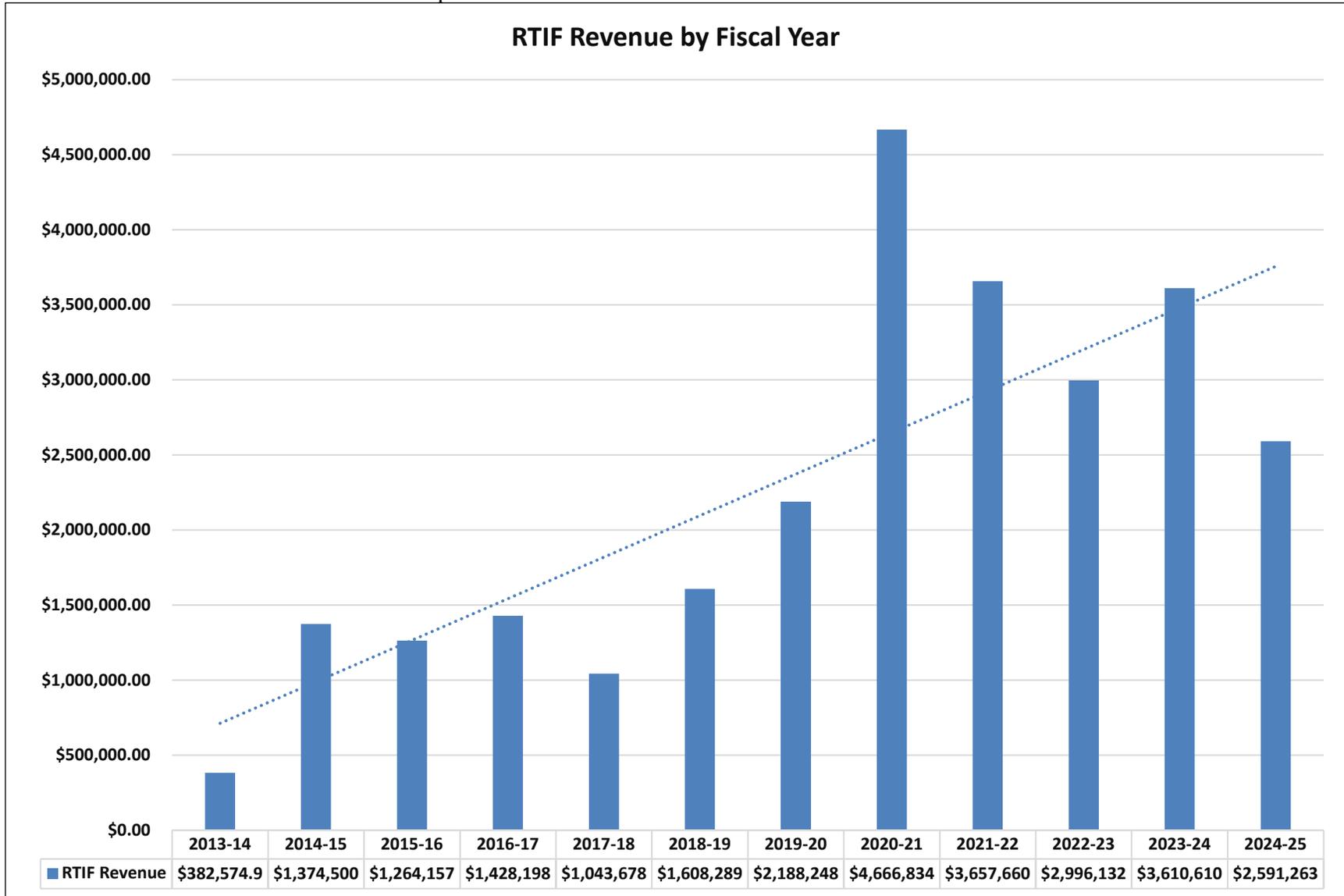
- A. Map of RTIF Districts
- B. FY 2024-25 Fourth Quarter and Annual Revenue
- C. RTIF Annual Revenue Comparison
- D. RTIF Revenue Summary
- E. 12<sup>th</sup> RTIF Program Annual Report for FY 2024-25



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

| Period       | District 1<br>Jepson Parkway | District 2<br>SR 12 Corridor) | District 3<br>South County | District 4<br>Central County | District 5<br>SR 113 Corridor | District 6<br>Transit | District 7<br>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          |
| <b>Total</b> | <b>\$1,437,812.33</b>        | <b>\$146,554.34</b>           | <b>\$254,356.15</b>        | <b>\$34,215.36</b>           | <b>\$459,198.61</b>           | <b>\$129,563.16</b>   | <b>\$129,563.16</b>        | <b>\$2,591,263.11</b> |

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

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# Solano County Regional Transportation Impact Fee

(A component of the Solano County Public Facility Fee)

## 12<sup>th</sup> 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**

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**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<br>Jepson Parkway  | Solano County and Cities of Fairfield and Vacaville   |
| District 2<br>SR 12 Corridor) | Solano County and Cities of Fairfield, Rio Vista, and Suisun City   |
| District 3<br>South County    | Solano County and Cities of Benicia and Vallejo   |
| District 4<br>Central County  | Solano County and City of Fairfield   |
| District 5<br>SR 113 Corridor | Solano County and City of Dixon   |
| District 6<br>Transit         | Dixon Read-Ride, Fairfield FAST, Solano County Transit, Suisun Microtransit, Rio Vista Delta Breeze, and Vacaville City Coach |
| District 7<br>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 Read-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

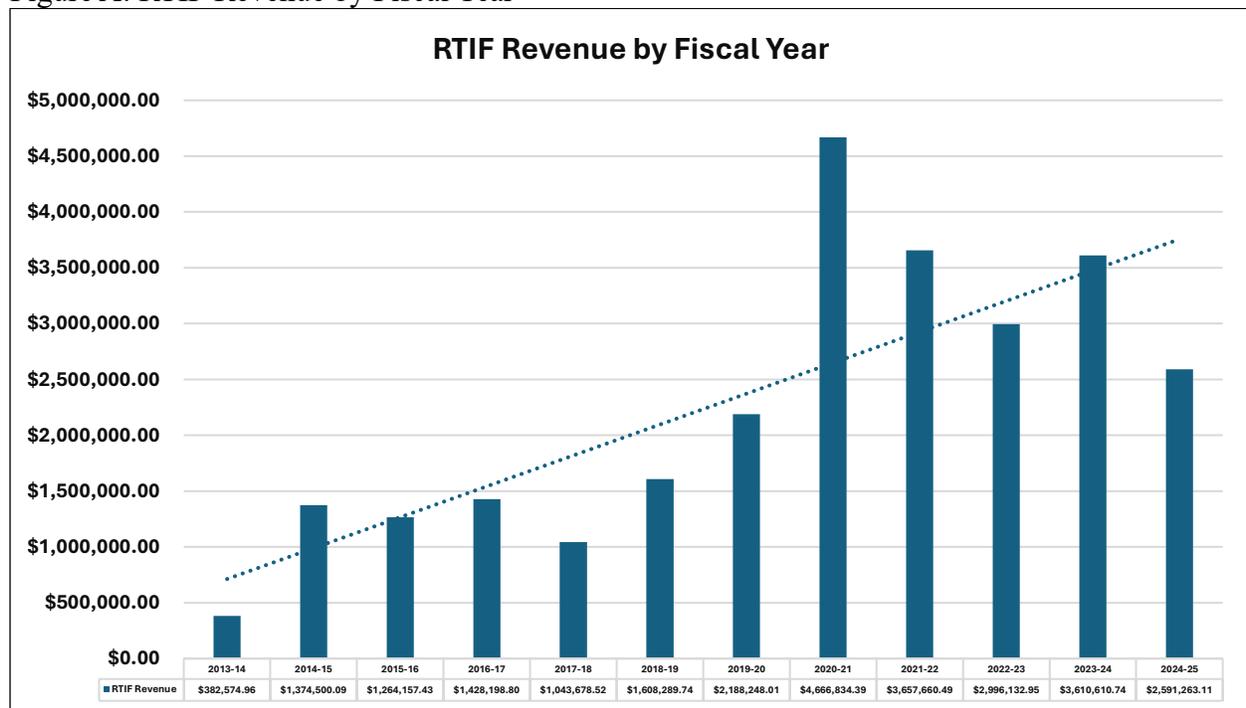
for its Midway Road Rail Crossing Project, \$1.1 million to the City of Dixon’s Parkway Boulevard Overcrossing, and loaning \$250,000 to district 3 for the development of the SR 37/Mare Island Supplemental Project Initiation Document (PID). This loan supplements the \$123,874 RTIF funds recommended by 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,

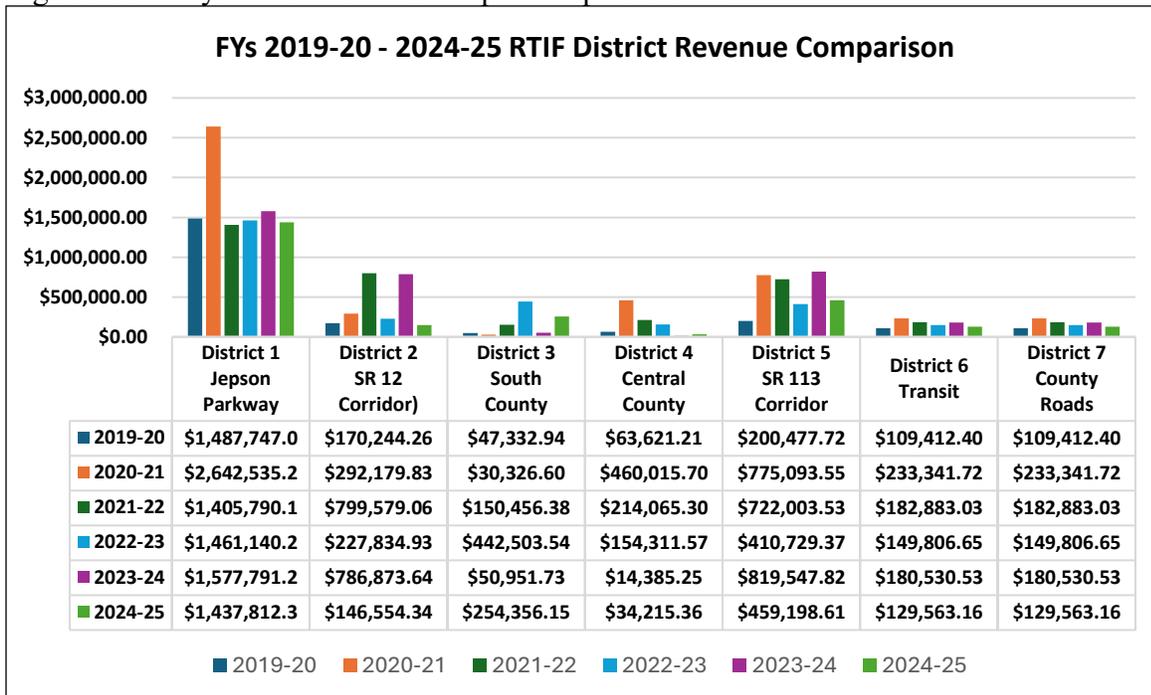
despite the exclusion of fourth quarter revenue from the City of Fairfield, with approximately \$1.437 million in revenue. Districts 5 for the SR 113 corridor and district 3 for South County followed next with revenues totaling, respectively, \$459,198 and \$254,356. District 2 for the SR 12 corridor 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<br>Jepson Parkway | District 2<br>SR 12 Corridor) | District 3<br>South County | District 4<br>Central County | District 5<br>SR 113 Corridor | District 6<br>Transit | District 7<br>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          |
| <b>Total</b> | <b>\$1,437,812.33</b>        | <b>\$146,554.34</b>           | <b>\$254,356.15</b>        | <b>\$34,215.36</b>           | <b>\$459,198.61</b>           | <b>\$129,563.16</b>   | <b>\$129,563.16</b>        | <b>\$2,591,263.11</b> |

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<br>Jepson Parkway | District 2<br>SR 12 Corridor) | District 3<br>South County | District 4<br>Central County | District 5<br>SR 113 Corridor | District 6<br>Transit | District 7<br>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         |
| <b>Total</b> | <b>\$ 26,812,149</b> | <b>\$ 5,175,589</b> | <b>\$ 21,636,560</b> | <b>\$ 20,836,288</b> | <b>\$ 980,334</b> |

## 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.

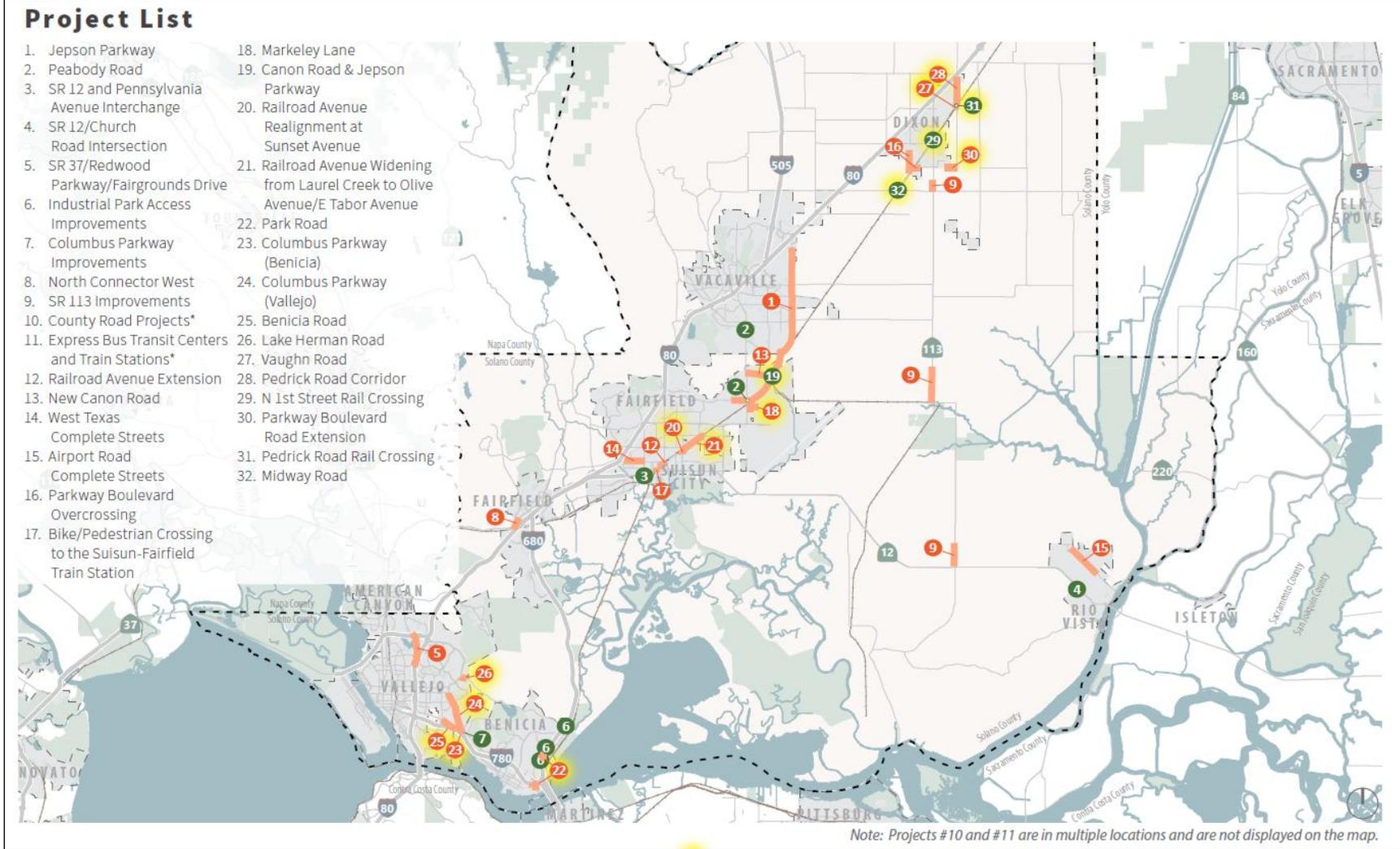
One important driving force that might impact the future of the RTIF Program is the existing fee collected on each new DUE development. Currently, the fee is set at \$2,500 per DUE, which was last updated in FY 2019-20 when Solano County updated the Nexus Study of its PFF Program. The County, however, 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 |

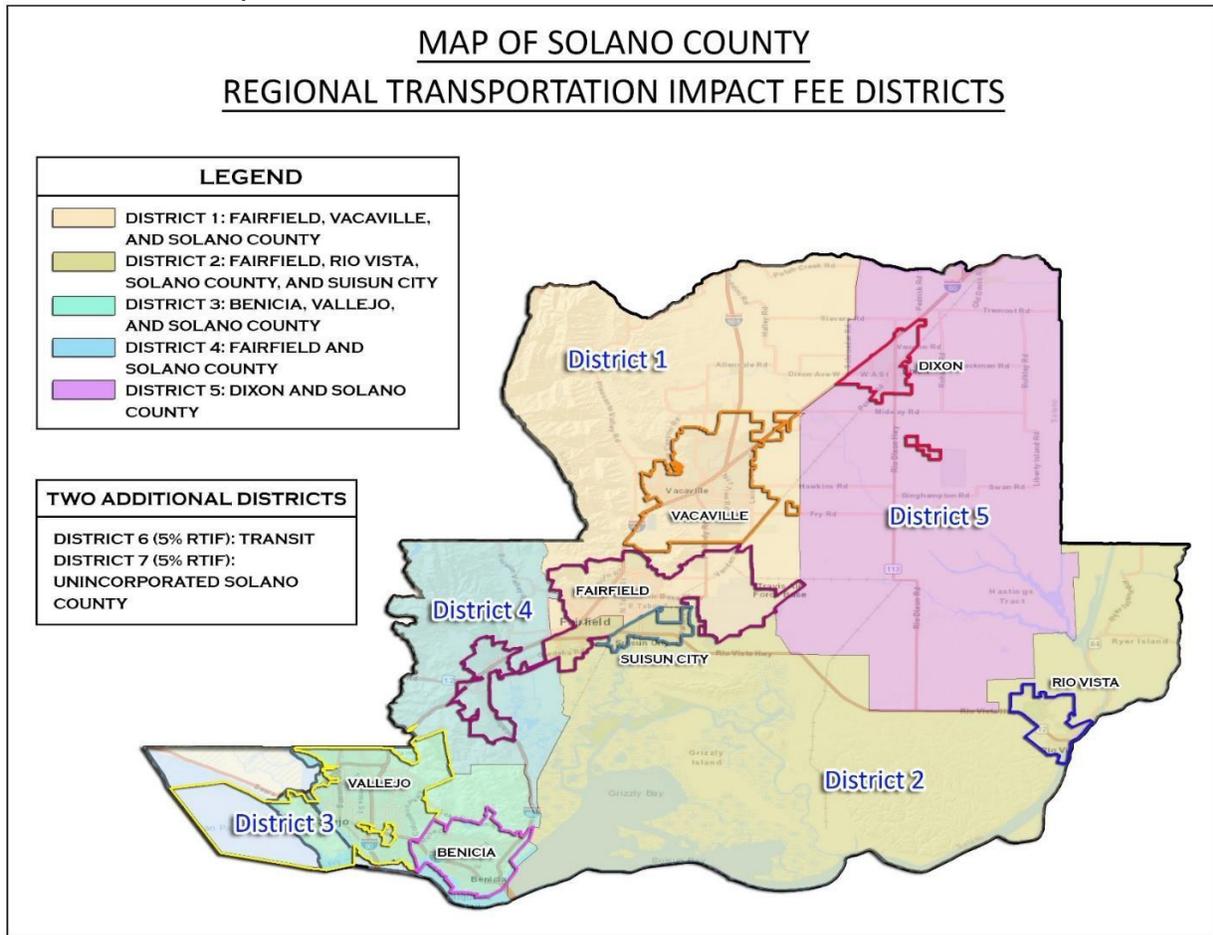
Attachment A: List of Eligible Projects



Attachment B: RTIF Fee Schedule Effective October 2019

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

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



DATE: November 24, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
Nick Burton, Director of Projects  
RE: Regional Measure 3 Allocation Request for Solano Rail Hub Project Study Report, Project Approval/Environmental Documentation, as well as Plans, Specifications, and Estimate

---

**Background:**

The Solano Transportation Authority (STA) has been working, in partnership with the County of Solano and Cities of Fairfield and Suisun City, Capitol Corridor Joint Powers Authority, and the Caltrans Department of Rail and Mass Transit, towards advancing improvements at the Solano Rail Hub at the Suisun City and Fairfield Train Station, which the STA Board designated as the Solano Rail Hub. These improvements are designed to upgrade and expand the current station, track alignment, and park and ride facility, as well as create seamless and safe connections between the downtown areas of the Cities of Fairfield and Suisun City.

STA staff have identified the pre-construction work needed to advance the improvements. The first phase includes developing a Project Study Report (PSR) to evaluate the station, track alignment, and park and ride facility. Thereafter, STA staff will work to complete the Project Approval and Environmental Documentation (PA&ED) of the pedestrian rail overcrossing connecting the two cities. Once the preferred alternative of the overcrossing has been identified, development of the improvement will progress to completion of Plans, Specifications, and Estimate (PS&E). STA staff anticipates procuring the services of a team of consultants to complete the PSR, PA&ED, and PS&E.

Consistent with the STA Board action taken at its meeting in August 2024, STA staff released a Request for Proposals (RFP) on June 13, 2025, for preparation of PA&ED and PS&E. This RFP also included optional tasks to complete the PSR and PS&E. The RFP consultant selection process was open to the public and competitive, with proposals due to the STA on August 22, 2025. A panel interview with the most qualified consultants was also conducted on the week of September 15, 2025.

