



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



The revenues collected from the RTIF Program are returned to seven (7) districts. The two (2) additional districts that were created specifically to receive RTIF funds are for regional transit improvements (district 6) and improvements on county roads (district 7). These districts individually receive five (5) percent each of the total RTIF revenue generated. STA also receives two (2) percent for administering the RTIF Program. The remaining 88 percent RTIF revenue are proportionately returned to source – to the geographics districts from where the fees are generated. Overall, how these RTIF fees are allocated to eligible projects are based on the recommendations proposed by each district’s working group to the STA Board for approval.

### **III. RTIF Working Group**

The RTIF working groups are responsible for proposing to the STA Board projects that will be allocated RTIF funds. The working groups of the five (5) revenue generating districts are composed of Public Works Directors from jurisdictions that make up each of the respective RTIF district. The working group for district 6, however, is made up of staff from all six (6) local transit operators in the County. These include Dixon’s Redit-Ride, Fairfield’s FAST transit service, Rio Vista’s Delta Breeze, Solano County Transit, Suisun City’s microtransit, and Vacaville’s City Coach. Meanwhile, the working group for district 7 is just the County’s Public Works Director. Overall, each working group is required to convene at least once a year.

STA staff met with members of the working groups starting in late April to the first week of May 2025 to review project status and propose project recommendations for RTIF funding. The Cities of Fairfield and Vacaville, along with Solano County representing district 1, approved the City of Vacaville’s request to transfer the \$5M RTIF funding from its Jepson Parkway Phase 1B to its Phase 1C Project. Additionally, the group recommended reconvening in three (3) months to program the uncommitted RTIF funding. District 2, which serves local jurisdictions along State Route (SR) 12, also approved recommending to the STA Board funding the County’s McCormack Road Phase 3 Project totaling \$100,000 in RTIF funds. Meanwhile, district 3 working group members consisting of staff from Solano County and Cities of Benicia and Vallejo, voted to recommend RTIF funding to the design of the City of Benicia’s Columbus Parkway Project totaling \$126,563. The working group from district 4, on the other hand, consisting of City of Fairfield and Solano County, recommended reconvening in three (3) months to propose funding recommendations. Similarly, district 5 working group members along SR 113 from the City of Dixon and Solano County recommended reconvening in three (3) months to make funding recommendations. The working group from RTIF district 6 for transit improvements recommended funding the Solano Rail Hub Project in the amount of \$400,000. Lastly, the single agency representing RTIF district 7, Solano County, did not advance any funding recommendations.

Following the requests of working group members from districts 1, 4, and 5 to wait until third quarter revenue was reported before making any additional funding recommendations to the STA Board, STA staff scheduled a meeting with these groups on Wednesday, July 30, 2025. The working group from district 1 recommended the following: allocation of \$1.2 million to the City of Vacaville for its Jepson Parkway Phase 1C Project, as well as allocation of \$2.7M to the City of Fairfield for its Jepson Parkway Phase 2B/C Project. Likewise, the district 4 working group recommended funding an additional \$200,000 to the North Connector West Project. Finally, district 5 working group approved the following recommendations: \$200,000 to Solano County



