



Solano Transportation Authority

MEETING AGENDA
Regular STA Board Meeting
Wednesday, October 14, 2026
STA Board Room, 6:00 p.m.
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 Sheila Ernst, 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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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 sernst@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.

2026 STA BOARD MEMBERS

Mitch Mashburn	Alma Hernandez (Chair)	Steve Young	Steve Bird (Vice Chair)	Rick Vaccaro	Edwin Okamura	John Carli	Andrea Sorce
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo

STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Michael Silva	J.R. Matulac
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AGENDA ITEMS

BOARD/STAFF PERSON

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Alma Hernandez
- 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.)** Robert Guerrero
Pg. 7
- 5. PRESENTATIONS (6:15 – 6:25 p.m.)**
 - A. Solano Express Systems Performance Monthly Report** Beth Kranda, SolTrans
 - B. Solano Mobility Spotlight Series – Clipper Access Card for People with Disabilities** Erika Dohina
 - C. STA Director Reports:**
 - 1. Programs –** Ron Grassi
 - i. Solano Express Route 30 Pilot Program Update
 - 2. Planning –** Robert Guerrero
 - 3. Projects Update –** Nick Burton
- 6. CONSENT CALENDAR (6:25 – 6:30 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 September 9, 2026** Sheila Ernst
Recommendation:
Approve the minutes of the STA Board Meeting of September 9, 2026.
Pg. 13
 - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 30, 2026** Sheila Ernst
Recommendation: Receive and file.
Pg. 17
 - C. Approve the Draft Minutes of STA Advisory Committees in the Month of September 2026** Sheila Ernst
Natalie Quezada
Josue Jimenez
Recommendation: Receive and file.
Pg. 23
 - D. Benicia Lyft Program Update** Ron Grassi
Recommendation: Lorene Garrett
Authorize the STA Executive Director to execute an amendment with the City of Benicia based on their August 18, 2026 action and resolution to:
 1. Extend the TDA Funding Agreement for Fiscal Year (FY) 2027-28;
 2. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 10) unless a hardship waiver is submitted and approved;
 3. Increase the cost of \$5 to \$7.Pg. 37

- E. Fiscal Year (FY) 26-27 Transportation Development Act (TDA) Matrix – October 2026, which includes the TDA Claim for the City of Vacaville** Ron Grassi
Recommendations: Forward a recommendation to the STA Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach), as shown in Attachment B.
Pg. 43
- F. City of Suisun Microtransit Service Agreement** Brandon Thomson
Recommendations: Authorize the Executive Director to enter into an agreement with Transportation Concepts for microtransit and maintenance services for a period of four years, effective January 1, 2027, through December 31, 2030, in the amount not to exceed \$3,462,477.
Pg. 49
- G. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Member Appointment and Reappointments** Dulce Jimenez
Recommendations: Approve the following:
 1. Appoint Brenda Lundy as a representative for the City of Rio Vista on the STA Bicycle Advisory Committee for a three-year term set to expire on December 31, 2029.
 2. Reappoint Diane Dooley as a representative for the City of Benicia on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
 3. Reappoint David George as a representative for the City of Suisun City on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
 4. Reappoint Virginia Hernandez-Chavez as the Solano County representative on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
Pg. 51
- H. Low Carbon Transit Operations Program (LCTOP) Resolution for Suisun Microtransit** Ron Grassi
 Brandon Thomson
Recommendations: Adopt STA Resolution No. 2026-04 authorizing the purchase of an electric bus for Suisun Microtransit.
Pg. 57
- I. Comments on MTC's Bay Area Transit Priority Policy** Ron Grassi
Recommendation: Authorize the Executive Director to comment on MTC's Transit Priority Network regarding the inclusion of missing segments of I-80, SR 12 West to Napa County, and I-680.
Pg. 63
- J. Solano Rail Hub Priority Development Area (PDA) Plan – Final Report** Kathrina Gregana
Recommendation: Approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.
Pg. 83
- K. Solano-Napa North Bay Passenger Rail Feasibility Study –Final Report** Kathrina Gregana
Recommendation: Approve the Solano-Napa North Bay Passenger Rail Feasibility Study Final Report as shown in Attachment A.
Pg. 85

- L. Contract Amendment Request Mark Thomas & Co. - I-80/I-680/State Route (SR) 12 Interchange** Nick Burton
Recommendations: Recommend the STA Board approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$244,860, to provide project closeout and Financial Plan Annual Updates for the I-80/I-680/SR12 Interchange – Initial Construction Package and Construction Package 2A.
Pg. 131