**Discussion:**

The RFP evaluation panel, which consisted of staff from the STA and Cities of Fairfield and Suisun City, has completed evaluation of the proposals and interviews. The most qualified consultant selected to perform the work needed to complete the PSR, PA&ED, and PS&E was Arup. Arup distinguished itself from the other consultants based on its relevant experience, skills set of key personnel, approach it will take to complete the work, as well as composition of the overall team including the subconsultants. Following Caltrans' consultant selection process, STA staff opened Arup cost proposals associated with the consultant services needed.

The STA Board, as its meetings in April and June 2023, authorized STA staff to submit a Regional Measure 3 (RM3) allocation request for the Solano Rail Hub. This allocation request, totaling \$2 million, was approved by the Metropolitan Transportation Commission in July 2023. This allocation ensures funding for completion of the PA&ED of the pedestrian overcrossing project.

Following the cost proposal opening, STA staff are now requesting from the STA Board to approve an additional RM3 allocation request for the Solano Rail Hub. This allocation request will ensure funding is secured for completion of the PSR and PS&E of the pedestrian overcrossing, as well as for grant preparation and right of way support. Attachment B identifies the overall cost proposal from Arup totaling approximately \$8 million. The existing overcrossing, as identified in the following planning documents: *2022 Solano Rail Hub Advanced Planning Study* and *2023 Solano Rail Hub Project Study Report Equivalent*, is not compliant with the Americans with Disabilities Act standards and hinders any future rail track realignment. This track realignment, particularly adding a third rail, will ensure the Solano Rail Hub can accommodate the anticipated expanded rail service identified in the *2018 California State Rail Plan*, as well as the potential future expansion of rail service to Marin and Sonoma Counties.

**Fiscal Impact:**

None to the STA. Regional Measure 3 and Regional Transportation Impact Fee funding will cover the cost to complete the PSR, PA&ED, and PS&E.

**Recommendation:**

Approve the following:

1. Authorize the STA to submit an additional Regional Measure 3 allocation request to the Metropolitan Transportation Commission for the Solano Rail Hub totaling \$6 million.
2. STA Resolution No. 2025-13 as shown in Attachment A.

Attachment:

- A. STA Resolution 2025-13 Regional Measure 3 Allocation Request
- B. Arup Cost Proposal
- C. Allocation RM3 Request
- D. Allocation RM3 Cash Flow
- E. RM3 Initial Project Report and Funding Plan

**SOLANO TRANSPORTATION AUTHORITY**  
**RESOLUTION No. 2025-13**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY**  
**AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR**  
**REGIONAL MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION**  
**COMMISSION FOR THE SOLANO RAIL HUB PROJECT**

**WHEREAS**, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

**WHEREAS**, the Solano Transportation Authority (STA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the **Solano Rail Hub Project (Project)** is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

**WHEREAS**, the Regional Measure 3 allocation request, attached hereto is the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

**RESOLVED**, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that Solano Transportation Authority approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report attached to this resolution; and, be it further

**RESOLVED**, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for Regional Measure 3 funds for the Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 3 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED**, that Solano Transportation Authority agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that Solano Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this

allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that Solano Transportation Authority agrees, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request with MTC for Regional Measure 3 funds in the amount of **\$6,000,000**, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director, or his/her designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

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Mitch Mashburn, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 10, 2025.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of December, 2025  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masclat  
Clerk of the Board

Attachment A: Arup Cost Proposal Summary

| Arup Cost Proposal Summary |                                |             |
|----------------------------|--------------------------------|-------------|
| Scope of Work              |                                | Cost        |
| 1                          | PSR                            | \$566,500   |
| 2                          | PA&ED                          | \$2,215,000 |
| 3                          | PS&E                           | \$4,975,000 |
| 4                          | R/W Plat and Legal Description | \$80,000    |
| 5                          | Grant Preparation              | \$175,000   |
| Total                      |                                | \$8,011,500 |

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## Transmittal

**Project title** Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates

**STA Reference** RFP: 2025-06

**Arup Reference** 603617-58

**Date** November 26, 2025

**Subject** **Cost and Fee Proposal – Optional Task 4 (Amendment 1) – Revision #3**

560 Mission Street, 7<sup>th</sup> Floor, San Francisco CA 94105 USA

[arup.com](http://arup.com)

**To: Jasper Alve, Project Manager, Solano Transportation Authority**

**Summary:** As directed by the STA on 2025-10-02 and with clarifications on 2025-11-13, Arup US, Inc (Consultant) transmits the following scope, schedule, and fee to deliver the Solano Rail Hub PSR equivalent document congruent with STA RFP 2025-06 Solano Rail Hub PAED Optional Task 4 contained in our proposed scope of work. The PSR equivalent covers:

1. Station Area Transit Plaza and Parking Relocation
2. Adding a third track through the station and a layover track for CCJPA rail service
3. Reconfiguring passenger platforms and platform access in conjunction with track layout and complying with ADA requirements
4. Potentially relocating the existing historic depot to accommodate reconfigured tracks

**Cost Proposal: \$ 566,500 TOTAL**

| Tasks/Firm  | Arup             | Circlepoint     | JMA Civil       | Perkins Eastman | HMH             | Total            |
|---|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Task 1 - Project Management, Schedule and Budget        | 70,000           | -               | 3,000           | -               | -               | \$73,000         |
| Task 2 - Platform/Station Upgrades                      | 55,500           | -               | -               | 9,500           | -               | \$65,000         |
| Task 3 - Track Upgrades                                 | 53,000           | -               | 38,000          | -               | -               | \$91,000         |
| Task 4 - Transit Plaza and Parking Relocation           | 55,000           | -               | -               | 17,500          | 20,000          | \$92,500         |
| Task 5 - Construction Schedule, Cost Estimate & Funding | 63,000           | -               | 10,000          | -               | -               | \$73,000         |
| Task 6 - Environmental Screening & Permitting Path      | 29,000           | 25,000          | -               | -               | -               | \$54,000         |
| Task 7 -Project Study Report Equivalent                 | 39,000           | 7,000           | 3,000           | 4,000           | -               | \$53,000         |
| Optional Task A - Public Outreach                       | 10,000           | 25,000          | -               | -               | -               | \$35,000         |
| Optional Task B - Survey                                | -                | -               | -               | -               | 30,000          | \$30,000         |
| <b>Total</b>  | <b>\$374,500</b> | <b>\$57,000</b> | <b>\$54,000</b> | <b>\$31,000</b> | <b>\$50,000</b> | <b>\$566,500</b> |

## Transmittal

**Project title** Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates  
**STA Reference** RFP: 2025-06  
**Arup Reference** 603617-58  
  
**Date** August 22, 2025  
**Subject** **Cost and Fee Proposal - Tasks 1-5 plus Optional Task A Project Approval and Environmental Documentation (PA&ED)**

560 Mission Street, 7<sup>th</sup> Floor, San Francisco CA 94105 USA  
[arup.com](http://arup.com)

**To: Jasper Alve, Project Manager, Solano Transportation Authority**

**Summary:** Arup US Inc transmits the following cost and fee proposal to deliver the Solano Rail Hub PAED and PSR for Tasks 1-5 *Plus Optional Task A* pursuant to STA RFP 2025-06 and Arup's proposed scope of work.

**Cost Proposal:**

|                        |                                   |
|------------------------|-----------------------------------|
| \$1,450,866            | Arup                              |
| \$ 487,304             | Circlepoint (DBE)                 |
| \$ 120,413             | Perkins Eastman                   |
| \$ 127,441             | JMACivil                          |
| \$ 28,976              | HMH (DBE - certification pending) |
| <b>\$2,215,000</b>     | <b>TOTAL</b>                      |
| <b>23.3% DBE TOTAL</b> |                                   |
| 22.0%                  | Circlepoint                       |
| 1.3%                   | HMH                               |

## Transmittal

**Project title** Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates  
**STA Reference** RFP: 2025-06  
**Arup Reference** 603617-58  
  
**Date** August 22, 2025  
**Subject** **Cost and Fee Proposal – Task 6  
 Final Design (PS&E)**

560 Mission Street, 7<sup>th</sup> Floor, San Francisco CA 94105 USA  
[arup.com](http://arup.com)

**To: Jasper Alve, Project Manager, Solano Transportation Authority**

**Summary:** Arup US Inc transmits the following cost and fee proposal to deliver the Solano Rail Hub PAED and PSR for Task 6 pursuant to STA RFP 2025-06 and Arup’s proposed scope of work.

|                       |                    |                                  |
|-----------------------|--------------------|----------------------------------|
| <b>Cost Proposal:</b> | \$2,993,111        | Arup                             |
|                       | \$ 89,787          | Circlepoint (DBE)                |
|                       | \$ 500,000         | Perkins Eastman                  |
|                       | \$ 300,958         | JMACivil                         |
|                       | \$1,091,144        | HMH (DBE -certification pending) |
|                       | <b>\$4,975,000</b> | <b>TOTAL</b>                     |

**23.7% DBE TOTAL**  
 1.8% Circlepoint  
 21.9% HMH

## Transmittal

**Project title** Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates  
**STA Reference** RFP: 2025-06  
**Arup Reference** 603617-58

**Date** August 22, 2025  
**Subject** **Cost and Fee Proposal – Optional Task 1  
R/W Plat and Legal Descriptions**

560 Mission Street, 7<sup>th</sup> Floor, San Francisco CA 94105 USA  
[arup.com](http://arup.com)

---

**To:** **Jasper Alve, Project Manager, Solano Transportation Authority**

**Summary:** Arup US Inc transmits the following cost and fee proposal to deliver the Solano Rail Hub PAED and PSR for Optional Task 1 pursuant to STA RFP 2025-06 and Arup's proposed scope of work.

|                       |                  |                                  |
|-----------------------|------------------|----------------------------------|
| <b>Cost Proposal:</b> | \$ 30,054        | Arup                             |
|                       | \$ 49,946        | HMH (DBE -certification pending) |
|                       | <b>\$ 80,000</b> | <b>TOTAL</b>                     |

**62.4% DBE TOTAL**  
62.4% HMH

## Transmittal

**Project title** Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates  
**STA Reference** RFP: 2025-06  
**Arup Reference** 603617-58

**Date** August 22, 2025  
**Subject** **Cost and Fee Proposal – Optional Task 2  
Grant Preparation**

560 Mission Street, 7<sup>th</sup> Floor, San Francisco CA 94105 USA  
[arup.com](http://arup.com)

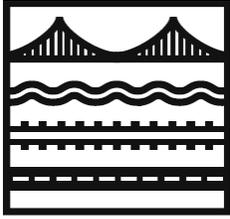
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**To:** **Jasper Alve, Project Manager, Solano Transportation Authority**

**Summary:** Arup US Inc transmits the following cost and fee proposal to deliver the Solano Rail Hub PAED and PSR for Optional Task 2 pursuant to STA RFP 2025-06 and Arup's proposed scope of work.

**Cost Proposal:**                   \$ 175,000     Arup  
  
  **\$ 175,000     TOTAL**

**00.0% DBE TOTAL**



# Regional Measure 3 Allocation Request

## RM3 Project Information

|                        |                           |
|------------------------|---------------------------|
| Project Number         | 26                        |
| Project Title          | North Bay Transit Project |
| Project Funding Amount | \$100,000,000             |

## Subproject Information (if different from overall RM3 project)

|                           |                 |
|---------------------------|-----------------|
| Subproject Number         | 26.2            |
| Subproject Title          | Solano Rail Hub |
| Subproject Funding Amount | \$6,000,000     |

## RM3 Allocation History (Add lines as necessary)

|     | MTC Approval Date | Amount      | Phase |
|-----|-------------------|-------------|-------|
| #1: | July 26, 2023     | \$2,000,000 | PA&ED |

**Total: \$2,000,000**

## Current Allocation Request:

| Request submittal date | Amount      | Phase          |
|------------------------|-------------|----------------|
| December 2025          | \$6,000,000 | PA&ED and PS&E |

## I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

Since the last RM3 allocation request for the Solano Rail Hub Project, STA staff have requested proposals from consultants for services to complete multiple pre-construction stages. These include, first, performing work to complete the Project Study Report (PSR) evaluating the rail station, track alignment, as well as park and ride facility. Second, the selected consultant will provide work to complete the Project Approval and Environmental Documentation (PA&ED), as well as Plans, Specifications, and Estimate (PS&E) of the pedestrian overcrossing project. The consultant selection panel, which was formed as part of the request for proposal (RFP) open and competitive process, has completed the evaluation of the proposals and consultant interviews.

The panel has selected Arup as the most qualified consultant to perform the services needed to complete the PSR, PA&ED, and PS&E.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The scope of the allocation request remains consistent with the RM3 statute and most recent IPR for the project. The allocation request will be utilized to complete the necessary PSR, PA&ED, and PS&E work. This work will advance improvements that are needed not only to upgrade and expand the current station and transit services, but also create a seamless connection between the downtown areas of the Cities of Fairfield and Suisun City.

- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The reason for the change is that STA staff, as part of the RFP process, received actual cost to perform the work needed. The budget for PA&ED decreased from \$4.6M to \$2.75M, while the budget to complete PS&E increased from \$5.5M to \$6.5M. Please see attached Excel file for more details of the budget.

- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

The STA anticipates completing the PSR by 12/31/2026, PA&ED by 12/31/2027, and PS&E by 12/31/2029.

- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

The project has not received any RM3 LONP.

**f. Request Details**

|  |   |
|--|---|
| Amount being requested   | \$6,000,000   |
| Project phase being requested  | PSR, PA&ED, and PS&E  |
| Are there other fund sources involved in this phase?   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested | December 2025   |
| Month/year being requested for MTC commission approval of allocation   | February 2025   |

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

**g. List any other planned bridge toll allocation requests in the next 12 months**

STA staff does not anticipate any allocation request in the next 12 months.

Regional Measure 3  
Allocation Request  
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

|                            |                           |
|----------------------------|---------------------------|
| Project Title:             | North Bay Transit Project |
| Subproject Title           | Solano Rail Hub           |
| Project/Subproject Number: | 26.2                      |
| Total RM3 Funding:         | \$ 8,000                  |

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

| Funding Source        | Phase | Prior | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | Future committed | Total Amount (\$ thousands) | Amount Expended (\$ thousands) | Amount Remaining (\$ thousands) |
|-----------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|-----------------------------|--------------------------------|---------------------------------|
| RM3                   | ENV   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| Local Funds           |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ENV Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | PSE   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| PSE Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | ROW   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ROW Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | CON   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| CON Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM 3 Funding Subtotal |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| Capital Funding Total |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |

**Regional Measure 3  
Allocation Request  
Cash Flow Plan**

|                            |                           |
|----------------------------|---------------------------|
| Project Title:             | North Bay Transit Project |
| Subproject Title:          | Solano Rail Hub           |
| Project/Subproject Number: | 26.2                      |
| Total RM3 Funding:         | \$ 8,000                  |

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

| Funding Source        | Phase | Prior | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | Future committed | Total Amount (\$ thousands) | Amount Expended (\$ thousands) | Amount Remaining (\$ thousands) |
|-----------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|-----------------------------|--------------------------------|---------------------------------|
| RM 3                  | ENV   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ENV Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | PS&E  |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| PSE Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM3                   | ROW   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| ROW Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM 3                  | CON   |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
|                       |       |       |         |         |         |         |         |         |         |         |         |                  | \$ -                        | \$ -                           | \$ -                            |
| CON Subtotal          |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| RM 3 Funding Subtotal |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |
| Capital Funding Total |       | \$ -  | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -    | \$ -             | \$ -                        | \$ -                           | \$ -                            |

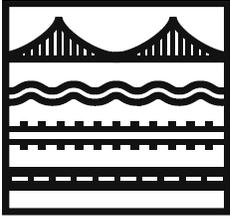
Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

**Regional Measure 3  
Allocation Request  
Estimated Budget Plan**

|                            |                           |       |  |
|----------------------------|---------------------------|-------|--|
| Project Title:             | North Bay Transit Project |       |  |
| Subproject Title           | Solano Rail Hub           |       |  |
| Project/Subproject Number: | 26.2                      |       |  |
| Total RM3 Funding:         | \$                        | 8,000 |  |

| 1. Direct Labor of Implementing Agency (specify by name and job function)                                   |                      |               |                      |
|---|----------------------|---------------|----------------------|
|   | Estimated Hours      | Rate/Hour     | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
| Direct Labor Subtotal   |                      |               | \$ -                 |
| 2. Overhead and direct benefits (specify)   |                      |               |                      |
|   | Rate                 | x Base        |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
|   |                      | \$ -          |                      |
| Overhead and Benefit Subtotal   |                      |               | \$ -                 |
| 3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition) |                      |               |                      |
|   | Unit (if applicable) | Cost per unit | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
|   |                      |               | \$ -                 |
| Direct Capital Costs Subtotal   |                      |               | \$ -                 |
| 4. Consultants (Identify purpose and/or consultant)   |                      |               | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
| Constultants Subtotal   |                      |               | \$ -                 |
| 5. Other direct costs   |                      |               | Total Estimated cost |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
|   |                      |               |                      |
| Other Direct Costs Subtotal   |                      |               | \$ -                 |
| <b>Total Estimated Costs</b>  |                      |               | <b>\$ -</b>          |

Comments:



# Regional Measure 3

## Initial Project Report

### *Project/Subproject Details*

#### Basic Project Information

|                    |                           |
|--------------------|---------------------------|
| Project Number     | 26                        |
| Project Title      | North Bay Transit Project |
| RM3 Funding Amount | \$100,000                 |

#### Subproject Information

|                    |                 |
|--------------------|-----------------|
| Subproject Number  |                 |
| Subproject Title   | Solano Rail Hub |
| RM3 Funding Amount | \$10,000        |

#### I. Overall Subproject Information

##### a. Project Sponsor / Co-sponsor(s) / Implementing Agency

The project sponsors are the five North Bay counties. The implementing agencies are Amtrak and the Solano Transportation Authority (STA).

##### b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to upgrade and expand the current station and create seamless connections between the two cities. The project will enhance train passenger safety and comfort, unify the two downtowns by reestablishing a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City, and support and enable each city’s vision for downtown development. The Solano Rail Hub was first identified in the 2018 *California State Rail Plan* (2018 CSRP) that would:

- Support expanded Capitol Corridor intercity rail service – potentially including direct trains to downtown San Francisco;
- Connect with future Sonoma-Marin Area Rail Transit (SMART) rail service from Napa and Marin;
- Host express buses to Contra Costa County;
- Serve connections to local transit in mid-Solano County; and
- Provide passengers with seamless and reliable connections throughout the Bay Area region.



**c. Impediments to Project Completion**

One of the major impediments to project completion is obtaining Union Pacific Railroad approval for design and construction methods.

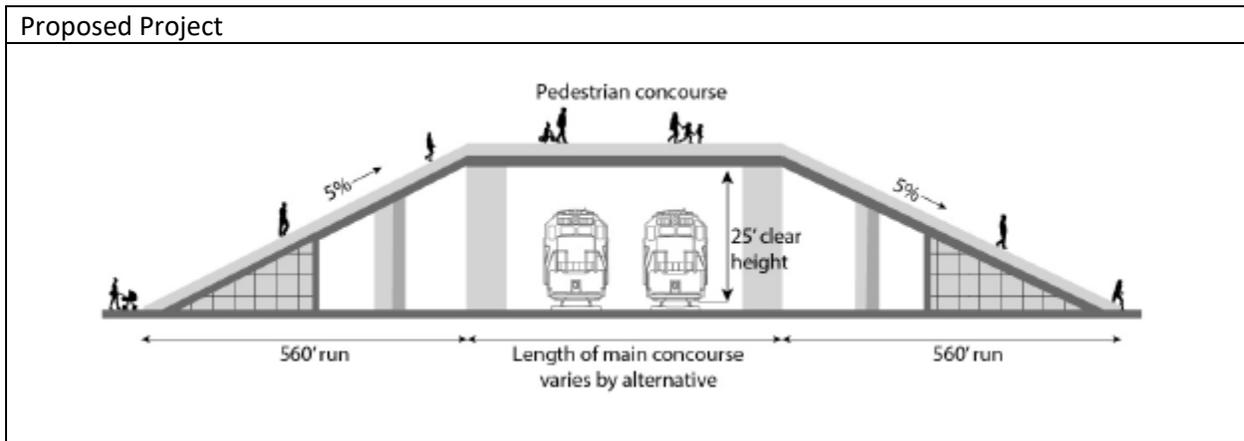
**d. Risk Management** *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

This project will be able to take advantage of its multiple partners, Project Leadership Team, and Steering Committee to manage risks. These different groups will work together to identify, assess, and monitor the risks associated with the project, as well as provide potential mitigations.

**e. Operability** *(describe entities responsible for operating and maintaining project once completed/implemented)*

Once the project is completed, it will be operated and maintained by either the City of Fairfield or City Suisun City, or both.

**f. Project Graphic(s)** *(include below or attach)*



## II. Project Phase Description and Status

**a. Environmental/Planning**

Does NEPA apply? Yes  No

The project will need to secure CEQA approval and, if federal funding is used, NEPA. Currently, the project has not started the environmental process.

**b. Design**

The STA has not stated the design phase of the project.

**c. Right-of-Way Activities / Acquisition**

Right-of-Way activities have not started.

**d. Construction / Vehicle Acquisition / Operating**

The activities for this phase have not started.