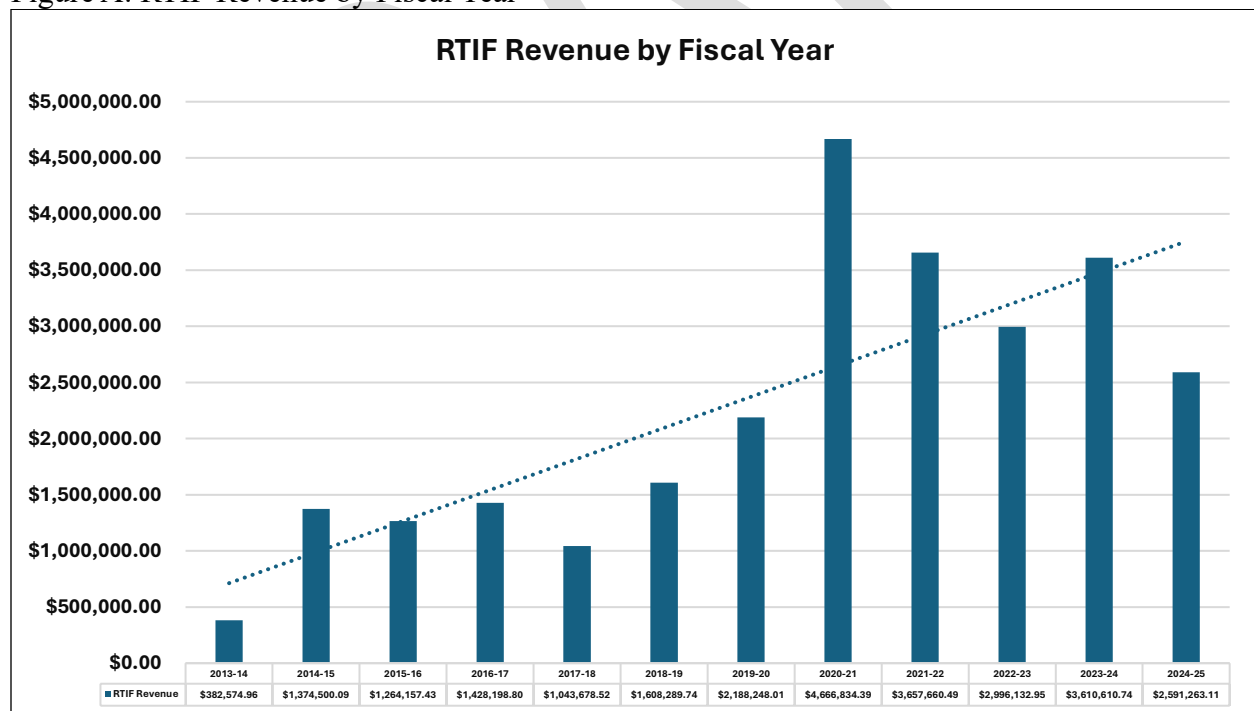
for its Midway Road Rail Crossing Project, \$1.1 million to the City of Dixon's Parkway Boulevard Overcrossing, and loaning \$250,000 to district 3 for the development of the SR 37/Mare Island Supplemental Project Initiation Document (PID). This loan supplements the \$123,874 RTIF funds recommended by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

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

#### IV. Fiscal Year 2024-25 RTIF Revenue

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

Figure A: RTIF Revenue by Fiscal Year



#### V. RTIF District Revenue

The amount of RTIF revenues received by each district during the year is shown in Table 2 below. District 1, representing the Jepson Parkway Corridor, generated the most for the year,



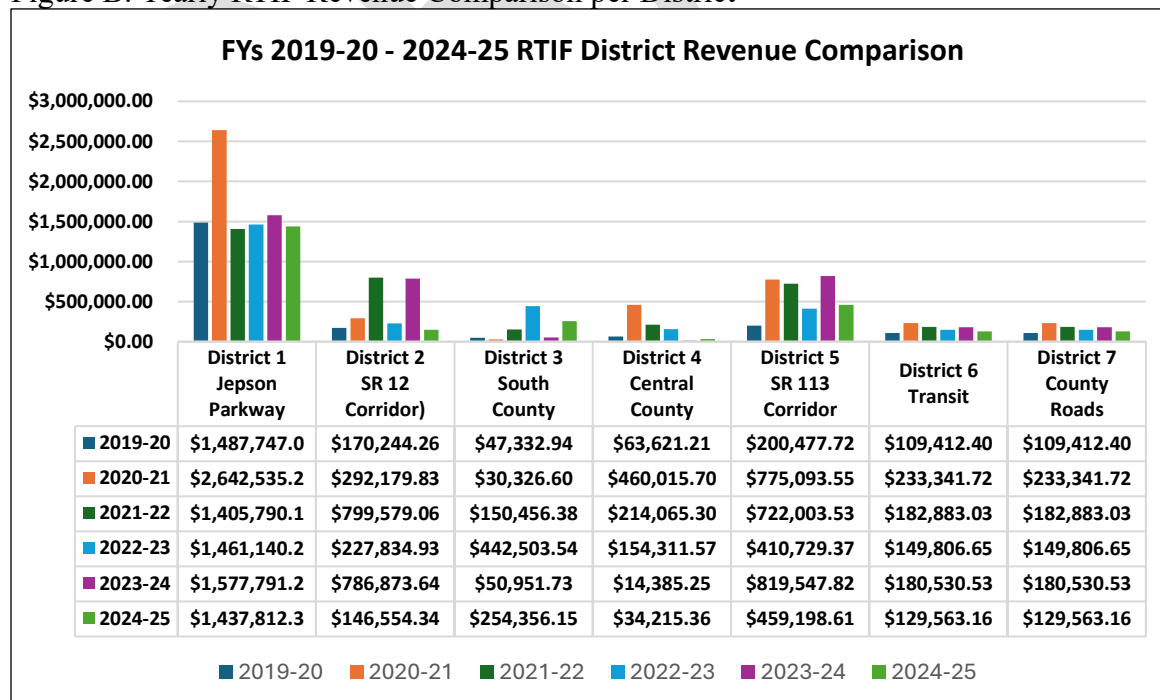
despite the exclusion of fourth quarter revenue from the City of Fairfield, with approximately \$1.437 million in revenue. Districts 5 for the SR 113 corridor and district 3 for South County followed next with revenues totaling, respectively, \$459,198 and \$254,356. District 2 for the SR 12 corridor collected \$146,554 in RTIF, while districts 6 and 7 each received \$129,563.