8. ACTION FINANCIAL ITEMS – (6:30 – 6:50 p.m.)

- A. Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination** Jasper Alve
Recommendation: Approve authorizing the STA to submit to MTC the OBAG 4 grant application and funding nominations totaling \$16.190 million.
Pg. 133

- B. Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations** Kathrina Gregana
Recommendation: Approve the Solano CARE Project Nominations List for submission to MTC as shown in Attachment B.
Pg. 139

- C. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Funding Recommendations** Dulce Jimenez
Recommendations: Approve the allocation of Bay Area Air District TFCA 40% Funds for:
1. Program \$644,000 in FY2026-2027 for the City of Benicia East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement Project;
2. Program \$252,135 in FY2026-2027 for the City of Benicia Military West/West K St/I-780 Intersection Project;
3. Program \$103,865 in FY2026-2027 for the City of Benicia East 3rd Street/Military East Intersection Project; and
4. Program \$133,325 in FY2027-2028 for the City of Suisun City Rectangular Rapid Flashing Beacon Project.
Pg. 145

- D. Transportation Development Act Article 3 (TDA-3) Funding Recommendations** Dulce Jimenez
Recommendations:
1. Approve the Multi-Year Funding Scenarios for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Attachment A.
2. Approve STA Resolution No. 2026-05 for Solano Countywide Coordinate Claim for FY 2026-27 TDA-3 Funding Allocation.
Pg. 149

- E. Solano Public Health (SPH) Contract for Fiscal Year (FY) 2026-27** Amy Antunano
Recommendation:
Approve the 2026-27 Solano Public Health contract for the Safe Routes to School Program in an amount not to exceed \$80,000.
Pg. 157

9. ACTION NON-FINANCIAL ITEMS – None

10. INFORMATIONAL – DISCUSSION ITEMS – None

11. INFORMATIONAL – NO DISCUSSION ITEMS

- | | |
|---|------------------------------|
| A. Governor’s Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List
<u>Recommendation:</u> Informational.
Pg. 161 | Kathrina Gregana |
| B. Solano Express FY 2026-27 Funding and Potential Fare Increase for FY 2027-28
<u>Recommendation:</u> Informational.
Pg. 165 | Ron Grassi |
| C. Solano Mobility Call Center Annual Report FY 2025-2026
<u>Recommendation:</u> Informational.
Pg. 187 | Erika Dohina |
| D. H.R.1 Transportation Support
<u>Recommendation:</u> Informational.
Pg. 191 | Ron Grassi
Lorene Garrett |
| E. Legislative Update
<u>Recommendation:</u> Informational.
Pg. 193 | Sean Person |
| F. Summary of Funding Opportunities
<u>Recommendation:</u> Informational.
Pg. 203 | Jasper Alve |
| G. STA Board and Advisory Committees Meeting Calendar for 2026
<u>Recommendation:</u> Informational.
Pg. 205 | Sheila Ernst |

12. BOARD MEMBER COMMENTS (6:50 – 6:55 p.m.)

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 9, 2026**, at STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2026
NO MEETING IN NOVEMBER – STA’s 29th Annual Awards

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DATE: October 7, 2026
TO: STA Board
FROM: Robert Guerrero, Interim Executive Director
RE: Executive Director's Report – October 2026

The following are brief summaries on key topics agendized for discussion at the October 14, 2026 Solano Transportation Authority Board meeting.

Solano Mobility Spotlight Series

Continuing the Solano Mobility Spotlight Series, this month the mobility program staff will present details on our Clipper Access Card for People with Disabilities. The Clipper technology continues to have its challenges, but the goal of having a simple transit payment system in the Bay Area continues to advance. STA's program provides opportunities to assist people with disabilities in obtaining clipper resources for their transit needs.

Solano Express Update

The STA Board and the SolTrans Board have a Solano Express Transit Study Session scheduled just before the October 14, 2026 STA Board meeting. STA and SolTrans staff will be available to provide follow-up information at the STA Board meeting and will provide a status update on the current service. SolTrans has a standing item on the agenda each month to allow for monthly updates. STA staff will provide details on the Route 30 Pilot service at the meeting.

Transportation Funding Recommendations

The primary discussion and action items being presented to the Board in October is STA staff's recommendation on the following funding programs:

- 1) One Bay Area Grant 4
- 2) Community Action Resource and Empowerment (CARE) Program
- 3) Transportation Funds for Clean Air 40% County Program
- 4) Transportation Development Act Article 3

Collectively, STA staff is recommending over \$21 million in combined federal, state and local funds after a series of public meetings with project sponsors, committee members and Board members over the last several months. STA staff will collectively present on the programming process, program criteria and evaluation, and our transportation funding recommendations.