### III. Project Schedule

| Phase-Milestone  | Planned    |                 |
|--|------------|-----------------|
|  | Start Date | Completion Date |
| Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED) | 2025-26    | 2027-28         |
| Final Design - Plans, Specs. & Estimates (PS&E)            | 2027-28    | 2029-30         |
| Right-of-Way Activities /Acquisition (R/W)                 |            |                 |
| Construction (Begin – Open for Use) / Acquisition (CON)    | 2030       | 2032            |

### IV. Project Budget

#### Capital

| Project Budget   | Total Amount<br>- Escalated to<br>Year of Expenditure (YOE)-<br>(Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$2,892   |
| Design - Plans, Specifications and Estimates (PS&E)        | \$5,508   |
| Right-of-Way Activities /Acquisition (R/W)                 |   |
| Construction / Rolling Stock Acquisition (CON)             | \$42,600  |
| Total Project Budget (in thousands)                        | \$51,000  |

| Deliverable Segment Budget (if different from Project budget) | Total Amount<br>- Escalated to<br>Year of Expenditure (YOE)-<br>(Thousands) |
|---|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)    |   |
| Design - Plans, Specifications and Estimates (PS&E)           |   |
| Right-of-Way Activities /Acquisition (R/W)                    |   |
| Construction / Rolling Stock Acquisition (CON)                |   |
| Total Project Budget (in thousands)                           |   |



| Operating               | Total Amount<br>- Escalated to<br>Year of Expenditure (YOE)-<br>(Thousands) |
|-------------------------|---|
| Annual Operating Budget |   |

## V. Project Funding

*Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.*

## VI. Contact/Preparation Information

### Contact for Project Sponsor

Name: Nicholas Burton, P.E.

Title: Director of Projects

Phone: 707-399-3207

Email: nburton@sta.ca.gov

Mailing Address: 423 Main Street, Suisun City, CA 94585-2427

### Person Preparing Initial Project Report (if different from above)

Name:

Title:

Phone:

Email:

Mailing Address:

**Regional Measure 3  
Initial Project Report  
Funding Plan**

|                    |   |
|--------------------|---|
| Project Title:     | North Bay Transit Project (Subproject Title: Solano Rail Hub Project) |
| Project Number:    | 26 (Subproject 26.2)  |
| Total RM3 Funding: | \$ 10,000   |

(add rows as necessary)

**CAPITAL FUNDING**

| Funding Source               | Phase | Committed?<br>(Yes/No) | Total Amount<br>(\$ thousands) | Amount Expended<br>(\$ thousands) | Amount Remaining<br>(\$ thousands) |
|------------------------------|-------|------------------------|--------------------------------|-----------------------------------|------------------------------------|
|                              | ENV   |                        |                                |                                   | \$ -                               |
| RM 3                         |       | Yes                    | \$ 2,000                       |                                   | \$ 2,000                           |
| Local                        |       | Yes                    | \$ 400                         |                                   | \$ 400                             |
| RM3                          |       | No                     | \$ 492                         |                                   | \$ 492                             |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| ENV Subtotal                 |       |                        | \$ 2,892                       | \$ -                              | \$ 2,892                           |
|                              | PSE   |                        |                                |                                   | \$ -                               |
| RM3                          |       | No                     | \$ 5,508                       |                                   | \$ 5,508                           |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| PSE Subtotal                 |       |                        | \$ 5,508                       | \$ -                              | \$ 5,508                           |
|                              | ROW   |                        |                                |                                   | \$ -                               |
| RM3                          |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| ROW Subtotal                 |       |                        | \$ -                           | \$ -                              | \$ -                               |
|                              | CON   |                        |                                |                                   | \$ -                               |
| RM3                          |       | No                     | \$ 2,000                       |                                   | \$ 2,000                           |
| Grant/Local                  |       | No                     | \$ 40,600                      |                                   | \$ 40,600                          |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
|                              |       |                        |                                |                                   | \$ -                               |
| CON Subtotal                 |       |                        | \$ 42,600                      | \$ -                              | \$ 42,600                          |
| <b>Capital Funding Total</b> |       |                        | <b>\$ 51,000</b>               | <b>\$ -</b>                       | <b>\$ 51,000</b>                   |

**OPERATING FUNDING (Annual)**

| Funding Source                 | Phase     | Committed?<br>(Yes/No) | Total Amount<br>(\$ thousands) |
|--------------------------------|-----------|------------------------|--------------------------------|
|                                | Operating |                        |                                |
|                                |           |                        |                                |
|                                |           |                        |                                |
|                                |           |                        |                                |
| <b>Operating Funding Total</b> |           |                        | <b>\$ -</b>                    |



DATE: December 10, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: STA Draft 2026 Legislative Platform and Priorities

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 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.

**Discussion:**

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

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. The Solano County Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the Draft 2026 Legislative Platform for comment at their meetings in November. Staff proposed edits to the Platform are shown with tracked changes (Attachment A). The Final Draft of the STA's 2026 Legislative Platform will be placed on the December 2025 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 14, 2026 meeting.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to release of the STA's Draft 2026 Legislative Platform for a 30-day review and comment period.

Attachments:

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

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**PROJECTS AND FUNDING PRIORITIES**

**Pursue and seek funding for the following priority projects:**

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Express Lanes Project Initiation Document (PID) (I-505 to Yolo County Line)
  - ~~I-80 Express Lanes Environmental Impact Report (EIR) (SR 37 to Carquinez Bridge)~~
- Access to Travis Air Force Base
  - Jepson Parkway/North Gate Segment 2C (Vacaville)
  - ~~South Gate Entrance (Peterson Rd)~~
  - 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~~

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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

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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:

- Solano Express 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 Creek Bike Path Transit - (Connecting Vacaville Transit Center to Downtown Connector)
  - Benicia Road Complete Streets Project (Phase 2)
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Solano Mobility Management Programs
- Safe Routes to School
- Safe Routes to Transit
- Solano Express – operating funds to sustain service
- Support implementation of Clipper 2.0 in coordination with County's transit operators
- 

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)
  - ~~e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program)~~
  - ~~e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program)~~
2. Ensure that new bridge and corridor 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~~the design and construction 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 (TIRCP & LCTOP).
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 develop and 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-zero-emission~~ of freight vehicles and ~~the electrification-zero-emission~~ 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 ~~zero-emission~~ transit ~~electrification~~, and overall reduction of GHG.

### III. Employee Relations

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

### IV. Environmental

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

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

2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, fires, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including [State Highways, Freeways, and Routes of Regional Significance, 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.

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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 oppose diversion of transit funding from Solano County operators to backfill the fiscal cliff. 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~~ensure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the State Rail Plan, including advancing the development of the Solano Rail Hub, improvements at the Fairfield Vacaville Hannigan Rail Station, connecting the

Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.

5. Support legislation and funding to adequately fund implementation of safety improvements at rail crossings, including replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

#### **IX. Safety**

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

#### **X. Transit**

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

Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs.

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

#### **XI. Travel Demand Management (TDM)/Microtransit**

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

#### **XII. Movement of Goods**

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



November 20, 2025

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – December 2025**

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### ***Legislative Update***

As we previously reported, the Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, entering interim recess. Before recessing, the Legislature sent nearly 800 bills to the Governor for his consideration in the final weeks of the legislative session. This final raft of bills is a subset of the 2,350 bills introduced by legislators in 2025. The Governor had until October 13 to sign or veto the bills that comprise this final tranche.

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. The deadline for bill introductions is February 20, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

### ***Senate Leadership Transition***

In mid-September, Senate President Pro Tempore Mike McGuire (D-North Coast) announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Effective November 17, 2025, Senator Monique Limon (D-Santa Barbara) officially began transitioning into the role of Senate Pro Tem; her official swearing-in ceremony is set for January 5 when the Legislature returns to Session in Sacramento.

We expect Senator Limon will announce changes in leadership and key committee roles over the next several weeks. While the scope of these changes are not yet known, they could include changes to committees with direct impact to Solano Transportation Authority, including the Senate Budget and Fiscal Review Committee (and its subcommittees) and the Senate Transportation Committee.

### ***CalSTA Transit Transformation Task Force***

The California State Transportation Agency's (CalSTA) Transit Transformation Task Force held its last meeting in Sacramento on September 30, concluding a two-year process that brought together transit agencies, transit advocates, and state officials to discuss and develop recommendations for improving public transit in California.

In the month that followed the Task Force's last meeting, CalSTA worked to complete its final report of recommendations to the Legislature, which is required under state law to be submitted to the relevant

policy and budget committees of the California State Legislature by October 31, 2025. As of the drafting of this report, CalSTA has not submitted its final report of recommendations to the Legislature as the Newsom Administration completes its review of the report. We expect that CalSTA will submit the final report to the Legislature in the coming weeks.

To prepare for the transmittal of the report, the California Transit Association convened its internal Transit Transformation Advisory Committee to consider its response to the final report (based on earlier drafts of the report) and draft a response letter, which will be submitted to the Legislature alongside the final report's transmittal. The letter supports the detailed analysis of transit's challenges and opportunities, but voices concerns that the Task Force process did not result in complete recommendations on transit funding or Transportation Development Act (TDA) reform.

### ***Senate Bill 1 Program Workshops***

On November 20, the California Transportation Commission will host its first workshop for the 2026 (Cycle 5) SB 1 programs, including the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP). This workshop will kick off a series of workshops related to developing the program guidelines. More information can be found [here](#), including a link to register for the upcoming workshop.

### ***Zero-Emission Bus Sales and Use Tax Exemption Expiring***

In 2019, the Legislature enacted AB 784 (Mullin) [Chapter 684, Statutes of 2019], creating a sale and use tax exemption specifically for zero-emission buses (ZEBs) purchased by California's transit agencies. In 2022, the Legislature extended this exemption to January 1, 2026. At the start of 2025, the California Transit Association sponsored SB 752 (Richardson) to further extend the tax exemption to January 1, 2028. Unfortunately, SB 752 was held in the Senate Appropriations Committee due to cost concerns and will not be moving forward in 2026. This means the tax exemption will expire on December 31, 2025, leading to increased costs for transit agencies across California to purchase ZEBs. The California Transit Association plans to mount another effort in 2026 to re-establish the tax exemption through the State Budget process.

## MEMORANDUM

November 20, 2025

**To:** Solano Transportation Authority

**From:** Akin Gump Strauss Hauer & Feld LLP

**Re:** November Report

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

### **Federal Government Shutdown**

After a 43-day historic government shutdown, Congress passed a bipartisan funding package—[H.R. 5371](#)—fully funding the Departments of Agriculture, Veterans Affairs, Military Construction, and the Legislative Branch for FY 2026 and funding the other federal departments and agencies at fiscal year 2025 levels through January 30, 2026, and. The compromise includes language to retain more than 4,000 federal workers targeted for layoffs during the shutdown as well as language to prevent the Trump administration from laying off more federal workers until January 30, 2026.

The Senate [passed](#) the bill on November 10 by a vote of 60–40, with eight Democrats breaking ranks under a deal securing a mid-December vote on Affordable Care Act subsidies. The House [followed](#) on November 12, with a 222–209 vote, and President Trump signed the bill into law that evening.

### **Department of Transportation Update**

On October 23, U.S. Transportation Secretary Sean Duffy [announced](#) the creation of a Beautifying Transportation Infrastructure Council (“BTIC”). The Council will advise the Secretary on policy and design opportunities to build beautiful structures and restore the beauty of key transportation infrastructure, including highways, bridges, and transit hubs. The Department encouraged [nominations](#) for membership to the BTIC.

In early November, Secretary Duffy reportedly sent two proposals to the Office of Management and Budget (OMB) seeking to cut federal spending on public transportation. In the first proposal, the Secretary proposes eliminating the Mass Transit Account within the Highway Trust Fund and depositing the money in the Mass Transit Account into an account that funds highway construction. In the second proposal, DOT is proposing to eliminate the Federal Highway Administration's eligibility to fund transit projects and prohibit states from using

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Page 2

highway formula dollars for transit projects. The American Public Transit Association has condemned the proposal and members of Congress, who generally strive to pass bipartisan transportation bills, have not endorsed the proposal.

On November 4, Chief U.S. District Judge John McConnell of Rhode Island ruled that DOT cannot link transportation funding to a recipient's agreement to cooperate with immigration officials. The ruling will require that DOT remove this condition for federal grant award agreements.

On November 13, a court in the District of Columbia [ruled](#) Transportation Department's new restrictions limiting which immigrants can get commercial driver's licenses to drive a semitrailer truck or bus cannot be enforced. Duffy has been pressing this issue in California and in early November, California revoked 17,000 commercial driver's licenses. Duffy also revoked \$40 million in federal funding because he said California isn't enforcing English language requirements for truckers, and he announced in early November that he may take another \$160 million from the state if they don't address all the concerns. The court said the federal government didn't follow proper procedure in drafting the rule and failed to "articulate a satisfactory explanation for how the rule would promote safety."

On November 16, the Transportation Department [announced](#) the end of a mandate that had led to the cancellation of thousands of flights across the nation. The 3% reductions for domestic flights at 40 busy airports were canceled on Monday, November 17.

## **Congressional Update**

On November 5, the Senate Committee on Commerce, Science, and Transportation held a [hearing](#) to consider the below nominees:

- Ryan McCormack, Under Secretary of Transportation for Policy
- Daniel Edwards, Assistant Secretary of Transportation for Aviation and International Affairs

During his testimony, McCormack emphasized his support for speeding infrastructure permitting and advancing drone and autonomous vehicle technology. Edwards focused on the development of infrastructure and commercializing new technologies to ensure U.S. aviation leadership.

On November 6, the Senate Committee on Commerce, Science, and Transportation held a [hearing](#) to consider the below nominees:

- John Deleeuw, Member of the National Transportation Safety Board

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- Richard Kloster, Member of the Surface Transportation Board
- Michelle Schultz, Member of the Surface Transportation Board (renomination)

During his testimony, John Deleeuw emphasized his focus on safety and his previous work as the American Airlines Party Coordinator on National Transportation Safety Board investigations. He also highlighted the need to enhance safety through partnerships across different modes of transportation. Richard Kloster also delivered a testimony where he discussed his experience in railroad equipment sectors and his future focus on railroads and the supply chain.

On November 19, the Senate Committee on Commerce, Science, and Transportation will convene a [hearing](#) to consider the below nominees:

- Stephen Carmel, Administrator of the Maritime Administration
- Laura DiBella, Federal Maritime Commissioner
- Michelle Schultz, Member of the Surface Transportation Board (renomination)

## **Bills of Interest**

On October 31, Rep. Jimmy Patronis (R-FL) introduced [H.R.5886](#) in the House. The bill would prioritize highway improvement projects that promote national defense. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On October 31, Rep. Jeff Van Drew (R-NJ) introduced [H.R.5896](#) in the House. The bill would amend the Public Utility Regulatory Policies Act of 1978 to repeal the standard relating to electric vehicle charging programs. There are no cosponsors for the bill. The bill was referred to the House Committee on Energy and Commerce.

On November 4, Rep. Greg Stanton (D-AZ) introduced [H.R.5922](#) in the House. The bill would direct the Secretary of Transportation to establish a pilot program to award competitive grants to make microtransit services more accessible to individuals with disabilities. Rep. Robert Bresnahan (R-PA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On November 17, Rep. Eleanor Norton (D-DC) introduced [H.R.6064](#) in the House. The bill would direct the Secretary of Transportation to establish a grant program to construct barriers near rail lines that are adjacent to residential structures. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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On November 17, Rep. Lateefah Simon (D-CA) introduced [H.R.6069](#) in the House. The bill would amend title 49, United States Code, to make the cost of transit support specialists eligible for crime prevention and security grants. There are [4 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On November 18, Rep. Don Beyer (D-VA) introduced [H.R.6078](#) in the House. The bill would amend the Infrastructure Investment and Jobs Act to reauthorize the wildlife crossings program. Rep. Ryan Zinke (R-MT) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.



DATE: December 10, 2025  
TO: STA Board  
FROM: Amy Antunano, Program Manager- Safe Routes to School  
RE: Adoption of Solano Safe Routes to School (SR2S) Plan

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**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 for review at the following link: [2025 SR2S Plan](#). This updated plan outlines a five-year vision for program and project implementation, incorporates community feedback, identifies priority projects for each school district, and aligns future actions with established SR2S goals and objectives.

On November 19, both the Safe Routes to School Advisory Committee and the STA TAC reviewed and approved the draft plan. STA staff are now requesting that the STA Board approve and adopt the final 2025 Safe Routes to School Plan Update.

**Fiscal Impact:**

None.

**Recommendation:**

Adopt the 2025 Safe Routes to School Plan Update.

**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

| <b>Jurisdiction/<br/>School</b>              | <b>Date<br/>Received</b> | <b>Summary of Comment</b>   | <b>Plan Section<br/>Referenced</b>                                     | <b>Staff/Consultant Response</b>   | <b>Resolution /<br/>Action Taken</b>                        |
|--|--------------------------|---|--|--|---|
| River Delta<br>Unified<br>School<br>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<br>Local Planning &<br>Implementation<br>Efforts | Thank you so much for your input!<br>Your feedback is incredibly helpful and ensures that your city is appropriately represented.<br>I've forwarded your email to our consultant so they can address the issues you noted below. | Edits were incorporated into the plan.                      |
| City of<br>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<br>Local Planning &<br>Implementation<br>Efforts | Thank you for the follow up, Tony.<br><br>I will note the updated information regarding Vallejo High School.   | Sent to the consultant to adjust recommendations as needed. |
| City of<br>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<br>Local Planning &<br>Implementation<br>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.                |



DATE: December 10, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
Leslie Gould, Project Manager  
RE: Resilient State Route (SR) 37 Program Memorandum of Understanding Update

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**Background:**

The Resilient State Route (SR) 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use, and public access along the SR 37 corridor from US 101 to I-80. The Program includes near- and long-term improvements for a majority of the 21-mile corridor, including the sea-level rise (SLR) vulnerability of low-lying areas throughout the corridor.

The Resilient SR 37 Program Memorandum of Understanding (MOU) was originally written among the Bay Area Toll Authority (BATA), the California Department of Transportation District 4, the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA), Transportation Authority of Marin (TAM), and Napa Valley Transportation Authority to cooperatively determine their mutual responsibilities in delivering the Resilient SR 37 Program.

In March 2023, Amendment No. 1 (Attachment A) was approved by all parties. The changes contained within the amendment are highlighted below:

- **Rail.** As part of the Resilient SR 37 Program, Sonoma-Marin Area Rail Transit has been added as a partner agency to coordinate our mutual goals for SLR resiliency and support their independent planning efforts to evaluate rail to Suisun City.
- **Tolling.** The proposed tolling approach for SR 37 is to always provide one free HOV lane and one tolled GP lane for each direction of travel. Under existing California Transportation Commission authority, the Bay Area Infrastructure Financing Authority (BAIFA) will replace BATA as the tolling authority. BAIFA will be identified as the applicant, operate tolling, administer toll revenue, and deliver corridor improvements.

**Discussion:**

The Resilient SR 37 Program MOU is again being amended. Updates include enumeration of all parties' responsibilities, inclusion of the Planning and Environmental Linkages (PEL) Study approval, amended funding plan, and renaming the assignments for Executive Steering Committee (ESC) and Project Leadership Team (PLT):

- **Responsibilities.** The responsibilities for the Policy Committee, Leadership Committee, ESC, PLT, Interagency Regulatory Coordination Group, Program Coordination Team, and project and program teams are being more clearly identified under Recitals (pages 1 through 3).
- **PEL Study.** In December 2022, The PEL Study was approved, and it identified a preferred alternative alignment for the long-term SR 37 project.

- **Regional Measure 3 (RM3) Funding Plan.** On November 8, 2018, the SR 37 Policy Committee unanimously approved the RM3 funding plan as follows:
  - \$15 million to STA for Segment C Fairgrounds Interchange
  - \$20 million to SCTA for Interim Segment B Environmental and Design Phases
  - \$4 million to SCTA for Environmental Phase for SR 37/121 improvements
  - \$3 million to TAM for Segment A levee study
  - \$58 million SCTA and TAM Ultimate Segment A and Segment B improvements
 The updated plan will be submitted to the Metropolitan Transportation Commission as follows:
  - \$15 million to STA for Fairgrounds Interchange
  - \$50 million to SCTA/TAM for near-term improvements from Sears Point to Mare Island
  - \$10 million to SCTA for Environmental Phase for long-term SR 37/121 improvements
  - \$25 million to TAM for Flood Reduction Project construction
- **ESC/PLT Assignments.** The assignments (project locations) will be renamed:
  - Former Segment A will be identified as US 101 to SR 121
  - Former Segment B will be identified as Sears Point to Mare Island Bridge
  - Former Segment C will be identified as Mare Island Bridge to I-80

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Amendment No. 2 to the MOU for Resilient State Route (SR) 37; and
2. Authorize the STA Board Chair to concur and sign Amendment No 2 to the MOU for Resilient SR 37 Program.

Attachments:

- A. Amendment No. 1 to Memorandum of Understanding for Resilient State Route 37 Program
- B. Amendment No. 2 to Memorandum of Understanding for Resilient State Route 37 Program

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING  
for  
THE RESILIENT STATE ROUTE 37 PROGRAM  
between  
METROPOLITAN TRANSPORTATION COMMISSION  
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY  
CALIFORNIA DEPARTMENT OF TRANSPORTATION  
SOLANO TRANSPORTATION AUTHORITY  
SONOMA COUNTY TRANSPORTATION AUTHORITY  
TRANSPORTATION AUTHORITY OF MARIN  
NAPA VALLEY TRANSPORTATION AUTHORITY  
SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Metropolitan Transportation Commission (“MTC”), the Bay Area Infrastructure Financing Authority (“BAIFA”), the California Department of Transportation District 4 (“Caltrans”), the Solano Transportation Authority (“STA”), the Sonoma County Transportation Authority (“SCTA”), Transportation Authority of Marin (“TAM”) and Napa Valley Transportation Authority (“NVTA”) and Sonoma-Marín Area Rail Transit District (“SMART”) referred to herein collectively as the “Parties” or individually as a “Party”), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program (“Program”).