Table 2: Fiscal Year 2024-25 RTIF District Revenues

Period	District 1 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
Q1	\$271,578.24	\$42,560.69	\$769.65	\$585.65	\$1,058.50	\$17,586.26	\$17,586.26	\$351,725.25
Q2	\$593,405.14	\$33,206.93	\$125,793.43	\$4,427.47	\$194,626.28	\$52,858.85	\$52,858.85	\$1,057,176.95
Q3	\$342,467.55	\$10,730.97	\$123,874.56	\$26,826.69	\$107,065.94	\$33,942.54	\$33,942.54	\$678,850.79
Q4	\$230,361.40	\$60,055.75	\$3,918.51	\$2,375.55	\$156,447.89	\$25,175.51	\$25,175.51	\$503,510.12
<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 Jepson Parkway	District 2 SR 12 Corridor)	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads	Total
\$ 0	\$ 463,421	\$ 4,244	\$ 3,616	\$ 246,510	\$ 82,480	\$ 0	\$ 800,271

## VII. Total RTIF Funding Disbursed and Committed

The total amount of RTIF funds that have been disbursed and committed to eligible projects to date are listed in Table 4 below. The table shows that district 1 has disbursed and committed all of its fees collected totaling \$13.454 million, plus a commitment of future revenue totaling \$904,314. Similarly, close to 99 percent of the revenues generated from districts 3, 4, and 7 have been disbursed and programmed. Additionally, close to 93 percent of the revenues from districts 5 and 6 have been also disbursed and committed to eligible projects. District 2 remains to have the highest uncommitted funds with 85 percent of its revenues either disbursed or programmed to several projects. Altogether, 97 percent of the fees collected so far totaling \$26.011 million have been disbursed and committed.