Final Reports

STA planning staff provided a detailed overview of the Solano Rail Hub Priority Development Area Plan and the Solano-Napa North Bay Passenger Rail Feasibility Study at the September 9th Board meeting. STA staff has finalized the plans based on input received and is recommending them for approval this month. The PDA plan is funded through a grant provided by MTC with a focus on creating Transit Oriented Communities. The Solano Napa Passenger Rail study was funded in partnership with the Napa Valley Transportation Authority to analyze service to Napa County and beyond.

STA Annual Awards in November

Just a quick reminder that there is no STA Board meeting in November. The STA's 29th Annual Awards is scheduled for November 4th in Suisun City this year. Details on the event, including nominations and program categories will be provided on the STA website.

Attachment:

- A. STA Acronyms List of Transportation Terms

A

AADT	Average Annual Daily Traffic
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
AFFH	Affirmatively Furthering Fair Housing
AHSC	Affordable Housing and Sustainable Community
AMPO	Association of Metropolitan Planning Organizations
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTl	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CARL	California Academy for Regional Leaders
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHFA	California Housing Finance Agency
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CSAC	California State Association of Counties
CSIS	Caltrans System Investment Strategy
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DAC	Disadvantaged Communities
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program'
FY	Fiscal Year

G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System
GO	Governor's Office

H

HCD	California Department of Housing & Community Development
HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTF	Local Transportation Fund
LTR	Local Transportation Funds

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission

MTS	Metropolitan Transportation System	SCS	Sustainable Community Strategy
N		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
O		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
P		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
PCRPP	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)	T	
R		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 st 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
S		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 Committee
WETA	Water Emergency Transportation Authority
Y, Z	
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



DRAFT

**SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 9, 2026**

1. CALL TO ORDER

Chair Hernandez called the meeting to order at 6:02 p.m.

MEMBERS PRESENT:

Alma Hernandez	City of Suisun City
Wanda Williams	County of Solano
Steve Bird (Zoom)	City of Dixon
Steve Young	City of Benicia
Rick Vaccaro	City of Fairfield
John Carli	City of Vacaville
Andrea Sorce	City of Vallejo
Edwin Okamura	City of Rio Vista

MEMBERS ABSENT: None

Mitch Mashburn	County of Solano
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STA STAFF PRESENT:

(In alphabetical order by Last Name)

Amy Antunano	SR2S Program Manager
Lee Axelrod	County of Solano (STA Legal Counsel)
Nick Burton	Director of Projects
Sheila Ernst	Clerk of the Board
Lorene Garrett	Transit Mobility Coordinator I
Leslie Gould	Project Assistant
Ron Grassi	Director of Programs
Kathrina Gregana	Associate Planner
Robert Guerrero	Interim Executive Director
Dulce Jimenez	Assistant Planner
Josue Jimenez	Administrative Assistant
Debbie McQuilkin	Mobility Program Manager
Sean Person	Legislative Assistant
Natalie Quezada	Administrative Assistant
Brandon Thomson	Senior Transit Mobility Coordinator

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Director Young and a second by Director Vaccaro, the STA Board approved the agenda. (8 Ayes)

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4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. DIRECTOR'S REPORT

- Rail Updates and Presentations
- HR1 Transportation Support
- Solano Express Update
- STA Mobility Program Spotlight Series and Year End Report for Older Adults and People with Disabilities and Veterans Program
- Solano County Coordinated Call for Projects Update (OBAG 4/CARE/TDA/Clean Air Funding)
- Solano Rail Hub Priority Development Area Plan
- STA Board Study Session: Solano Express

6. PRESENTATIONS -

A. H.R.1 Transportation Support Pilot

presented by Emery Cowan from Solano County Health and Social Services, David Hubble from Workforce Development, and Robert Guerrero, STA.

B. Capitol Corridor Vision Plan Update

presented by Jim Allison from Capital Corridor Joint Powers Authority (CCJPA).

Director Sorce expressed concerns regarding the feasibility and demand of the rail project. She requested to advocate connecting this particular rail service to the Vallejo Ferry to transport riders from Sacramento to San Francisco.

C. North Bay Passenger Rail Feasibility Study – Draft Report

presented by Kathrina Gregana, STA and Erik Mumm, Kimley-Horn.

Director Young discussed adding a 3 lane on State Route 29 to enhance bus service.

Director Hernandez requested clarification on the role of the Link21 Program with regard to the mega region connection.

D. Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report

presented by Kathrina Gregana, STA and Nate Cherry, Perkin Eastman.