Recitals

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of a number of low-lying areas throughout the corridor.
2. The SR 37 Policy Committee, Executive Steering Committee (“ESC”) and the Project Leadership Team (“PLT”) currently have varying roles and responsibilities in the development and delivery of the Program. The SR 37 Policy Committee, composed of Executive Directors and Board Members representing MTC/BAIFA, Caltrans, STA, SCTA, TAM, and NVTA, provides policy oversight and dispute resolution to the respective staffs. The Executive Directors of MTC/BAIFA, Caltrans, STA, SCTA, TAM, and NVTA serve on the ESC to provide strategic direction to the Policy Committee and PLT. The Directors and their staffs of MTC/BAIFA, Caltrans, STA, SCTA, TAM, and NVTA participate in the PLT to vet technical, policy, and other related project issues and elevate them as appropriate to the ESC.

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART  
Memorandum of Understanding  
Resilient SR 37 Program  
Amendment No. 1

3. The MTC, Caltrans, STA, SCTA, TAM and NVTA completed a SR 37 Transportation and Sea Level Rise Corridor Improvement Plan that identified Segment B between and including Sears Point to the Mare Island Bridge (referred to herein as the “Segment B”) as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Segment B is the priority segment. Subsequently, MTC, STA, SCTA, TAM and NVTA prepared a Project Initiation Document (PID) for Segment B improvements and submitted it to Caltrans for review and approval. Caltrans approved this PID on December 28, 2018.
4. On November 8, 2018 the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the Metropolitan Transportation Commission for funding consideration under Regional Measure 3, as follows: \$15 million to STA for Segment C-Fairgrounds Interchange, \$20 million to SCTA for Interim Segment B Environmental and Design Phases, \$4 million to SCTA for Environmental Phase for SR 37/121 improvements, \$3 million to TAM for Segment A levee study, and \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.
5. The Parties wish to organize the delivery of the SR 37 Program wherein:
  - a. MTC, Caltrans, SMART, SCTA and TAM are assigned to and have purview over Segment A (US 101 to SR121);
  - b. MTC, BAIFA, Caltrans, SCTA, SMART, STA and NVTA are assigned to and have purview over Segment B (Sears Point to Mare Island Bridge); and
  - c. MTC, Caltrans, SMART and STA are assigned to and have purview over Segment C (Mare Island Bridge to I-80).

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

6. The Parties commit to continue to make progress on the delivery of the priority Segment B interim and ultimate projects, while also performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.
7. BAIFA intends to seek tolling authority between Sears Point and Mare Island.
8. The Parties acknowledge the likely need for funding above and beyond tolling and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.

9. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Design Build contracts), early environmental enhancements, and traditional and non-traditional funding and partnerships.
10. This MOU is amended and restated to update the organizational structure and the agency identified to be responsible for tolling from the Bay Area Toll Authority to BAIFA in the MOU. BAIFA is the authority that will, subject to authorization, be responsible for tolling, which is proposed along the SR 37 corridor.
11. This MOU is also amended and restated to add SMART to the MOU. SMART is the owner of the railroad corridor that is adjacent to portions of SR 37, including running parallel in Segment A and in the proximity of Segments B and C. The addition of SMART to the Resilient State Route 37 Program is a commitment to the multi-modal nature of the Program beyond bus transit and carpooling.

I. Term

The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.

II. SR 37 Program Delivery Organization

A. Executive Steering Committee (ESC)

1. Role

The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.

2. Members

- a. Executive Director, MTC/BAIFA (or designee)
- b. District 4 Director, Caltrans (or designee)
- c. Executive Director, STA (or designee)
- d. Executive Director, SCTA (or designee)
- e. Executive Director, TAM (or designee)
- f. Executive Director, NVTA (or designee)
- g. General Manager, SMART (or designee)

3. Assignment

- a. Segment A: MTC, Caltrans, SMART, SCTA, TAM
- b. Segment B: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- c. Segment C: MTC, Caltrans, SMART, STA

4. Responsibilities

- a. Approve implementation and funding plan(s), which may include one or more projects.
- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the MTC, BAIFA or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the MTC on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will take action. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between MTC, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
  - a. MTC will select, with the ESC, and employ the Corridor Director.
  - b. MTC reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in consultation with the ESC.
  - c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.

2. Responsibilities

The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to

- a. Develop an implementation plan(s) and funding plan(s), including delivery methods
- b. Develop the scope, schedule, budget and funding plan for individual projects.
- c. Report regularly to the ESC on project status, risks assessments, change, costs and schedule.
- d. Develop project staffing plans.
- e. Prepare agendas for ESC meetings.
- f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
- g. Deliver progress reports to ESC and Policy Committee.
- h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

C. Project Leadership Team

1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

2. Members

- a. Deputy Executive Director, Operations, MTC (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Director of Projects, STA (or designee)
- d. Deputy Executive Director, SCTA (or designee)
- e. Principal Project Delivery Manager, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)
- g. Chief Engineer, SMART (or designee)

3. Assignment

- a. Segment A: MTC, Caltrans, SMART, SCTA, TAM
- b. Segment B: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- c. Segment C : MTC, Caltrans, SMART, STA

4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their duties for their assigned segments by

- a. Developing an implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget, and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.
- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

III. GENERAL

**A. Integration Clause**

This MOU constitutes the complete and entire understanding among the Committee Members.

**B. Amendments**

This MOU may be amended in writing from time to time upon MOU of the Committee Members.

**C. Counter Parts**

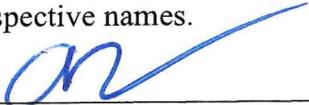
This MOU may be executed in counterparts, each one of which will be an original or the equivalent thereof.

**D. Miscellaneous**

This MOU is intended solely as a guide to the obligations, intentions, and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding MOU amongst the Agencies.

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART  
Memorandum of Understanding  
Resilient SR 37 Program  
Amendment No. 1

IN WITNESS WHEREOF, the Parties hereto have agreed to this MOU on the date opposite their respective names.

  
\_\_\_\_\_, 3/2/23  
Alfredo Pedroza Date  
Chair  
Metropolitan Transportation Commission/Bay Area Infrastructure Financing Authority

*Dina El-Tawansy* Feb 23, 2023  
Dina El-Tawansy (Feb 23, 2023 09:08 PST) /  
\_\_\_\_\_  
Dina El-Tawansy Date  
District 4 Director  
Caltrans

  
\_\_\_\_\_, Feb 15, 2023  
Stephen Young (Feb 15, 2023 15:49 PST) /  
Robert McConnell Date  
Chair  
Solano Transportation Authority

  
\_\_\_\_\_, Feb 14, 2023  
Chris Rogers (Feb 14, 2023 08:55 PST) /  
Chris Rogers Date  
Chair  
Sonoma County Transportation Authority

*Brian Colbert* Feb 14, 2023  
Brian Colbert (Feb 14, 2023 09:37 PST) /  
\_\_\_\_\_  
Brian Colbert Date  
Chair  
Transportation Authority of Marin

*Liz Alessio* Feb 14, 2023  
Liz Alessio (Feb 14, 2023 09:26 PST) /  
\_\_\_\_\_  
Liz Alessio Date  
Chair  
Napa Valley Transportation Authority

  
\_\_\_\_\_, Feb 15, 2023  
David Rabbitt (Feb 15, 2023 12:24 EST) /  
David Rabbitt Date  
Chair  
Sonoma-Marín Area Rail Transit District

SECOND AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING

for

THE RESILIENT STATE ROUTE 37 PROGRAM

between

METROPOLITAN TRANSPORTATION COMMISSION  
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY  
CALIFORNIA DEPARTMENT OF TRANSPORTATION  
SOLANO TRANSPORTATION AUTHORITY  
SONOMA COUNTY TRANSPORTATION AUTHORITY  
TRANSPORTATION AUTHORITY OF MARIN  
NAPA VALLEY TRANSPORTATION AUTHORITY  
SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Metropolitan Transportation Commission ("MTC"), the Bay Area Infrastructure Financing Authority ("BAIFA"), the California Department of Transportation District 4 ("Caltrans"), the Solano Transportation Authority ("STA"), the Sonoma County Transportation Authority ("SCTA"), Transportation Authority of Marin ("TAM") and Napa Valley Transportation Authority ("NVTA") and Sonoma-Marine Area Rail Transit District ("SMART") referred to herein collectively as the "Parties" or individually as a "Party"), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program ("Program").

RECITALS

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for habitat restoration, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of several low-lying areas throughout the corridor.
2. The Resilient SR37 Baylands Restoration and Transportation Expanded Partnership was adopted in February 2024 by the SR37 Policy Committee. (See attachment A)
3. The SR 37 Policy Committee is composed of Board Members representing MTC/BAIFA, STA, SCTA, TAM, and NVTA, plus ex officio seats held by Congressional and State legislative officials and Tribal government chairs. Their responsibilities include:
  - a. Provide policy direction on how best to improve the SR37 corridor.
  - b. Receive regular reporting on transportation, equity, public access, and resource restoration projects.
  - c. Provide a venue for active public engagement.
  - d. Advocate for the project and support funding opportunities.

- e. Meet a minimum of three times annually and select a Chair and Vice Chair every two years.
4. Under the Expanded Partnership the SR 37 Policy Committee, Leadership Committee, Executive Steering Committee ("ESC"), the Project Leadership Team ("PLT"), Interagency Regulatory Coordination group, project and program teams, and the Program Coordination Team have varying roles and responsibilities in the development and delivery of the Program.
5. The Executive Directors of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA serve on the ESC to provide strategic direction to the Policy Committee and PLT. Responsibilities include:
  - a. Project level decision making.
  - b. Guide the identification, development, funding plan, and implementation of transportation and related projects through regular coordination.
  - c. Meet regularly and select a Chair every other year to lead the ESC meetings and perform duties related to organizing the meetings and representing the ESC on the Leadership Committee.
  - d. Approve the scope, schedule, budget, and funding plans for individual projects.
  - e. Oversee overall project progress and support reporting of status, risk assessment, costs, and schedule.
6. The staffs of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA participate in the PLT to assist the ESC in performance of its duties and coordinate at a management level on funding, cost estimates, risk assessment, scope, schedule, budget, project delivery and reporting.
7. State and regional partners signed a Partnership Agreement in January 2023 supporting the near- and long-term SR37 projects. This agreement includes Partner commitments to:
  - a. Improve travel time reliability and prioritize high occupancy vehicles,
  - b. Introduce bus transit along SR 37,
  - c. Reduce inequities in transportation due to severe travel delays to and from more affordable housing in Solano and Napa counties to and from job opportunities across the four counties,
  - d. Become resilient by reducing existing and future vulnerability to flooding due to storm events and sea level rise,
  - e. Increase public non-motorized and bicycle access along the corridor,
  - f. Preserve a critical regional transportation corridor while integrating ecological resiliency which facilitates adaptation to sea level rise,
  - g. Conserve California's biodiversity and ecosystems,
  - h. Provide important ecosystem services such as improved water quality and flood risk reduction,
  - i. Enhance wildlife and ecological connectivity,
  - j. Reduce historic inequities by ensuring and increasing public recreational access for all,

- k. Preserve historical and cultural resources, and
  - l. Build climate resiliency.
8. The SR37 Planning and Environmental Linkages (PEL) Study was approved in December 2022 and identified a preferred alternative alignment for the long term SR37 alignment.
9. The SR 37 Transportation and Sea Level Rise Corridor Improvement Plan the section from Sears Point to the Mare Island Bridge bottleneck as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Sears Point to Mare Island is the priority segment. Subsequently, a Project Initiation Document (PID) and CEQA/NEPA documents for this project were completed and approved by Caltrans as the lead agency.
- ~~10. On November 8, 2018, the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the MTC for funding consideration under Regional Measure 3, as follows:~~
- ~~a. \$15 million to STA for Segment C Fairgrounds Interchange,~~
  - ~~b. \$20 million to SCTA for Interim Segment B Environmental and Design Phases,~~
  - ~~c. \$4 million to SCTA for Environmental Phase for SR 37/121 improvements,~~
  - ~~d. \$3 million to TAM for Segment A levee study, and~~
  - ~~e. \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.~~
11. Under the Second Amendment to this MOU in 2025 an amended Regional Measure 3 funding plan will be submitted to MTC, as follows:
- a. \$15 million to STA for Fairgrounds Interchange;
  - b. \$50 million to SCTA/MTC for near-term improvements from Sears Point to Mare Island;
  - c. \$10 million to SCTA for Environmental Phase for long-term SR 37/121 improvements;
  - d. \$25 million to TAM for Flood Reduction Project construction
12. The Parties wish to organize the delivery of the SR 37 Program wherein:
- a. MTC, Caltrans, SMART, SCTA and TAM are assigned to and have purview over US 101 to SR121;
  - b. MTC, BAIFA, Caltrans, SCTA, SMART, STA and NVTA are assigned to and have purview over Sears Point to Mare Island Bridge; and
  - c. MTC, Caltrans, SMART and STA are assigned to and have purview over Mare Island Bridge to I-80.

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

13. The Parties commit to continue to make progress on the delivery of the priority Sears Point to Mare Island near-term and long-term projects, while also

performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.

14. The Parties acknowledge the likely need for funding above and beyond tolling and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.
15. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Construction Management / General Contractor or Design Build contracts), early habitat restoration, and funding and partnerships.
16. SMART is the owner of the railroad corridor that is adjacent to portions of SR 37. The addition of SMART to the Resilient State Route 37 Program is a commitment to the multi-modal nature of the Program beyond bus transit and carpooling.
17. BAIFA has secured tolling authority between Sears Point and Mare Island from the California Transportation Commission in May 2023.

## TERMS

### I. Term

The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.

### II. SR 37 Program Delivery Organizational Structure

#### A. Executive Steering Committee (ESC)

##### 1. Role

The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.

##### 2. Members

- a. Executive Director, MTC/BAIFA (or designee)
- b. District 4 Director, Caltrans (or designee)
- c. Executive Director, STA (or designee)
- d. Executive Director, SCTA (or designee)
- e. Executive Director, TAM (or designee)
- f. Executive Director, NVTA (or designee)
- g. General Manager, SMART (or designee)

##### 3. Assignment

- a. US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- b. Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA,

STA, NVTA

- c. Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

4. Responsibilities

- a. Approve implementation and funding plan(s), which may include one or more projects.
- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the MTC, BAIFA or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the MTC on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will act. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between MTC, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

- 1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
  - a. MTC will select, with the ESC, and employ the Corridor Director.
  - b. MTC reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in consultation with the ESC.
  - c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.
- 2. The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to:
  - a. Develop an implementation plan(s) and funding plan(s), including delivery methods
  - b. Develop the scope, schedule, budget and funding plan for individual projects.
  - c. Report regularly to the ESC on project status, risks assessments, change, costs

and schedule.

- d. Develop project staffing plans.
- e. Prepare agendas for ESC meetings.
- f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
- g. Deliver progress reports to ESC and Policy Committee.
- h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

### C. Project Leadership Team

#### 1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

#### 2. Members

- a. Deputy Executive Director, Operations, MTC (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Director of Projects, STA (or designee)
- d. Deputy Executive Director, SCTA (or designee)
- e. Principal Project Delivery Manager, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)
- g. Chief Engineer, SMART (or designee)

#### 3. Assignment

- a. US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- b. Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- c. Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

#### 4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their duties for their assigned segments by

- a. Developing an implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget, and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.

- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

III. General

A. Integration Clause

This MOU constitutes the complete and entire understanding among the Committee Members.

B. Amendments

This MOU may be amended in writing from time to time upon agreement of the Committee Members.

C. Counter Parts

This MOU may be executed in counterparts, each one of which will be an original or the equivalent thereof.

D. Miscellaneous

This MOU is intended solely as a guide to the obligations, intentions, and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding MOU amongst the Agencies.

IN WITNESS WHEREOF, the Parties hereto have agreed to this MOU on the date opposite their respective names.

David Ambuehl  
Acting District 4 Director  
Caltrans

Sue Noack  
Chair, Metropolitan Transportation Commission

Mitch Mashburn  
Chair, Solano Transportation Authority

Lynda Hopkins  
Chair, Sonoma County Transportation Authority

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART  
Memorandum of Understanding  
Resilient SR 37 Program  
Amendment No. 2

Eric Lucan  
Chair, Transportation Authority of Marin

Mark Joseph  
Chair, Napa Valley Transportation Authority

Chris Coursey  
Chair, Sonoma Marin Area Rail Transit

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DATE: November 18, 2025  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
Megan Callaway, STA Legal Counsel  
RE: Selection of 2026 STA Chair and Vice Chair

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**Background:**

The STA Board policy for the selection of Board Chair and Vice-Chair is identified in the STA’s Joint Powers Agreement and stipulates that “the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one-year terms.” Historically, the selection of the STA’s Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA’s eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent of this policy is to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of the STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in the calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianesse and former Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair.

The selection of the STA’s Executive Committee remains at the discretion of the new STA Chair. In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA’s Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member. In recent years, the STA Chair has opted to include Solano County’s representative to the Metropolitan Transportation Commission (MTC) on the Committee due to the important role MTC plays in determining funding for various transportation projects and programs. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current, and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board to STA staff.

**Discussion:**

The current STA Chair is Solano County Supervisor Mitch Mashburn and the current Vice-Chair is City of Suisun City Mayor Alma Hernandez. The selection of Chair and Vice-Chair takes place at the December meeting, and the new Chair begins running the Board meeting at the January 2026 Board meeting.

Listed below is the updated schedule for rotation of STA Chair based on the STA Board policy:

| <u>Year</u> | <u>Agency</u> |
|-------------|---------------|
| 2026        | Suisun City   |
| 2027        | Dixon         |
| 2028        | Fairfield     |
| 2029        | Vacaville     |
| 2030        | Vallejo       |
| 2031        | Benicia       |
| 2032        | Rio Vista     |
| 2033        | Solano County |

The Executive Committee is requesting the STA Board select a Chair and Vice-Chair for 2026 at its meeting of December 10, 2025. The selection of the Chair and Vice Chair is at the discretion of the STA Board. Following the Board selection of the 2026 Chair and Vice-Chair, the new Chair is then responsible for designating the Executive Committee for 2026.

**Recommendation:**

Approve the following:

1. Selection of the STA Chair for 2026 commencing with the STA Board Meeting of January 14, 2026;
2. Selection of the STA Vice-Chair for 2026 commencing with the STA Board Meeting of January 14, 2026; and
3. Request the new Chair designate the STA Executive Committee for 2026.



DATE: December 4, 2025  
TO: STA Board  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
RE: STA Congestion Management Program (CMP) Development Review – Notice of Preparation (NOP) for the Suisun Expansion Project

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**Background:**

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) receives environmental and other development review documents for large development projects from the County and the seven cities for review and comments. This process is necessary for the STA to determine if a deficiency plan is needed to address impacts the development may cause on the CMP network. The CMP network primarily consists of the freeway/highway network and arterials within Solano County. Attachment A provides a map of the CMP network.

As part of the CMP review process, STA staff provides input on development projects early and throughout the development review process as needed.

**Discussion:**

The STA received a Notice of Preparation (NOP) from the City of Suisun City for the Suisun Expansion Project (Attachment B). The proposed project includes annexing 22,873 acres of unincorporated land east of Suisun City primarily along the State Route 12 and 113 corridors. The project proposes to establish an Area Plan and Specific Plan within the proposed annexation area. STA staff are developing a draft input letter to inform the City of specific issues that their Environmental Impact Report (EIR) should consider related to transportation infrastructure and services, as well as suggestions to consider for reducing or avoiding significant impacts. This is consistent with the STA's roles and responsibilities as a CMA as noted in the background section of this report. It should also be noted that this is the first step in a relatively lengthy process. STA staff will continue to track the status of the project and inform the STA Board as project continues through its EIR development process.

Letters in response to Suisun City's NOP for the Suisun Expansion project is due December 12, 2025. Copies of the STA's comment letter will be available upon submittal.

**Fiscal Impact:**

None at this time.

**Recommendation:**

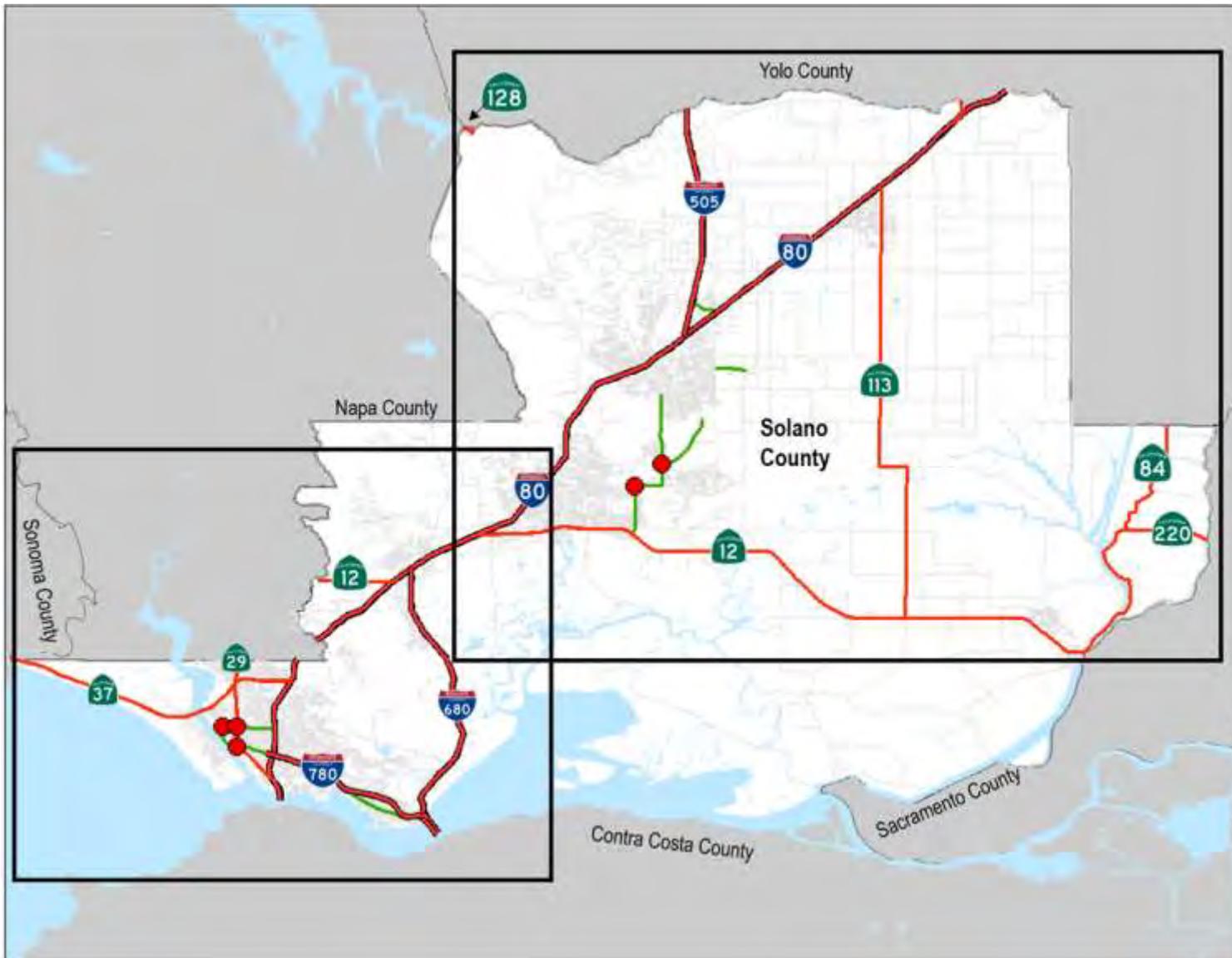
Informational.