Table 4: RTIF Funds Disbursed and Committed

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

## VIII. Project Progress Update

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



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

## IX. Future of the RTIF Program

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

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

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

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

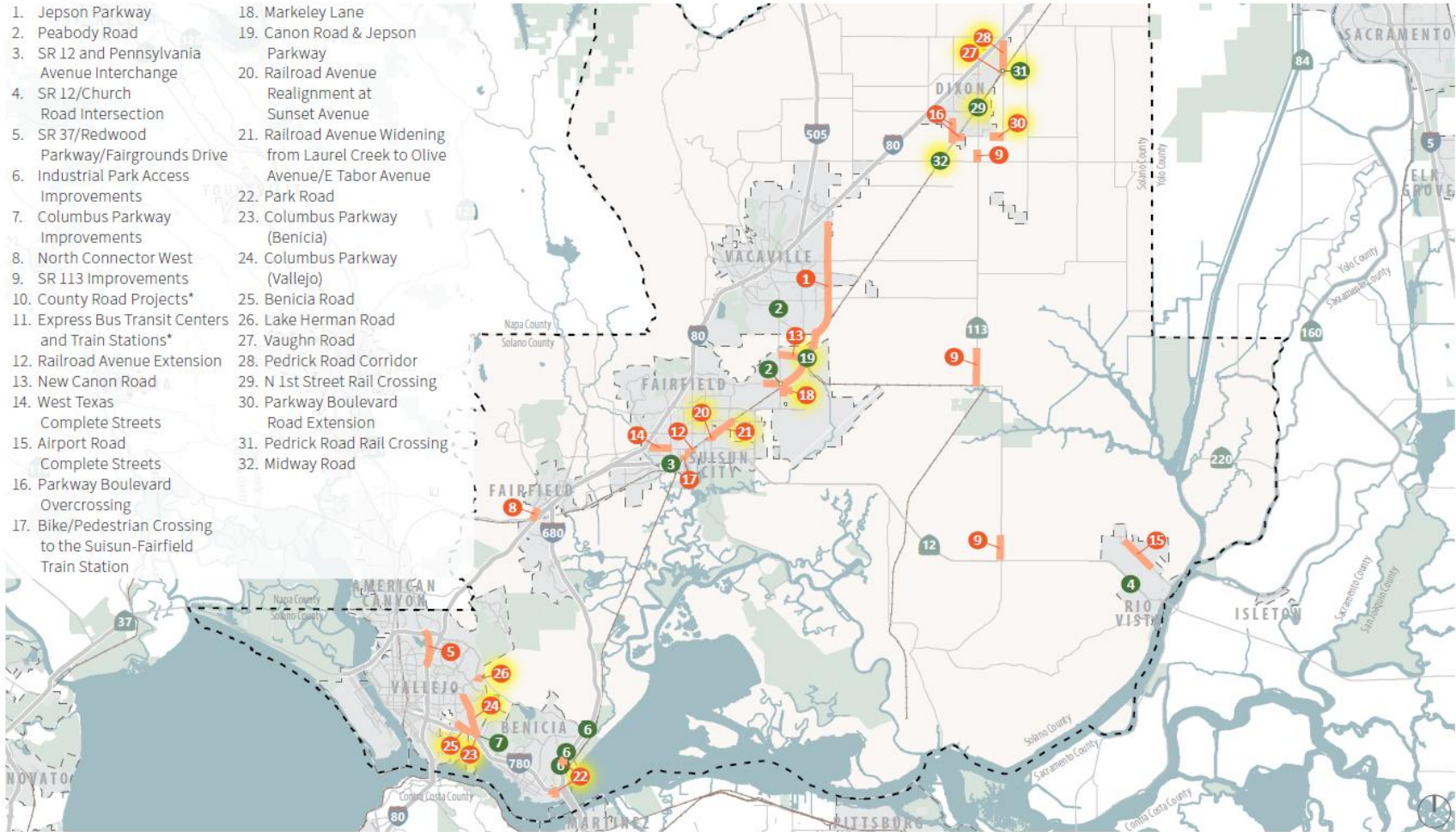
County	Median Home Price		Median Monthly Payment		
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2023
Alameda	\$ 1,150,990	\$ 1,158,980	\$ 6,770	\$ 6,760	\$ 6,050
Contra Costa	\$ 894,240	\$ 941,390	\$ 5,260	\$ 5,250	\$ 4,910
Marin	\$ 1,630,020	\$ 1,584,980	\$ 9,590	\$ 9,570	\$ 8,270
Napa	\$ 860,130	\$ 946,580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



## Attachment A: List of Eligible Projects

### Project List

1. Jepson Parkway
2. Peabody Road
3. SR 12 and Pennsylvania Avenue Interchange
4. SR 12/Church Road Intersection
5. SR 37/Redwood Parkway/Fairgrounds Drive
6. Industrial Park Access Improvements
7. Columbus Parkway Improvements
8. North Connector West
9. SR 113 Improvements
10. County Road Projects\*
11. Express Bus Transit Centers and Train Stations\*
12. Railroad Avenue Extension
13. New Canon Road
14. West Texas Complete Streets
15. Airport Road Complete Streets
16. Parkway Boulevard Overcrossing
17. Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station
18. Markeley Lane
19. Canon Road & Jepson Parkway
20. Railroad Avenue Realignment at Sunset Avenue
21. Railroad Avenue Widening from Laurel Creek to Olive Avenue/E Tabor Avenue
22. Park Road
23. Columbus Parkway (Benicia)
24. Columbus Parkway (Vallejo)
25. Benicia Road
26. Lake Herman Road
27. Vaughn Road
28. Pedrick Road Corridor
29. N 1st Street Rail Crossing
30. Parkway Boulevard Road Extension
31. Pedrick Road Rail Crossing
32. Midway Road



Note: Projects #10 and #11 are in multiple locations and are not displayed on the map.