Attachments:

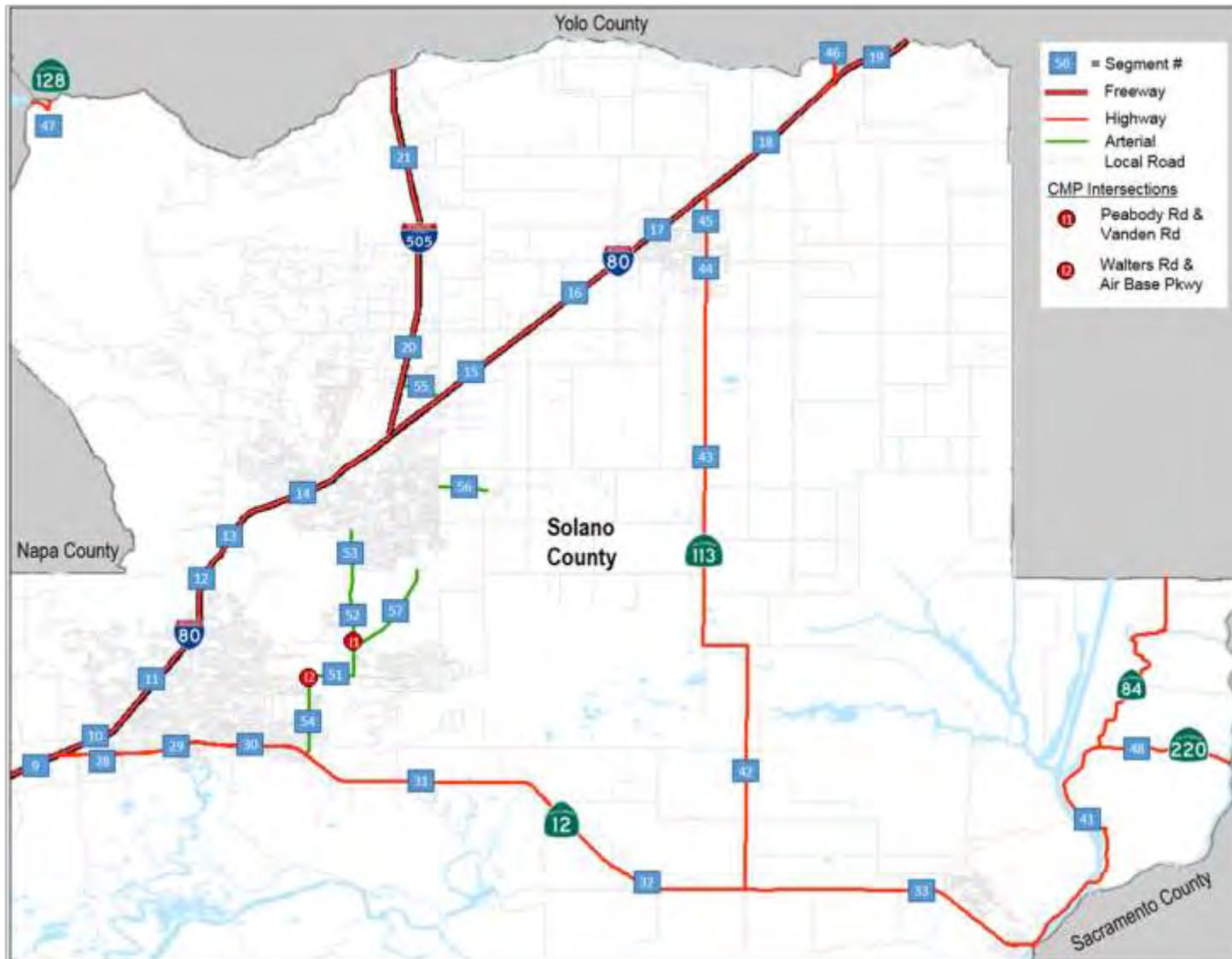
- A. STA Congestion Management Program (CMP) Network
- B. City of Suisun City Notice of Preparation for the Suisun Expansion Project

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**Figure 1 Solano County CMP Network**



**Figure 2 Solano County CMP Network – North County**



**Figure 3 Solano County CMP Network – South County**



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CITY OF SUISUN CITY  
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT  
AND NOTICE OF PUBLIC SCOPING MEETING  
SUISUN EXPANSION PROJECT

**Date:** November 12, 2025  
**To:** Responsible Agencies, Trustee Agencies, and Interested Persons  
**From:** Jim Bermudez, Deputy City Manager, City of Suisun City  
**Subject:** Notice of Preparation of a Draft Environmental Impact Report for the Suisun Expansion Project

The City of Suisun City (City or Suisun City) will be the lead agency and will prepare an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA) for the proposed Suisun Expansion Project (also referred to as “the project”). Given the determination that an EIR is required for the project, an Initial Study will not be prepared (CEQA Guidelines Section 15063[a]). In accordance with Section 15082 of the CEQA Guidelines, this Notice of Preparation (NOP) provides a summary of the project location and description and briefly describes the anticipated environmental effects of the proposed project that will be evaluated in the EIR.

The purpose of this NOP is to provide an opportunity to comment on the scope and content of the EIR. The EIR will include an evaluation of all environmental topical areas identified in Appendix G of the CEQA Guidelines. The City seeks input from responsible and trustee agencies on information relevant to the analysis of resources falling within the jurisdiction of such agencies. Specifically, input is requested on:

- 1) **Scope of Environmental Analysis** - guidance on the scope of analysis for this EIR, including identification of specific issues that will require closer study due to the location, scale, and character of the project;
- 2) **Mitigation Measures** - suggestions for feasible mitigation that would avoid, eliminate, or reduce potentially significant or significant impacts; and
- 3) **Alternatives** - suggestions for alternatives to the project that could potentially reduce or avoid potentially significant impacts.

As outlined in CEQA Guidelines Section 15082(b), each responsible and trustee agency must identify specific environmental issues, alternatives, and mitigation measures that should be explored in the EIR. If there is no response within **30 days**, the City will assume that the agency is not suggesting specific environmental issues, alternatives, or mitigation measures to be addressed in the Draft EIR.

## PUBLIC SCOPING MEETING

Suisun City will conduct a scoping meeting to inform responsible agencies and other interested parties about the project. **Oral public comment will not be taken at the scoping meeting, but comment cards will be available for attendees to provide written comments on the scope and content of the EIR.** Written comments may also be submitted in accordance with the instructions below. The public scoping meeting is scheduled for the following time and location:

**December 8, 5:30 p.m.**

Joseph A Nelson Community Center  
611 Village Drive  
Suisun City, CA 94585

## WRITTEN COMMENTS

Please provide your written comments by 5:00 p.m. on **December 12, 2025**. Comments, along with the name and contact information of the appropriate person in your organization, should be addressed to:

Jim Bermudez, Deputy City Manager  
 City of Suisun City  
 701 Civic Center Boulevard  
 Suisun City, CA 94585  
 Phone: (707) 421-7337  
 Email: [SuisunExpansion@suisun.com](mailto:SuisunExpansion@suisun.com)

If you are from an agency that will need to consider the EIR when deciding whether to issue permits or other approvals for the project, please provide contact information for the appropriate contact person. Comments provided by email should include the name and mailing address of the commenter in the body of the email.

## PROJECT SUMMARY

California Forever (applicant) submitted an application to Suisun City proposing to annex lands into the City, and requesting City approval of an Area Plan, Specific Plan, Vesting Tentative Subdivision Map (VTSM), Development Agreement, and corresponding amendments to the City's General Plan, zoning and municipal code (Suisun Expansion Project).

The project would expand the boundaries of Suisun City, which is currently the smallest city in Solano County (approximately 4 square miles), through annexation of 22,873 acres of unincorporated Solano County land. Within the annexation area, the project would establish the Suisun Expansion Area Plan (Area Plan) and the Suisun Expansion Specific Plan (Specific Plan). The 7,136-acre Area Plan generally would maintain the zoning designations in the currently applicable Solano County code, including the 1,410-acre existing Lambie Industrial Park authorized under Solano County's Manufacturing Zone, and establish a 5,726-acre protection zone around Travis Air Force Base (Travis AFB) that prohibits changes to uses that are not supportive of the mission and ongoing operation of Travis AFB.

The proposed Specific Plan would establish the General Plan designation and zoning to guide development of a new 15,737-acre community in Suisun City. Following annexation, Suisun City would be approximately 30 square miles (excluding the 5,726 acres in the Travis Protection Zone where development is substantially restricted to protect operations at Travis AFB), roughly comparable to the Solano County cities of Fairfield (42 square miles), Vacaville (30 square miles), and Vallejo (50 square miles). The Specific Plan would authorize land uses for industrial, commercial, residential, parks, and institutional uses within the Specific Plan boundary, and would include supporting utility and transportation infrastructure within the Specific Plan boundary (on-site infrastructure) and outside the Specific Plan boundary (External Specific Plan [SP] Improvements).

## PROJECT LOCATION

The "project site" to be evaluated in the EIR comprises the 22,873-acre annexation area (including the Area Plan and Specific Plan) and the limit of disturbance for proposed External SP Improvements. The project site is in eastern Solano County, directly east of Suisun City, directly south and southeast of Travis AFB, directly southeast of Fairfield, approximately 5 miles southeast of Vacaville, approximately 12 miles south of Dixon, and less than a mile west of Rio Vista, within unincorporated Solano County (Figure 1).

### Project Location - Annexation Area

The proposed Suisun City annexation area includes 22,873 acres of currently unincorporated land in Solano County (Figure 2). Within the annexation area, there are 2,428 acres within the City's sphere of influence located immediately adjacent to Suisun City and Travis AFB. Because Suisun City is surrounded by Fairfield on the north and west side, Suisun Marsh to the south, and Travis AFB and restricted areas immediately to the east, expanding into the Solano County lands to the east is the City's only option for expansion.

The annexation area is generally defined according to the following boundaries:

- ▶ western boundary is the current Suisun City boundary;
- ▶ northern boundary along the existing City of Fairfield sphere of influence, the Travis AFB boundary, and unincorporated Solano County lands along the north side of the Creed Road right-of-way and the east-west alignment of Robinson Road right-of-way;
- ▶ eastern boundary is generally east of the east side of the Azevedo Road right-of-way alignment projected north following parcel boundaries of applicant owned lands, and west of Rio Vista; and
- ▶ southern boundary along the State Route (SR) 12 right-of-way, with sections that are a quarter mile south of the right-of-way, and north of the Suisun Marsh boundary.

### Project Location - Area Plan

Within the annexation area, the Area Plan encompasses 7,136 acres of land between the eastern boundary of Suisun City to a line from approximately the intersection of Mauds Lane and SR 12 to the intersection of Creed Road and Goose Haven Road at the eastern boundary. The Area Plan is immediately adjacent to Suisun City's northern and eastern boundaries and south of Travis AFB. The eastern boundary of the Area Plan is adjacent to the western boundary of the Specific Plan (Figure 2).

### Project Location - Specific Plan

The Specific Plan site is located in Solano County, east of Suisun City, immediately east of the proposed Area Plan within the proposed annexation area (Figure 2). The 15,737-acre Specific Plan site is located south of Wilcox Ranch, Jepson Prairie Reserve, and Calhoun Cut Ecological Reserve; east-northeast of Suisun Marsh; and northwest of the Sacramento River. While the northeastern portion of the Specific Plan site overlaps with the Sacramento-San Joaquin Delta Protection Area, the Specific Plan designates this small overlap area as open space. The Specific Plan site is bisected by an intermittent stream, referred to as the "Big Ditch."

The Specific Plan site is generally north of SR 12 and bisected by SR 113 (Figure 2). SR 12 provides freeway access to the Specific Plan site, running east to west through Suisun City and Fairfield to Interstate 80 (I-80) on the west. SR 113 runs north-south through the Specific Plan site, connecting to I-80 on the north and SR 12 on the south.

### Project Location - External Specific Plan Improvements

The project includes proposed transportation and utility improvements located outside the Specific Plan boundary to connect to the new community (Figure 3). These are referred to as External SP Improvements.

- ▶ **SR 12 and Road Improvements** would include improvements to Lambie Road to establish the major arterial between the Specific Plan site and SR 12, a new minor arterial from the southwest corner of the Specific Plan site to SR 12, and the associated intersections and improvements to SR 12.
- ▶ **Bike Trails** would connect the Specific Plan site to Suisun City to the west and Rio Vista to the east.
- ▶ **Stormwater Infrastructure** would include drainage swales to manage stormwater flows east of the Specific Plan site.
- ▶ **Surface Water Infrastructure** would include approximately 300 acres of surface water storage basins and conveyance pipelines located outside of the Specific Plan boundary.
- ▶ **Groundwater Well Infrastructure** would include a groundwater well field located to the west of the Specific Plan boundary and north of the annexation boundary and two potential conveyance pipeline alignments. A study area of 250 feet on either side of that disturbance width is evaluated for the two alignments.

Some of the External SP Improvements - the major and minor arterials, the associated SR 12 intersections and improvements, and the commuter bike trail to Suisun City - are located within the proposed Area Plan boundary. External SP Improvements - water storage and conveyance pipelines, a stormwater conveyance pipeline, and a commuter bike trail to Rio Vista - also are proposed outside of the Area Plan and Specific Plan site boundaries. While these improvements extend beyond the annexation area boundary, they are considered part of the project and would be addressed in the EIR.

## EXISTING CONDITIONS

### Existing Land Use Designations and Zoning

The project site is located within unincorporated Solano County. Figure 4 provides a map of the current Solano County zoning for the project site.

Per the Solano County General Plan, the majority of the proposed Area Plan lands, 5,726 acres, are designated as agricultural land (A-160, Exclusive Agricultural Districts—160 Acre Minimum Lot Size) and used for seasonal sheep or cow grazing and forage crops. Of these 5,726 acres, 2,428 acres are also within Suisun City’s sphere of influence. The existing Lambie Industrial Park accounts for 1,410 acres of the Area Plan. The Lambie Industrial Park is currently zoned MG-3 (Manufacturing-General District—3 Acre Minimum Lot Size), which permits the normal operations of almost all industries, subject only to regulations needed to control congestion and to protect the surrounding area or adjoining premises. Several industrial facilities are located in Lambie Industrial Park, including the E.B. Stone property, the Austin Powder facility, and three natural gas peaker plants: Lambie Energy Center, Creed Energy Center, and Goose Haven Energy Center. Expansion of existing uses or new uses would be required to obtain approval of a discretionary Conditional Use Permit prior to development.

The proposed Specific Plan site contains 15,737 acres, composed of the following:

- ▶ 15,275 acres of applicant-owned lands;
- ▶ 21 acres owned by the State of California and operated as Delta Conservation Camp #8 (Delta Camp) and jointly operated by the California Department of Corrections and Rehabilitation (CDCR) and California Department of Forestry and Fire Protection (CAL FIRE) to train and deploy fire crews for fire suppression in the Sonoma, Lake, Napa, and Solano County areas (or elsewhere in the state);
- ▶ Parcels east of SR 113 owned by the City of Fairfield and Solano County and are used as a mitigation and conservation bank;
- ▶ 26 acres on McClosky Road owned by two third-party landowners. This acreage would be rezoned as part of the Specific Plan but is not under applicant ownership or control. Therefore, any proposed action on this land would require separate application and environmental review; and
- ▶ Land owned by agencies for public roadways, highways, and utilities.

The Specific Plan site is currently zoned by Solano County as follows:

- ▶ Approximately 15,656 acres are zoned A-160 (Exclusive Agricultural Districts—160 Acre Minimum Lot Size). The A-160 Zone provides for agriculture production and is used primarily for grazing cattle and sheep, and forage crops; approximately 120 acres are an irrigated almond orchard.
- ▶ Approximately 81 acres are zoned MG-3 (Manufacturing-General District—3 Acre Minimum Lot Size) as part of Lambie Industrial Park. The MG-3 Zone permits the normal operations of many types of industrial uses.

## PROJECT OBJECTIVES

The stated goal of the Suisun Expansion Project is to:

Create a new employment center, with a focus on advanced manufacturing, that can attract the leading companies in the world to Solano County, supported by a series of compact, walkable neighborhoods with a mix of housing types and accessible neighborhood services.

The objectives of the project are:

- ▶ Create a major new regional job center with a focus on advanced manufacturing, as well as the full range of community-serving jobs.
- ▶ Support Travis AFB by providing housing for military families, bringing private sector jobs in aerospace and defense to the area, and annexing the area between Travis AFB and planned development area to establish the Travis Protection Zone to support Travis AFB operations.
- ▶ Authorize development of a sustainable new community that prioritizes:
  - Well-paid jobs for people with a variety of educational and training backgrounds and work experience;
  - Walkable, safe, and multigenerational neighborhoods;

- Multimodal transportation options to reduce passenger vehicle use and encourage walking, bicycling, and transit;
  - New parks and playfields; and
  - Retail, cultural, and educational amenities and public services.
- ▶ Require the new community to be comprehensively planned with a Specific Plan that:
- Provides shops, restaurants, schools, and parks within walking distance of every resident;
  - Includes jobs that are accessible by walking, biking, or transit;
  - Minimizes off-site commuter trips on local highways and reliance on private cars for routine daily activities, and avoid the construction of costly multiple parking spaces for new residences;
  - Supports families by making streets and parks safe so that kids can walk to school, activities, and to see friends;
  - Includes sustainable new infrastructure that primarily uses renewable energy, conserves and treats water to conserve potable water and re-uses non-potable recycled water;
  - Provides a place for significant job growth, with focus on advanced manufacturing, and a balance of other employment, residential and community uses to accommodate forecasted population growth, in Solano County as the geographic center of the Bay Area-Sacramento megaregion;
  - Organizes new development to allow for established parks and dedicated open space, and avoid conserved natural habitat, prime agricultural lands, and lands susceptible to sea level rise or high fuel load wildfire risks; and
  - Includes a financing plan that funds the construction and operation of project infrastructure and public services.
- ▶ Increase tax revenues to Suisun City, and increase the range of jobs, homes, retail and recreational opportunities in Suisun City by annexing land to increase the City’s boundaries to be comparable to its neighboring cities of Fairfield and Vacaville.
- ▶ Provide mutual certainty to both the community and the developer that the Suisun Expansion Project will achieve these objectives by creating a ministerial, predictable process to implement the Project.

## PROJECT OVERVIEW

The components of the project, the Area Plan, Specific Plan, and External SP Improvements, are summarized below.

### Area Plan

Section 65300 of the California Government Code requires each local planning agency, such as Suisun City, to adopt a comprehensive, long-term general plan for the physical development of the area over which it has jurisdiction. The local planning agency may elect to prepare “area plans” for designated areas of a city for inclusion in the City’s General Plan. The proposed 7,136-acre Area Plan would include two sub-areas (Figure 2):

- ▶ **Travis Protection Zone** would consist of 5,726 acres adjacent to the city’s current boundary. The Travis Protection Zone is designed to further the operations of Travis AFB by limiting incompatible uses. To that end, the Travis Protection Zone would preserve restrictions on development established by Solano County in the County’s Exclusive Agricultural Zone.
- ▶ **Lambie Industrial Park** is an existing industrial park zoned by Solano County for industrial uses (MG-3 Manufacturing Zone). Consistent with the County’s intention, the 1,410-acre Lambie Industrial Park would permit the normal operations of almost all industries, subject to those regulations needed to control congestion and to protect the surrounding area and adjoining uses. Where the County previously authorized most industrial uses “by right” without project-level discretionary approvals, but required adoption of a specific plan for the industrial park before any additional development would be allowed, the Area Plan and associated zoning proposed by the project would require that all authorized uses in the Lambie Industrial Park obtain a discretionary conditional use permit consistent with Chapter 18.73 of the Suisun City Municipal Code.

The Area Plan includes corresponding amendments to the City General Plan and zoning code. These General Plan and code amendments would become effective upon annexation of this land into the City.

## Specific Plan

A specific plan is a comprehensive planning and implementation tool developed and adopted by local jurisdictions pursuant to Section 65459 of the California Government Code to guide implementation of the general plan within focused geographies, often wherein larger scale, multi-use projects are proposed. Pursuant to the Government Code, the Suisun Expansion Specific Plan lays out the vision, plan, ambitions, and key strategies for creating a complete community, and establishes the regulations and framework to implement the vision over the coming decades.

To govern development within the Specific Plan site, the Specific Plan would establish seven land use zones within the Specific Plan site, as summarized below and shown in Figure 5.

- ▶ **Commercial Mixed Use (CMU):** The approximately 868-acre CMU Zone would represent 5.5 percent of the Specific Plan site. The CMU Zone would include the highest intensity of non-industrial land uses. Allowable uses in the CMU Zone would include residential; commercial; public and semipublic (including cultural and civic uses, community gardens, etc.); parks and recreation; light industry; utilities, energy, and infrastructure; transportation; accessory uses and structures; and development activities/temporary structures. Industrial, production, manufacturing, and other uses requiring high volumes of large trucks would not be permitted in the CMU Zone. This zone encompasses the proposed downtown area and two smaller district centers of the Specific Plan and accommodates offices, higher-density housing, cultural and civic uses, hotels, hospitals, larger-footprint retail uses needing a larger customer catchment area to serve multiple neighborhoods, restaurants, performance venues, and nightlife, in addition to other compatible uses.
- ▶ **Industry and Technology (IT):** The approximately 2,272-acre IT Zone would include 14.4 percent of the Specific Plan site. Allowable uses in the IT Zone would include manufacturing, production, research, industrial, utilities, agricultural; public and semipublic; commercial; parks and recreation; utilities, energy, water, telecommunications and other infrastructure; transportation; accessory uses and structures; and development activities/temporary structures. Examples of infrastructure uses allowed in the IT Zone are central thermal plants, water resource recovery facilities, materials recovery facilities, data centers, and transportation yards. The IT Zone would not permit residential uses, and adjacent residential uses would be buffered from this zone through design features, such as streets and open spaces.
- ▶ **Maker and Manufacturing (MM):** The approximately 698-acre MM Zone would represent 4.4 percent of the Specific Plan site. The MM Zone is designed to attract and support small businesses, entertainment, and nightlife by enabling diverse types of commercial space suitable to many types of businesses. Allowable uses in the MM Zone would include residential; agricultural (nurseries, commercial greenhouses, and community gardens); public and semipublic; commercial; parks and recreation; manufacturing (general industrial); light industrial; utilities, energy, and infrastructure; transportation; accessory uses and structures; development activities/temporary structures; and nighttime entertainment uses. The MM Zone is intended to benefit from proximity to the IT and CMU Zones to create a unique mix of uses, including light industrial, entertainment, arts, and culture uses interwoven with residential and commercial uses.
- ▶ **Neighborhood Mixed Use (NMU):** The approximately 6,596-acre NMU Zone is separated into Zone C and Zone D. The area within the Travis Air Force Base Land Use Compatibility Plan (Travis AFB LUCP) Compatibility Zone C would allow row homes and nonresidential development, and the area within Compatibility Zone D would allow row homes, multi-family housing, and nonresidential development. Compatibility Zone C (approximately 2,463 acres) would account for 15.6 percent of the Specific Plan site, and Compatibility Zone D (approximately 4,133 acres), would account for 26.3 percent of the Specific Plan site. The NMU would be predominantly, but not exclusively, a residential zone that makes up the bulk of the Specific Plan. It would also support smaller-scale workplaces and amenities for daily life, where residents can walk to transit, schools, retail, services, parks, and civic uses. In addition to residential, the permitted uses in the NMU Zone would include public and semipublic; commercial; parks and recreational; light industrial (maker manufacturing); utilities, energy, and infrastructure; transportation; accessory uses and structures; nurseries, commercial greenhouses, and community gardens; and development activities/temporary structures.
- ▶ **Open Space Civic (OSC):** The approximately 865-acre OSC Zone would represent 5.5 percent of the Specific Plan site and covers the land area of Central Park, which would be established around the Big Ditch. This is a zone for various active and passive recreational uses, civic gathering places like amphitheatres and water parks, along with supporting retail and visitor-serving facilities.
- ▶ **Open Space Infrastructure (OSI):** The approximately 2,967-acre OSI Zone, located at the periphery of the Specific Plan, would represent 18.9 percent of the Specific Plan site and would allow for infrastructure

uses, such as water systems, solid waste management systems, solar farms, and energy storage. This zone would also allow public uses such as pedestrian, bicycle, and multiuse trails, as well as natural conservation areas, buffers, and wildlife corridors.

- ▶ **Open Space (OS)** (approximately 1,319 acres, which includes existing conservation easements): The OS Zone would represent 8.4 percent of the Specific Plan site and is intended to create recreational opportunities while preserving and protecting natural resources and sustaining existing agricultural lands. The OS Zone would provide a visual buffer and transition to the natural and agrarian areas surrounding the community and is intended to serve multiple functions, including passive recreation access and utility infrastructure such as electrical lines and recycled water storage ponds. Select park uses, such as arboretums, as well as pedestrian, bicycle, and equestrian trails would be allowed.

The remaining 1 percent of the Specific Plan site consists of the Delta Camp and California Department of Transportation (Caltrans) rights-of-way, which are not applicant owned lands.

A summary of the proposed Specific Plan land use zones is provided in Table 1, below.

**Table 1 Specific Plan - Land Development Plan for Full Buildout**

| Land Use Zone  | Gross Acres      | Percent of Specific Plan Site | Maximum Permitted Density/Intensity Dwelling Units | Maximum Permitted Density/Intensity Nonresidential Gross Square Footage | Projected Jobs | Projected Population |
|--|------------------|-------------------------------|--|---|----------------|----------------------|
| Commercial Mixed Use   | 868 acres        | 5.5%                          | 33,501   | 29,708,846  | 73,594         | 77,053               |
| Industry and Technology  | 2,272 acres      | 14.4%                         | N/A  | 51,874,409  | 73,703         | N/A                  |
| Maker and Manufacturing  | 698 acres        | 4.4%                          | 18,259   | 13,975,960  | 22,703         | 41,996               |
| Neighborhood Mixed Use Zone C  | 2,463 acres      | 15.6%                         | 27,319   | 9,116,700   | 10,348         | 62,834               |
| Neighborhood Mixed Use Zone D  | 4,133 acres      | 26.3%                         | 94,834   | 39,114,132  | 41,424         | 218,118              |
| Open Space Civic   | 865 acres        | 5.5%                          | N/A  | 2,341,977   | 3,117          | N/A                  |
| Open Space Infrastructure  | 2,967 acres      | 18.9%                         | N/A  | 872,000   | 581            | N/A                  |
| Open Space   | 1,319 acres      | 8.4%                          | N/A  | N/A   | N/A            | N/A                  |
| <i>Caltrans right-of-way and Delta Camp, not owned by California Forever</i> | <i>153 acres</i> | <i>1.0%</i>                   | <i>N/A</i>   | <i>N/A</i>  | <i>N/A</i>     | <i>N/A</i>           |
| <b>Total</b>   | <b>15,737</b>    | <b>100%</b>                   | <b>173,913</b>                                     | <b>147,004,024</b>  | <b>225,471</b> | <b>400,000</b>       |

Source: California Forever 2025.

The Specific Plan would become effective upon annexation of this land into the City. For purposes of the EIR, implementation of the Specific Plan is assumed to occur in two phases:

- ▶ **20 Year Plan.** The first phase of the new community would be developed on 6,080 acres in the southwestern portion of the Specific Plan site, for which a VTSM is proposed, as shown in Figure 6. The land uses within the 20 Year Plan boundary would be supported by utility and transportation infrastructure within and external to the Specific Plan site.
  - Interim photovoltaic solar fields and associated battery energy storage systems would be installed across the majority of the Specific Plan site, but outside of the boundaries of the VTSM, to provide renewable energy to the 20 Year Plan development. In addition, other utility and transportation infrastructure such as roads, pipelines, interconnections, and relocations would be necessary throughout the Specific Plan site to serve the 20 Year Plan (Figure 2).
  - There are also necessary transportation and utility infrastructure improvements to be constructed outside of the Specific Plan site that are needed to serve the 20 Year Plan. These External SP Improvements, which would serve the project through full buildout, are described in further detail below.

- ▶ **Full Buildout.** The second phase evaluated in the EIR assumes full buildout of the Specific Plan, which may be completed in one or more future VTSMs. The interim solar fields would be converted to development of new community land uses pursuant to the Specific Plan as the remainder of the site is developed.

The proposed land development plan for buildout of the Specific Plan establishes the maximum envelope of development that would occur within the Specific Plan site pursuant to the Specific Plan zones shown in Figure 5 and described above. As summarized in Table 1, the land development plan presents maximum permitted densities of dwelling units, maximum permitted non-residential gross square footage for non-residential uses, projected residential population, projected jobs, transportation infrastructure, and utility infrastructure. Given that the Specific Plan provides for a broad range of uses and densities within each zone, the proposed land development plan will define the parameters of the Specific Plan buildout and will be used as the basis for the analysis in the EIR.

The land development plan establishes a gross developable land area of approximately 14,266 acres. The net residential area is approximately 3,907 acres, and provides for 173,913 dwelling units within the NMU, CMU, and MM Zones. The net nonresidential developable area accounts for approximately 3,294 acres for retail, schools, civic/institutions (e.g., museums, cultural, hospitals, or libraries), offices, hotels, parking, infrastructure and utilities, commercial/industrial, public services, and other uses. The land use development plan is designed to support 400,000 people at full buildout of the Specific Plan.

#### Transportation System

The Specific Plan establishes a range of street types with different functions and characters for different needs—all designed in a grid pattern that prioritizes walking, biking, and public transit to be refined and finalized in subdivision maps. Most streets in the new community are designed to be neighborhood streets or car-free, biking and pedestrian streets in which comfort, safety, and social life are prioritized. These streets are complemented by a network of higher capacity streets, consisting of movement streets, parkways, arterials, and highways. The vast majority of streets in the Specific Plan site are designed to have only one lane of car traffic in each direction, and in some cases, no vehicular traffic. However, certain collector, minor arterial, and major arterial streets are designed to carry higher volumes of car traffic. Wider, multilane arterials and parking garages are planned around the edge of the new community, making vehicle use into and out of the Specific Plan site convenient and accessible by alternative modes of transportation, while reducing internal neighborhood traffic. The Specific Plan includes standards for streets and other plan components, which include modifications to some city zoning and municipal code provisions that would apply solely to the Specific Plan site.

#### Utilities

The applicant would be required to ensure the development of all utility facilities and distribution systems to serve buildout of the Specific Plan. The Specific Plan proposes establishment of water and wastewater collection, treatment and conveyance systems, recycled water treatment and conveyance systems, and stormwater drainage and flood control facilities. Electricity and natural gas service is proposed to be made available through Pacific Gas & Electric (PG&E) facilities, as regulated by the California Public Utilities Commission. Waste collection and disposal is proposed to be performed under a franchise agreement, and there are multiple waste management service providers with capacity.

The associated distribution systems would be constructed within public rights-of-way or dedicated public easements throughout the Specific Plan site, providing for access and maintenance. Utility facilities and distribution systems would be reviewed by the respective utility operators to confirm full access for maintenance and repair of facilities. Utilities would be installed in accordance with applicable standards and regulations for utility operator acquisition and acceptance within dedicated public service easement areas. Final maps depicting the public rights-of-ways prior to permits for each infrastructure phase would be submitted for approval by Suisun City.

#### Public Services

After annexation, fire protection services for the Specific Plan site would be provided by the Suisun City Fire Department, working closely with the Montezuma Fire Protection District on fire suppression for land holdings surrounding the Specific Plan site. Service levels and facilities would scale with population growth as demand increases. A Fire Department Infrastructure Plan would be prepared for the Specific Plan to ensure that the new community and surrounding areas would be adequately protected by a full set of modern fire suppression equipment.

The Specific Plan site is currently within the Solano County Sheriff’s jurisdiction. After annexation, the Suisun City Police Department would provide law enforcement services.

Educational facilities would be constructed within the Specific Plan site for students living in the new community. Elementary schools (grades Pre-K-5) are planned for a target enrollment capacity of 700-900 students each, middle schools (grades 6-8) with a target enrollment capacity of 1,000- 1,200 students each, and high schools (grades 9-12) with a target enrollment capacity of 2,000-2,400 students each. Based on these assumptions, the Specific Plan is anticipated to include up to approximately 4 high schools, 6 middle schools, and 19 elementary schools. The actual number and timing of school construction would be based on student population. In addition, the Specific Plan would permit daycare, pre-kindergarten, vocational, and trade schools.

#### Specific Plan Land Development Plan - 20 Year Plan

A VTSM is proposed to designate the locations of infrastructure, services, residential, community, and nonresidential uses for the first 20 years of planned construction. The VTSM process requires that infrastructure and public services be in place to serve new residents and employees. The VTSM covers approximately 6,080 acres in the southwestern portion of the Specific Plan site, north of SR 12 and mostly west of SR 113 for the first phase of development of the new community, representing the 20 Year Plan. The land development plan for the 20 Year Plan establishes the land uses and development envelope corresponding to a population of 150,000 people (Figure 6). The VTSM would permit the subdivision of this portion of the Specific Plan site into lots and parcels, in substantial compliance with the regulations in effect at the time the VTSM application is determined to be complete by the City of Suisun City. The VTSM is authorized under the California Subdivision Map Act and local subdivision ordinances. City approval of the VTSM would involve findings related to consistency of the VTSM with the City’s General Plan, as amended by Suisun Expansion Specific Plan, and the environmental analyses and required mitigation measures in the EIR.

The 20 Year Plan land uses and associated population, residential units, nonresidential development, and projected jobs are summarized in Table 2.

**Table 2 Specific Plan - Land Development Plan for 20 Year Plan**

| Land Use Zone  | Gross Acres  | Percent of 20 Year Plan | Maximum Residential Units | Maximum Nonresidential Gross Square Footage | Projected Jobs | Projected Population |
|--|--------------|-------------------------|---------------------------|---|----------------|----------------------|
| Commercial Mixed Use   | 653          | 10.7%                   | 24,491                    | 16,178,823                                  | 30,798         | 56,329               |
| Industry and Technology  | 1,255        | 20.6%                   | N/A                       | 22,717,751                                  | 29,247         | N/A                  |
| Maker and Manufacturing  | 580          | 9.5%                    | 15,342                    | 8,084,836                                   | 11,920         | 35,286               |
| Neighborhood Mixed Use within Compatibility Zone C                           | 10           | 0.2%                    | 127                       | 0   | 0              | 292                  |
| Neighborhood Mixed Use within Compatibility Zone D                           | 1,131        | 18.6%                   | 25,258                    | 10,542,300                                  | 9,562          | 58,093               |
| Open Space Civic   | 865          | 14.2%                   | N/A                       | 2,059,229                                   | 2,662          | N/A                  |
| Open Space Infrastructure  | 1,116        | 18.3%                   | N/A                       | 432,875                                     | 289            | N/A                  |
| Open Space   | 388          | 6.4%                    | N/A                       | N/A   | N/A            | N/A                  |
| <i>Caltrans Right of Way and Delta Camp, not owned by California Forever</i> | 83           | 1.4%                    | N/A                       | N/A   | N/A            | N/A                  |
| <b>Total</b>   | <b>6,080</b> | <b>100%</b>             | <b>65,217</b>             | <b>60,015,814</b>                           | <b>84,479</b>  | <b>150,000</b>       |

Note: VTSM = vesting tentative subdivision map.

Source: California Forever 2025.

To serve development of the 20 Year Plan, permanent and temporary infrastructure would be needed within the Specific Plan site (the site is depicted in Figure 2). The infrastructure and services would be of sufficient size and capacity to serve associated residents, businesses, and uses in the 20 Year Plan boundary. Interim solar fields and associated battery energy storage systems would be constructed across the Specific Plan site to provide electricity to the VTSM development. In addition, other utility improvements, such as water, wastewater, stormwater, recycled water, thermal and natural gas and transportation system improvements

would be necessary within the Specific Plan site (on-site) and extending beyond the Specific Plan boundary (External SP Improvements). This associated infrastructure would be implemented in tandem with the needs of the growing development in the VTSM boundary.

## External SP Improvements

As discussed above, the External SP Improvements are the transportation and utility infrastructure improvements proposed to be constructed outside the boundary of the Specific Plan that are needed to serve the new community at the 20 Year Plan and Full Buildout (Figure 3).

### Required Approvals

#### *City of Suisun City*

Suisun City is the lead agency for the EIR, as it has primary responsibility for approving the project. The Suisun Expansion Project would require many approvals from the City of Suisun over time, including but not limited to, the following. City approvals:

- ▶ General Plan Amendments
- ▶ Specific Plan
- ▶ Area Plan
- ▶ Zoning and Municipal Code Amendments
- ▶ Vesting Tentative Subdivision Map
- ▶ Final Subdivision Map
- ▶ Development Agreement

Additional approvals are required for the project from other agencies. The scope of each agency's jurisdiction may be limited to a particular project component, activity or sub-area, or may extend to all or most of the project site. The discretionary jurisdiction of each agency is also subject to modification over time and additional responsible agencies may be identified as the CEQA review process proceeds. The initial public agencies that are expected to have discretionary jurisdiction over some component(s) of the project are described below. These agencies would be responsible agencies, while the Department of Fish and Wildlife (CDFW) would also be a trustee agency.

#### *State Agencies*

- ▶ **Public Utilities Commission (CPUC).** The CPUC has broad authority to regulate public utilities, including those presently located on and those proposed for the project, such as electricity, natural gas and telecommunications.
- ▶ **Department of Transportation (Caltrans).** Caltrans operates the state highway system, including access points, and has jurisdiction over existing and proposed improvements to SR 12 and SR 113.
- ▶ **Department of Water Resources (DWR).** DWR operates and manages the State Water Project (SWP) and regulates installation or modification of facilities that may affect the SWP facilities or operations.
- ▶ **Central Valley Regional Water Quality Control Board (Central Valley RWQCB).** Central Valley RWQCB regulates water quality across a broad range of activities, including stormwater management, wastewater treatment and disposal systems, and dredge and fill activities in waters and wetlands. The Central Valley RWQCB regulates these proposed project components. (A very small area of the Specific Plan site, which is planned for open space, is within the jurisdiction of the SF RWQCB. No RWQCB regulated activities are proposed in this area.)
- ▶ **State Water Resources Control Board (State Board).** The State Board regulates certain systems, water rights, and water infrastructure, such as the recycled non-potable water system included in the proposed project.
- ▶ **Department of Fish and Wildlife (CDFW).** CDFW is both a responsible agency, charged with approval of project activities involving streambed alteration and protected species, and a trustee agency for natural resources. CDFW regulates proposed project activities affecting these natural resources.

#### *Regional/Local Agencies and Special Districts*

- ▶ **Solano County Local Agency Formation Commission (LAFCO).** Under state law, LAFCO regulates the boundaries of cities and special districts, authorizes the formation of certain types of special districts such as Community Services Districts, and also regulates annexations of unincorporated county lands into cities

to assure, for example, that annexed areas have all required municipal services for future residents and owners. LAFCO would regulate the project's annexation, special districts, and other project components.

- ▶ **Solano County.** Solano County regulates land uses on unincorporated county lands, as well as some infrastructure such as roadways, and various public services, including groundwater wells. The County would retain this jurisdiction outside the annexation area, for various proposed External Improvements such as improvements to roadways.
- ▶ **Solano Transportation Authority.** The Solano Transportation Authority (STA) is the County's Congestion Management Agency (CMA), and also coordinates and provides various transportation planning, services, and operations. STA would be involved with some transit and other transportation project activities.
- ▶ **Yolo-Solano Air Quality Management District (YSAQMD).** YSAQMD is responsible for protecting air quality and regulates a broad range of air emission sources from construction activities such as grading, to administering permit requirements regulating emissions from manufacturing facilities, water treatment facilities, and other stationary sources. Most of the project site is within the jurisdiction of the YSAQMD.
- ▶ **Bay Area Air Quality Management District (BAAQMD).** A portion of the project site is within the jurisdiction of BAAQMD, which serves the same air quality regulatory roles as the YSAQMD.
- ▶ **School Districts.** Portions of the project site are within two separate school districts: River Delta and Fairfield-Suisun. The project includes proposed school facilities within the existing boundary of each district.
- ▶ **Fairfield Suisun Sewer District (FSSD).** FSSD has jurisdiction over sewer facilities and services for any property within the City of Suisun, including property that may be annexed into the City.

As a state law, CEQA does not directly apply to the actions and approvals undertaken by federal agencies, so these agencies are not "responsible agencies" under CEQA. Federal agencies often use the information included in an EIR for informational purposes as part of the federal agency approval process, and the Federal Highway Administration uses a collaborative process that includes greater use of CEQA documents.

## ENVIRONMENTAL REVIEW

This EIR will evaluate and disclose the environmental impacts associated with the project, in accordance with CEQA (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.). Each resource section in EIR will present a discussion of applicable laws and regulations, existing site conditions, and the environmental impacts associated with construction and operation of the project. A cumulative analysis will be provided as required by Section 15130 of the State CEQA Guidelines. A reasonable range of alternatives will be evaluated as required by Section 15126.6 of the State CEQA Guidelines, including a no project alternative.

### Potential Environmental Effects

The following environmental topic areas are anticipated to be evaluated in the EIR.