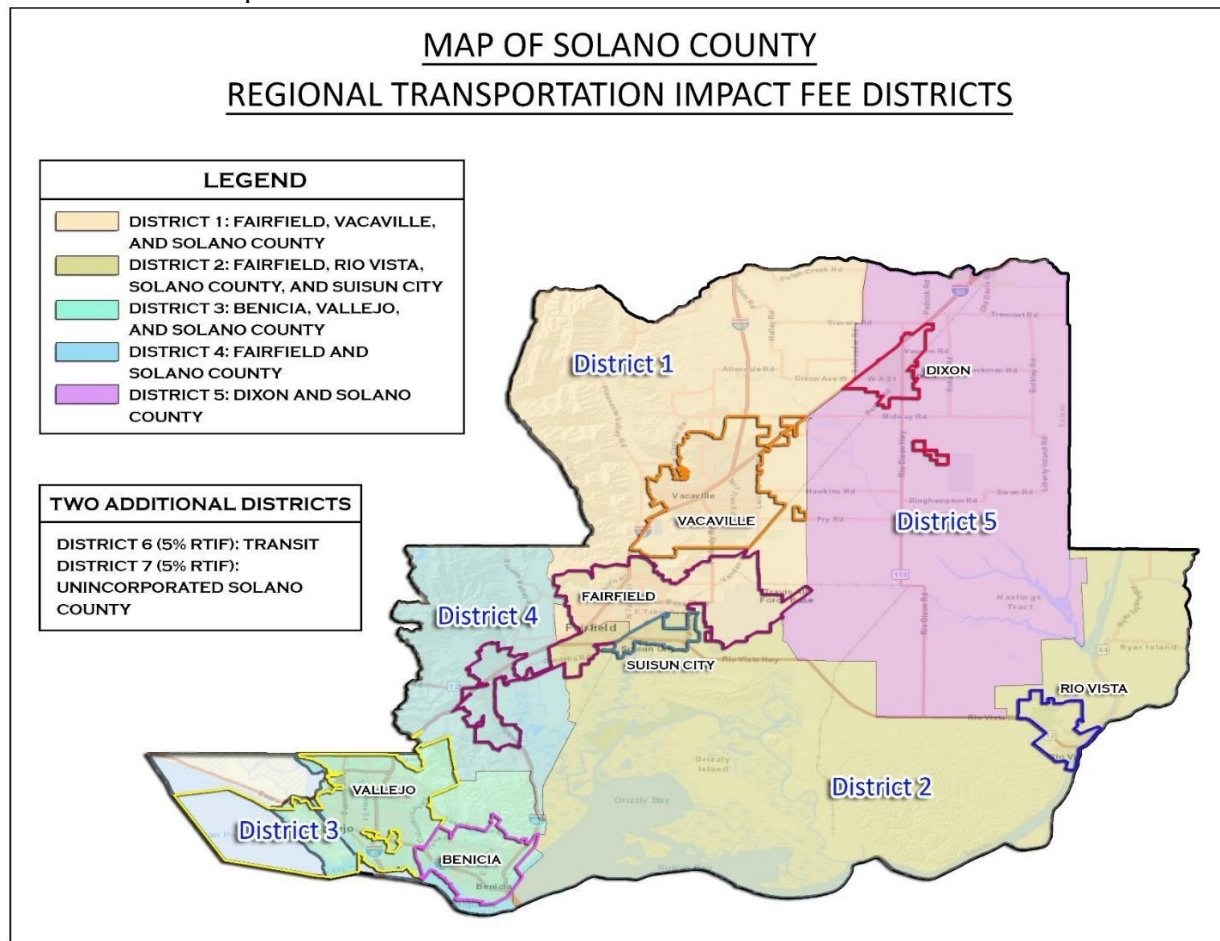


Attachment B: RTIF Fee Schedule Effective October 2019

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



Attachment C: Map of RTIF Districts





Attachment D: RTIF Revenue Summary

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