- ▶ **Aesthetics:** The EIR will evaluate the potential impacts of project construction and operation on scenic vistas, scenic resources, visual character, light, and glare. There are no State-designated scenic highways in the immediate vicinity of the Specific Plan site. SR 160, in Sacramento County directly adjacent to the Solano County border, is the closest state-designated scenic highway to the site, located 4 miles from Specific Plan's eastern boundary.
- ▶ **Agriculture and Forestry Resources:** The EIR will evaluate the potential for the project to directly or indirectly convert Important Farmland to urban development. This section will also evaluate the project's impacts on lands subject to Williamson Act contracts. There are no forest land resources present on or adjacent to the project site.
- ▶ **Air Quality:** The eastern portion of the project site is in the Sacramento Valley Air Basin under the jurisdiction of Yolo-Solano Air Quality Management District, and the western portion of the project site is in the San Francisco Bay Area Air Basin under the jurisdiction of Bay Area Air Quality Management District. Both short-term construction emissions and long-term operational emissions will be calculated and the analysis will address whether the project would conflict with air quality planning efforts.
- ▶ **Biological Resources:** The EIR will describe the habitat types, plant species, and wildlife species present or potentially present on and adjacent to the project site based on surveys, review of aerial photographs,

review of databases that address biological resources in the project area, review of environmental documentation of the project site, and review of project-specific reports, such as the aquatic resources delineation. Impacts of project construction and operation on biological resources in the project site and surrounding habitats will be evaluated, including the project's potential effects on wetlands, other sensitive natural communities, and special-status species (e.g., raptors and other migratory birds).

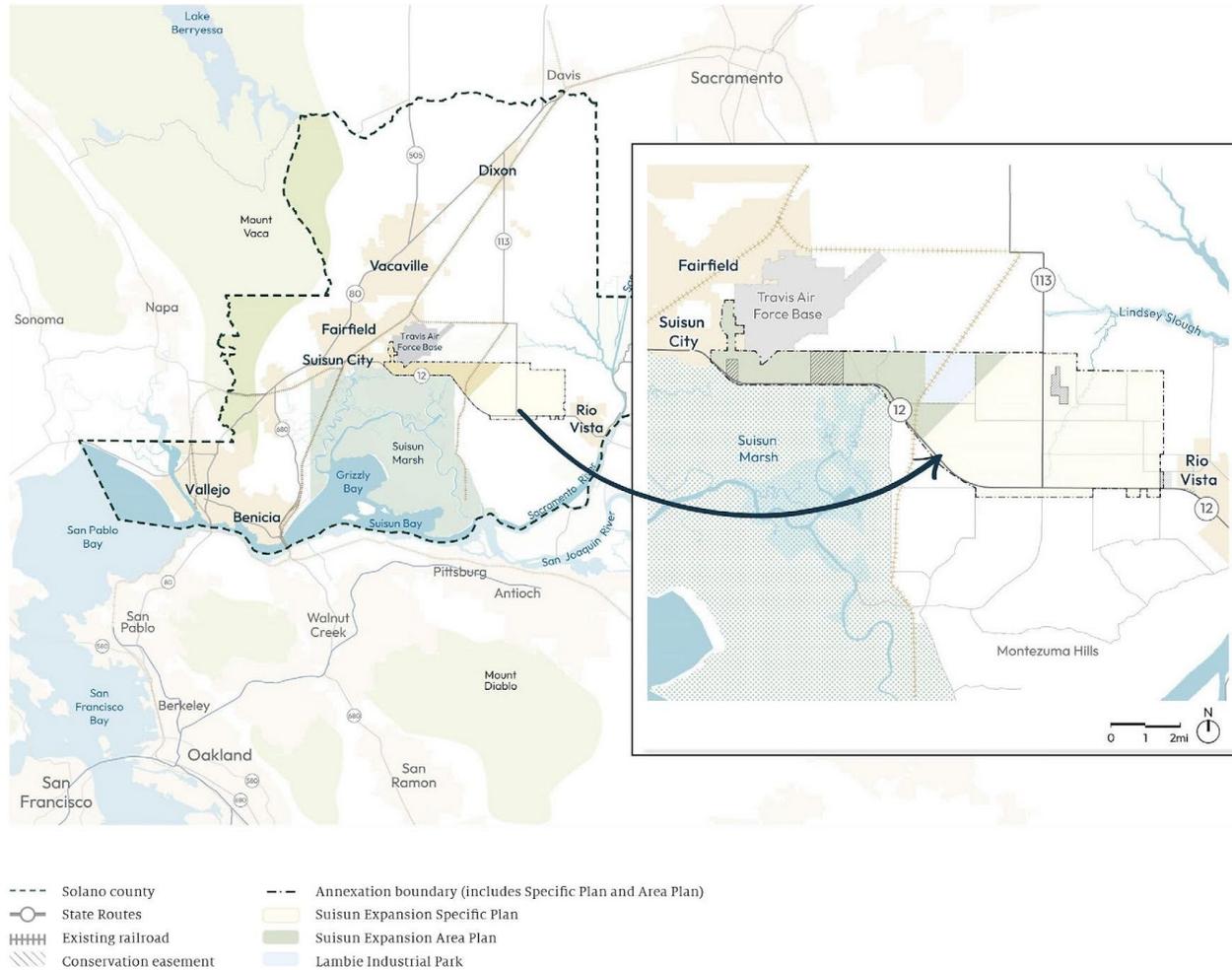
- ▶ **Cultural Resources:** The EIR will evaluate the project impacts on cultural resources, in the built and archaeological environments. Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include pre-contact resources and historic-period resources. Project-related impacts to cultural resources will be based on site specific studies and will be informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.
- ▶ **Energy:** The EIR will describe the project's energy consumption due to construction and operation including energy directly consumed for the project elements, indirect energy consumption such as that associated with generation of electricity at power plants, and transportation-related energy related to the use of fuels and electricity to power vehicles. This analysis will evaluate project consistency with energy conservation standards and whether the project would lead to wasteful or inefficient use of energy or affect local or regional energy supplies.
- ▶ **Geology, Soils, Minerals, and Paleontological Resources:** The EIR will describe the geologic setting and potential environmental effects related to geologic and soils hazards, mineral resources, and unique paleontological (fossil) resources. This section will discuss the project's design and best management practices to minimize impacts on people or structures from seismic activity. The EIR will also identify any potential impacts from loss of mineral resources and on undiscovered fossils.
- ▶ **Greenhouse Gas Emissions:** This section will address climate change science and goals in California, quantify GHG emissions generated from implementation of the project, and analyze the significance of project GHG impacts including consistency with adopted GHG reduction laws and plans. The analysis of the project's resiliency to climate-related risks such as more extreme rainfall or drought conditions are addressed in other topical subsections of the EIR, such as hydrology.
- ▶ **Hazards and Hazardous Materials:** The EIR will evaluate potential health, safety, and environmental impacts related to hazards and hazardous materials that could result from implementation of the project. This section will describe existing potential hazards and safety concerns within the project site and its surroundings and the nature of potential impacts that could occur as a result of construction and operation of the project. This section will evaluate the potential for project-related impacts from the transport, use, or disposal of hazardous materials; releases of hazardous materials; emissions of hazardous or acutely hazardous materials, substances, or waste near a school; location on a hazardous materials site; location within an airport land use plan or in the vicinity of a private airstrip; and impairment of an adopted emergency response or evacuation plan.
- ▶ **Hydrology and Water Quality:** The EIR will describe the existing hydrologic conditions and evaluate how construction and operation of the project would impact the existing hydrology and water quality conditions through mapping the disturbance areas that would result with implementation of the project and considering the project elements related to drainage, stormwater treatment facilities, and stormwater detention and retention facilities. This section will evaluate the potential short-term construction-related effects on water quality from stormwater runoff, as well as long-term effects on stormwater drainage and maintenance effects on water quality. This section will evaluate potential impacts on groundwater recharge and sustainability, surface water hydrology from the addition of impervious surfaces associated with development, and the potential for the project to impede or redirect flood flows.
- ▶ **Land Use and Planning:** The EIR will describe existing and proposed land uses and will evaluate the potential for the project to conflict with existing, approved land use and natural resource plans or regulations that were adopted with the purpose of reducing or avoiding environmental effects that apply to the project.
- ▶ **Noise:** The EIR will describe the anticipated noise levels from construction and operation of proposed project elements. Noise levels will be estimated and compared with existing ambient noise levels and City noise policies. Existing sensitive receptors and their relative exposure to construction, transportation, or operation-related noise will be identified. Project-generated construction source noise levels will be defined and reference levels for noise emissions for specific equipment or activity types will be

documented. Long-term stationary sources of noise and transportation-related noise will be described, and project-generated noise levels will be determined. Sources of vibration due to construction or operations will be identified and relative exposure to vibration will be evaluated.

- ▶ **Population and Housing:** The EIR will evaluate the potential of the project to induce substantial unplanned population growth or displace substantial numbers of housing units or people that could lead to potentially significant physical environmental effects. The evaluation of potential impacts on population, employment, and housing will involve review of available population, employment, and housing estimates and projections from the Department of Finance (DOF) and Metropolitan Transportation Commission /Association of Bay Area Governments (MTC/ABAG).
- ▶ **Public Services:** The EIR will evaluate the potential impacts of the project with respect to public services, including fire protection and emergency medical services, police protection, schools, and library services. Federal, state, and local plans, policies, and regulations applicable to the provision of such services for the project will be described. The analysis will consider the potential of the project to result in the need for new or physically altered public service facilities, the construction of which could result in physical environmental impacts.
- ▶ **Recreation:** The EIR will evaluate the potential impacts of the project on parks and recreational facilities. The analysis will consider the potential of the project to result in the need for new or physically altered recreation facilities, the construction of which could result in physical environmental impacts.
- ▶ **Transportation:** The EIR will describe potential changes to the existing (2024) and cumulative transportation systems caused by the project in the vicinity of the project site. The transportation analysis will forecast the vehicle miles traveled (VMT) generation and VMT per capita and will analyze the project-generated VMT based on applicable thresholds. The analysis will identify if the project would result in significant impacts warranting mitigation for vehicular, transit, bicycle, pedestrian, and emergency access based on the transportation and land use components in the Specific Plan.
- ▶ **Tribal Cultural Resources:** The EIR will describe existing tribal cultural resources and evaluate potential impacts on those resources, including the potential to affect undiscovered resources during excavation and grading. Tribal consultation will also be completed to inform the EIR. The analysis and mitigation measures will be informed by consultations with tribes.
- ▶ **Utilities and Service Systems:** The EIR will evaluate the project's utility demands and the physical environmental impacts of the project's proposed utility infrastructure systems for water (groundwater and surface water), wastewater, recycled water, electricity, natural gas, and solid waste. The analysis will address the construction and operation of project-related utility infrastructure to meet project-related demands, including water collection, conveyance, and treatment facilities; wastewater collection and treatment facilities; recycled water storage and conveyance; onsite interim solar fields and battery energy storage; electrical and natural gas connections and lines; solid waste collection and disposal; and relocation of existing utilities. The analyses will rely on a project-specific Water Supply Assessment and the proposed utilities plans.
- ▶ **Wildfire:** The EIR will describe current conditions relative to wildfire in the vicinity of the project site and will evaluate the changes to those conditions due to project construction and operations. The EIR will describe the fire hazard severity zones as they relate to the project site and surrounding areas, analyze the project's potential to exacerbate wildfire hazards, and analyze the potential to expose people or structures to post-fire instability or drainage changes.

The EIR will include a discussion of the cumulative impacts of the project pursuant to Section 15130(a) of the State CEQA Guidelines, which requires consideration of whether a project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines suggest two methodologies for conducting an analysis of cumulative impacts: an approach that utilizes a list of reasonably foreseeable future projects or an approach that utilizes a summary of projections that describes or evaluates cumulative effects, such as a forecast of future population or job growth. A hybrid approach - utilizing both a list of projects and a summary of projections - is also an acceptable approach. Because of the long-term buildout of the project, in combination with current robust activity regarding projects proposed in the region, the EIR will use the hybrid approach. Cumulative impacts will be addressed in the EIR for each resource topic consistent with the analysis required under Appendix G of the State CEQA Guidelines.

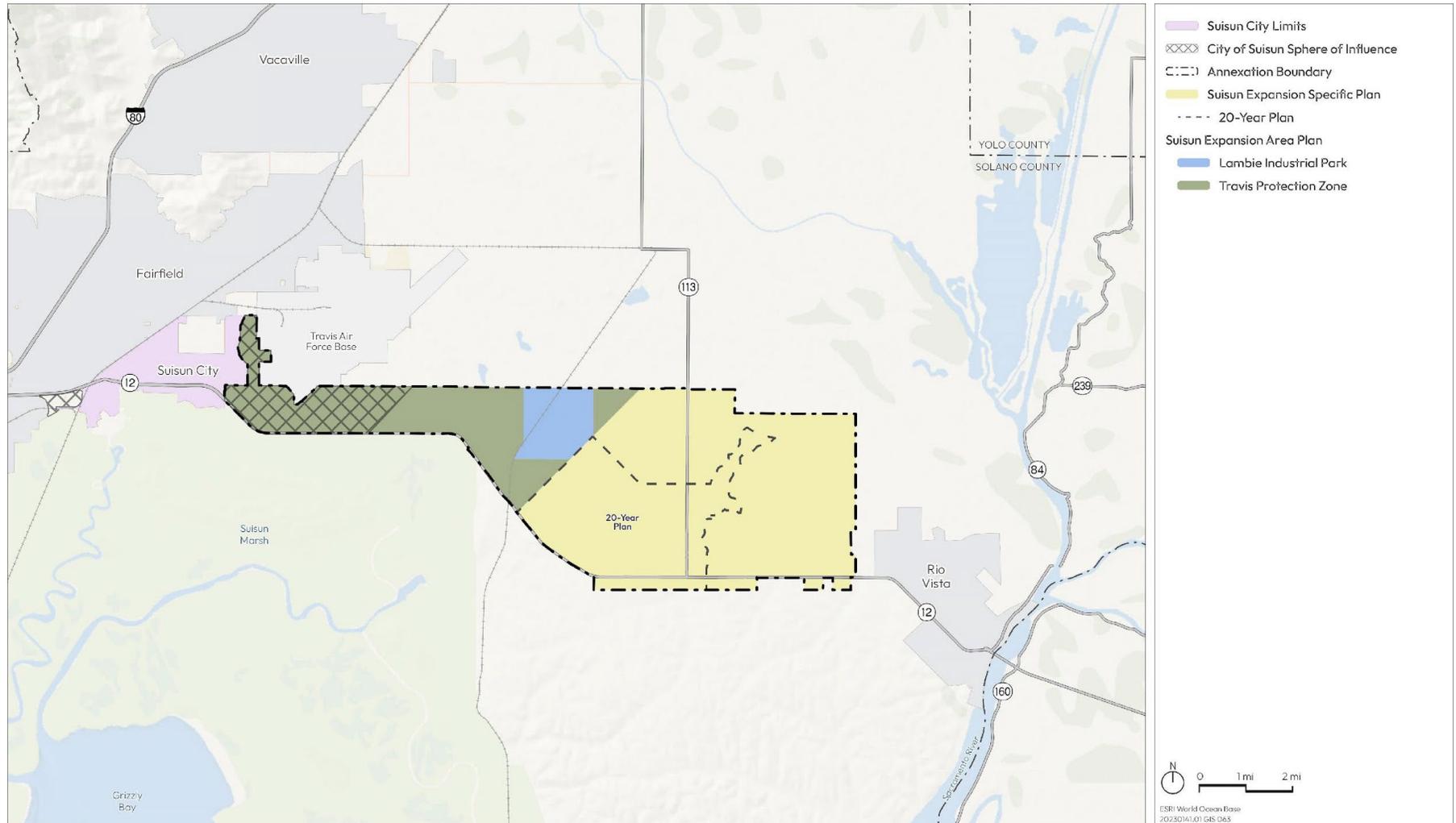
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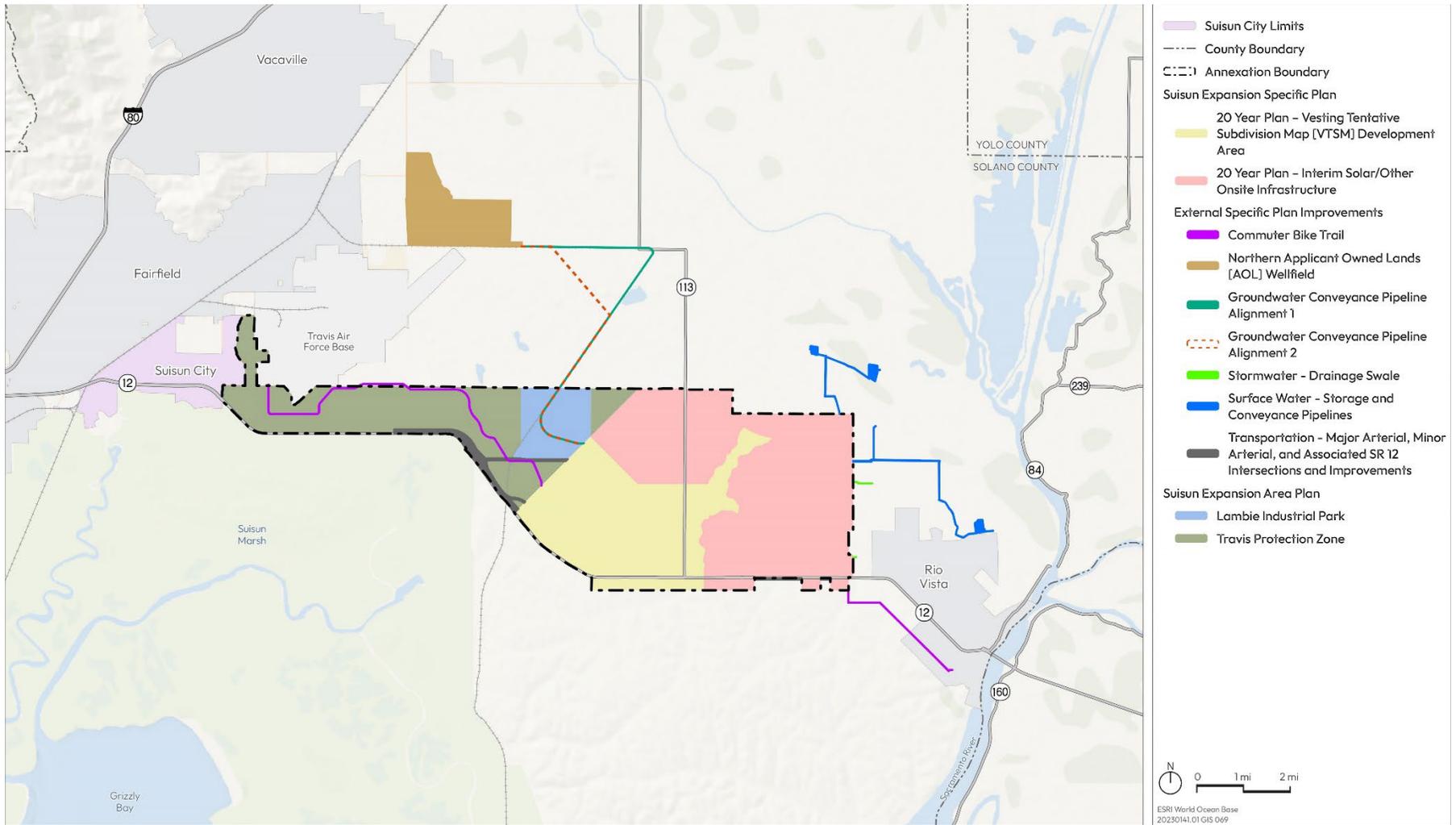
Source: Data received from California Forever in April 2025; adapted by Ascent in 2025.

**Figure 1 Suisun Expansion Project - Regional Location**



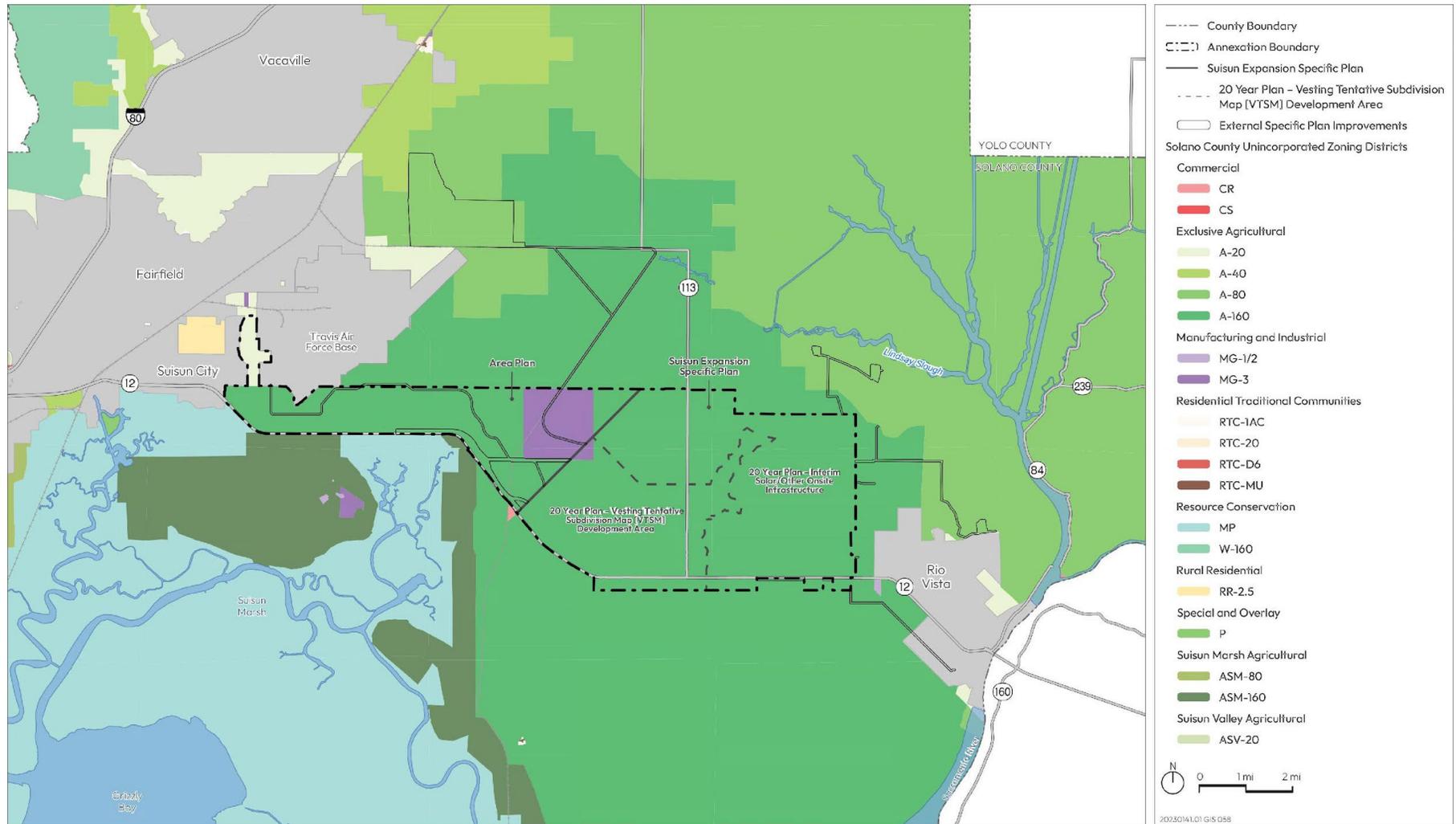
Source: Data received from Solano County in 2025 and California Forever in April and June 2025; adapted by Ascent in 2025.

**Figure 2 Suisun Expansion Project - Annexation Area, Area Plan, Specific Plan, and 20 Year Plan Boundaries**



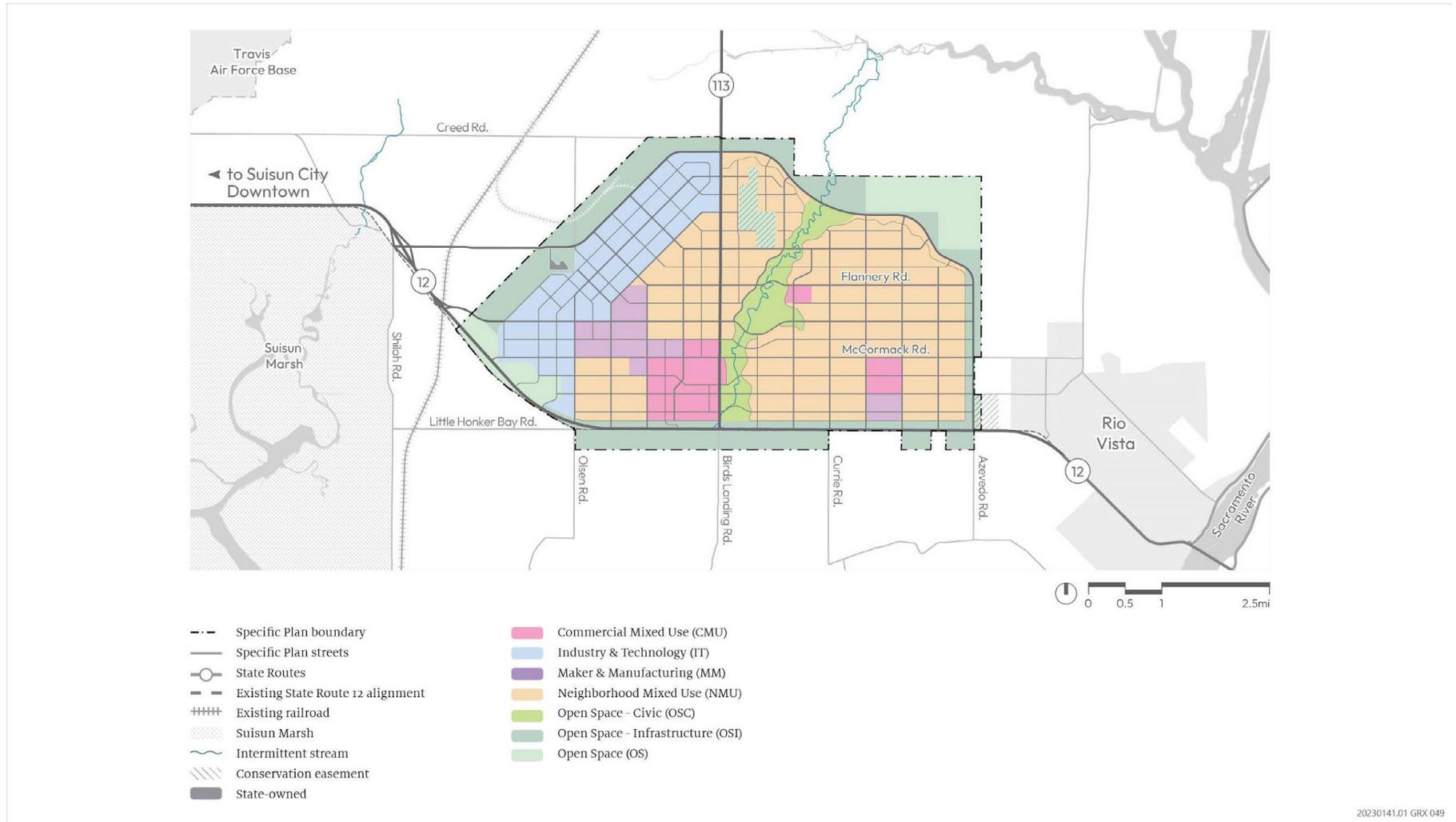
Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

**Figure 3** Specific Plan - 20 Year Plan Vesting Tentative Subdivision Map Development Area, Interim Solar/Other Onsite Infrastructure Area, and External Specific Plan Improvements



Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

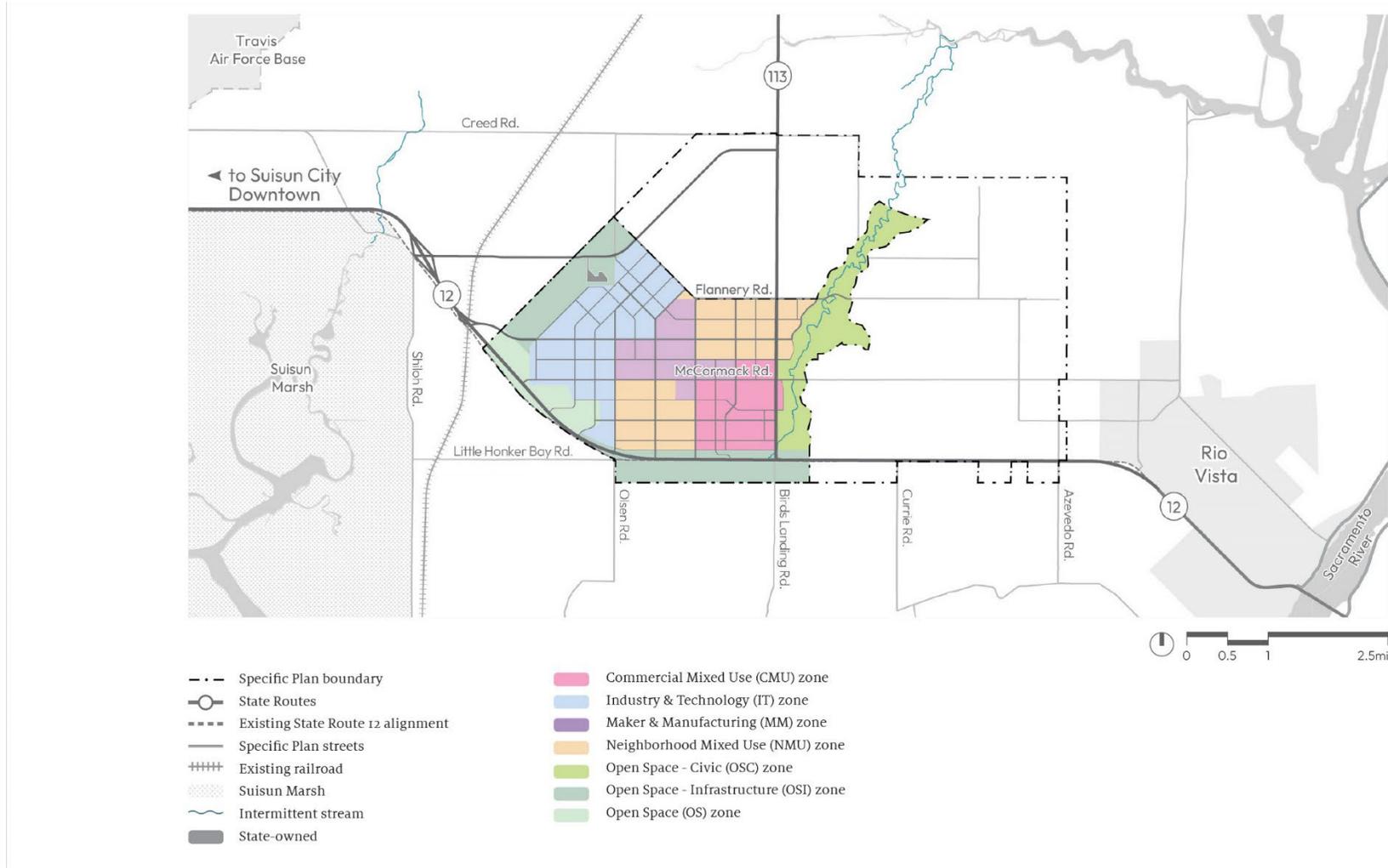
**Figure 4 Existing Solano County Zoning**



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Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

**Figure 5 Specific Plan Land Use Zones**



20230141.01 GRX 050

Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

**Figure 6 Specific Plan - 20 Year Plan Boundary and Land Use Zones**



DATE: December 2, 2025  
TO: STA Board  
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

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**Background:**

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

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

**Discussion:**

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

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

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program 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 1<sup>st</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> 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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**Solano Mobility Q1 Program Details for FY 2025-26**

**Travel Training FY Comparison by Category**

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

**\*Q1 Totals**

**ADA Eligibility Results FY Comparison by Eligibility**

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

**\*Q1 Totals**

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

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

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

**\*Q1 Totals**

## 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         |              |
| <b>Total</b>                     |         | <b>4713</b> | <b>4713</b> | <b>8295</b> | <b>11548</b> | <b>20316</b> | <b>27708</b> | <b>7762*</b> |

\*Q1 Totals

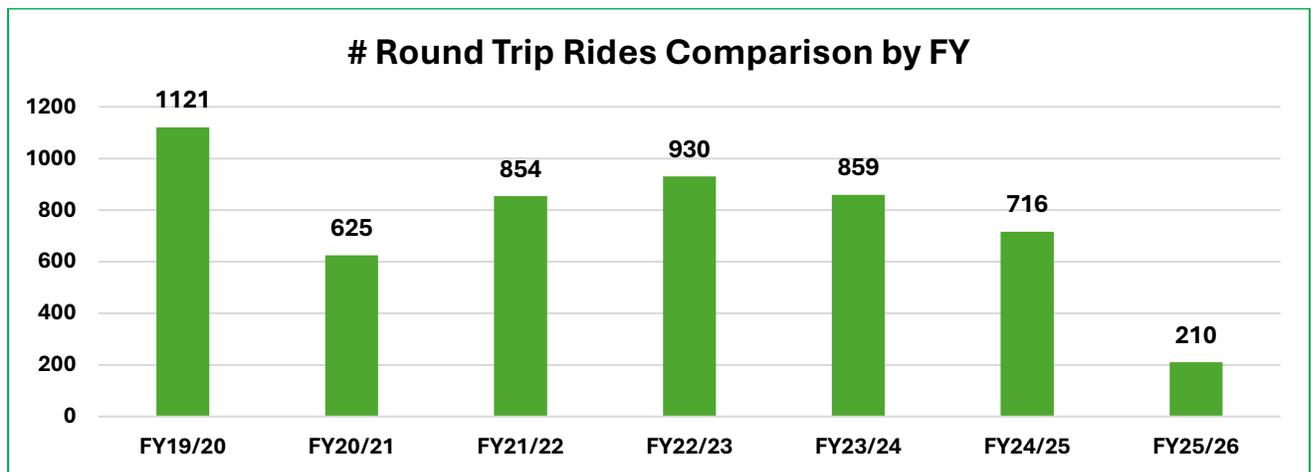
**ATTACHMENT B**

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

| <b>Veterans Program and WAV (NEMT) Rides</b> |                 |                |                |                |                 |                |                |                |
|--|-----------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|
|  | <b>Veterans</b> |                |                |                | <b>WAV/NEMT</b> |                |                |                |
| <b>Month</b>                                 | <b>FY22-23</b>  | <b>FY23-24</b> | <b>FY24-25</b> | <b>FY25-26</b> | <b>FY22-23</b>  | <b>FY23-24</b> | <b>FY24-25</b> | <b>FY25-26</b> |
| 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            |                |
| <b>Totals</b>                                | <b>108</b>      | <b>1040</b>    | <b>555</b>     | <b>243</b>     | <b>201</b>      | <b>2185</b>    | <b>1895</b>    | <b>480*</b>    |

**\*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.

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

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

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility’s ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
  - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
  - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.
  - Participating with multiple taxi providers and allowing riders to select their provider of choice.
  - Ensuring taxi company and driver compliance with regulations.
  - Responding to valid complaints within 48 hours of complaint receipt.

| <b>Evaluation Methodology:</b> | <b>Meets Criteria if:</b> | <b>Result of Evaluation:</b> |
|--------------------------------|---------------------------|------------------------------|
|                                |                           |                              |

|  |   |   |
|--|---|---|
| Coordinate with Solano Mobility to review ITX Card program policies and processes. | Solano Mobility ITX Card program meets the conditions listed above. | The Intercity Taxi Card Program meets the criteria. |
|--|---|---|

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

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

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

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

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DATE: November 4, 2025  
 TO: STA Board  
 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                         |
|-----------------|---|-------------------------|--|
| <b>Federal</b>  |   |                         |  |
| 1.              | FY 2024-25 Federal-State Partnership for Intercity Passenger Rail Grant Program   | \$5B                    | January 7, 2026                              |
|                 | <a href="https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=120150">https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=120150</a>           |                         |  |
| <b>State</b>    |   |                         |  |
| 1.              | FY 2026-27 Sustainable Transportation Planning Grant  | \$17.5M                 | November 21, 2025                            |
|                 | <a href="#">FY 2026-27 Sustainable Transportation Planning Grant - California Grants Portal</a>   |                         |  |
| <b>Regional</b> |   |                         |  |
| 1.              | Priority Conservation Area Grant Program  | \$8M                    | Letters of Interest Due on December 19, 2025 |
|                 | <a href="https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants">https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants</a> |                         |  |

This item was presented to the STA TAC, at its meeting on November 19, 2025, as informational, but no discussion item.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 20, 2025  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Committees Meeting Calendars for 2025 and 2026

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**Discussion:**

Attached is the 2026 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2026

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**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2026**

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium: Meets *Last* Tuesday of Every Month  
 TAC: Meets *Last* Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every *Odd* Month  
 PAC: Meets 1<sup>st</sup> Thursday of every *Even* Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every *Odd* Month  
 SR2S-AC: Meets 3<sup>rd</sup> Wednesday - Quarterly

| DATE  | TIME      | DESCRIPTION   | LOCATION                     | STATUS    |
|---|-----------|---|------------------------------|-----------|
| Thurs., January 8   | 6:00 p.m. | Bicycle Advisory Committee (BAC)                      | 423 Main Street, Suisun City | Confirmed |
| Wed., January 14  | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Thurs., January 15  | 1:00 p.m. | Paratransit Coordinating Council (PCC)                | 423 Main Street, Suisun City | Confirmed |
| Tues., January 27   | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., January 28  | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., February 5  | 6:00 p.m. | Pedestrian Advisory Committee (PAC)                   | 423 Main Street, Suisun City | Confirmed |
| Wed., February 11   | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Wed., February 18   | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC)              | 423 Main Street, Suisun City | Confirmed |
| Tues., February 24  | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., February 25   | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., March 5   | 6:00 p.m. | Bicycle Advisory Committee (BAC)                      | 423 Main Street, Suisun City | Confirmed |
| Wed., March 11  | 3:00 p.m. | SR 12 Corridor Subcommittee                           | 423 Main Street, Suisun City | Tentative |
| Wed., March 11  | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Thurs., March 19  | 1:00 p.m. | Paratransit Coordinating Council (PCC)                | 423 Main Street, Suisun City | Confirmed |
| Tues., March 24   | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., March 25  | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., April 2   | 6:00 p.m. | Pedestrian Advisory Committee (PAC)                   | 423 Main Street, Suisun City | Confirmed |
| Wed., April 8   | 3:00 p.m. | SR 113 Corridor Subcommittee                          | 423 Main Street, Suisun City | Tentative |
| Wed., April 8   | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Tues., April 28   | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., April 29  | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., May 7   | 6:00 p.m. | Bicycle Advisory Committee (BAC)                      | 423 Main Street, Suisun City | Confirmed |
| Wed., May 13  | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Wed., May 20  | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC)              | 423 Main Street, Suisun City | Confirmed |
| Thurs., May 21  | 1:00 p.m. | Paratransit Coordinating Council (PCC)                | 423 Main Street, Suisun City | Confirmed |
| Tues., May 26   | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., May 27  | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., May 28  | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., June 4  | 6:00 p.m. | Pedestrian Advisory Committee (PAC)                   | 423 Main Street, Suisun City | Tentative |
| Wed., June 10   | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Tues., June 23  | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., June 24   | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., July 2  | 6:00 p.m. | Bicycle Advisory Committee (BAC)                      | 423 Main Street, Suisun City | Confirmed |
| Wed., July 8  | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Thurs., July 16   | 1:00 p.m. | Paratransit Coordinating Council (PCC)                | 423 Main Street, Suisun City | Confirmed |
| <b>(No Meeting)<br/>SUMMER RECESS</b>   |           | Solano County Intercity Transit Consortium            | N/A                          | N/A       |
|   |           | Technical Advisory Committee (TAC)                    | N/A                          | N/A       |
| Thurs., August 6  | 6:00 p.m. | Pedestrian Advisory Committee (PAC)                   | 423 Main Street, Suisun City | Confirmed |
| <b>(No Meeting) SUMMER RECESS</b>   |           | STA Board Meeting                                     | N/A                          | N/A       |
| Wed., August 19   | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC)              | 423 Main Street, Suisun City | Confirmed |
| Tues., August 25  | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., August 26   | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., Sept. 3   | 6:00 p.m. | Bicycle Advisory Committee (BAC)                      | 423 Main Street, Suisun City | Confirmed |
| Wed., Sept. 9   | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| Thurs., Sept. 17  | 1:00 p.m. | Paratransit Coordinating Council (PCC)                | 423 Main Street, Suisun City | Confirmed |
| Thurs., Sept. 24  | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | 423 Main Street, Suisun City | Confirmed |
| Tues., Sept. 29   | 1:30 p.m. | Solano County Intercity Transit Consortium            | 423 Main Street, Suisun City | Confirmed |
| Wed., Sept. 30  | 1:30 p.m. | Technical Advisory Committee (TAC)                    | 423 Main Street, Suisun City | Confirmed |
| Thurs., Oct. 1  | 6:00 p.m. | Pedestrian Advisory Committee (PAC)                   | 423 Main Street, Suisun City | Confirmed |
| Wed., Oct. 14   | 6:00 p.m. | STA Board Meeting                                     | 423 Main Street, Suisun City | Confirmed |
| <b>No meeting due to<br/>STA's Annual Awards in Nov.<br/>(No STA Board Meeting)</b> |           | Solano County Intercity Transit Consortium            | N/A                          | N/A       |
|   |           | Technical Advisory Committee (TAC)                    | N/A                          | N/A       |

|                     |                  |  |                                     |                  |
|---------------------|------------------|--|-------------------------------------|------------------|
| Thurs., Nov. 5      | 6:00 p.m.        | Bicycle Advisory Committee (BAC)           | 423 Main Street, Suisun City        | Confirmed        |
| <b>Wed., Nov. 4</b> | <b>5:00 p.m.</b> | <b>STA's 29<sup>th</sup> Annual Awards</b> | <b>Suisun City</b>                  | <b>TBD</b>       |
| Tues., Nov.17       | 1:30 p.m.        | Solano County Intercity Transit Consortium | 423 Main Street, Suisun City        | Confirmed        |
| Wed., Nov. 18       | 1:30 p.m.        | Technical Advisory Committee (TAC)         | 423 Main Street, Suisun City        | <b>Confirmed</b> |
| Wed., Nov. 18       | 1:30 p.m.        | Safe Routes to School Advisory (SR2S-AC)   | 423 Main Street, Suisun City        | Confirmed        |
| Thurs., Nov. 19     | 1:00 p.m.        | Paratransit Coordinating Council (PCC)     | 423 Main Street, Suisun City        | Confirmed        |
| Thurs., Dec. 3      | 6:00 p.m.        | Pedestrian Advisory Committee (PAC)        | 423 Main Street, Suisun City        | Confirmed        |
| <b>Wed., Dec. 9</b> | <b>6:00 p.m.</b> | <b>STA Board Meeting</b>                   | <b>423 Main Street, Suisun City</b> | <b>Confirmed</b> |
| Tues., Dec. 15      | 1:30 p.m.        | Solano County Intercity Transit Consortium | 423 Main Street, Suisun City        | Confirmed        |
| Wed., Dec. 16       | 1:30 p.m.        | Technical Advisory Committee (TAC)         | 423 Main Street, Suisun City        | Confirmed        |