E. Solano Express Systems Performance Monthly Report *presented by Beth Kranda, Executive Director for Soltrans.*

F. Solano Mobility Spotlight Series – Go Go Grandparent *presented by Debbie McQuilkin, STA.*

Mayor Young requested clarification on the amount of rides per month for medical and essential appointments.

E. STA Director Reports:

1. Programs – Solano Express Route 30 Service Update *presented by Ron Grassi.*

Directors Williams, Young, Carli, and Sorce commended STA staff. Directors Hernandez and Sorce recommended reinforcing outreach to maximize ridership services.

2. Planning – None

3. **Projects Update** – Nick Burton provided brief updated on the State Route (SR)37 Fairgrounds Interim Project, West Bound Truck Scales Fieldtrip, and Express Lanes Pilot Project.

8. **CONSENT CALENDAR**

A. **Minutes of the STA Board Meeting of July 8, 2026**

Recommendation:

Approve the minutes of the STA Board Meeting of July 8, 2026.

On a motion by Director Young, and a second by Director Carli, the STA Board approved the Consent Calendar Items. (8 Ayes)

The Consent Calendar was passed by the following roll call votes:

Ayes: Bird, Carli, Hernandez, Okamura, Vaccaro, Sorce, Young and Williams

Noes: None.

Absent: None.

Abstain: None.

B. **Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Member Appointment and Reappointments**

Recommendations:

Approve the following:

- A. Reappoint Dave Belef as a representative for the City of Vallejo on the STA Bicycle Advisory Committee for a three-year term set to expire on December 31, 2029.
- B. Reappoint Teresa Booth as a representative for the City of Vallejo on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
- C. Reappoint Bob Berman as a representative for the Bay Area Ridge Trail on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
- D. Reappoint Avery Livengood as a Member-at-Large on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
- E. Appoint Barry Hill as a Member-at-Large on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.

C. **Paratransit Coordinating Council (PCC) Membership Appointment**

Recommendation:

Appoint Jeann McDougald for the Social Service Provider membership position to a 3-year term, which will expire in December 2029.

D. **Contract Amendment and Extension for Comprehensive Transportation Plan Update Consultant Services**

Recommendations:

Authorize the Interim Executive Director to execute a contract amendment with DKS to:

- 1. Extend the contract through December 31, 2026;
- 2. Approve an amount not-to-exceed \$10,000 in CTP Implementation Funds to cover the additional cost associated to complete the CTP Update

9. **ACTION FINANCIAL ITEMS - None**

10. ACTION NON-FINANCIAL ITEMS - None

11. INFORMATIONAL – DISCUSSION ITEMS

- A. Mobility Program Spotlight Series - Solano Mobility Programs FY 2025-26 Year End Report for Older Adults and People with Disabilities, and Veterans Programs**
Recommendation: Informational.

Debbie McQuilkin provided a presentation on the Older Adults, People with Disabilities and Veterans Programs Year End Update for FY 2025-26.

- B. Solano County Coordinated Call-for-Projects Update (OBAG 4 TFCA TDA CARE Funding)**
Recommendation: Informational.

Jasper Alve provided a brief presentation on the Solano County Coordinated Call-for-Projects Update – OBAG 4 TFCA TDA CARE Funding. He outlined the funding request summary and next steps. He added that an update will be provided to the STA Board on October 14th.

- C. Solano Rail Hub Pedestrian Overcrossing Project Study**
Recommendation: Informational.

Jasper Alve provided a presentation on the Solano Rail Hub Pedestrian Overcrossing Project Study. He outlined the project study report and concluded with next steps. Nick Burton added clarification on the purpose of the survey.

12. INFORMATIONAL – NO DISCUSSION ITEMS

- A. H.R.1 Transportation Support Pilot**
- B. Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 3rd Quarter Revenue Update**
- C. North Bay Passenger Rail Feasibility Study – Draft Report**
- D. Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report**
- E. Summary of Funding Opportunities**

13. BOARD MEMBER COMMENTS

None.

14. ADJOURNMENT

The meeting adjourned at 7:33 p.m. The next regularly scheduled meeting of the STA Board is at 6:00 p.m., Wednesday, October 14, 2026, STA Board Room - 423 Main Street in Suisun City.



DRAFT

**TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
September 30, 2026**

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Nick Burton at approximately 1:34 p.m. in person and via Zoom.

TAC Members Present:

Nick Burton	STA
Krystine Ball (for Greg Malcolm)	City of Rio Vista
Christopher Fong	City of Dixon
Brad Job	City of Vallejo
Neil Leary	City of Benicia
Sanjay Mishra	City of Fairfield
Brian Oxley	City of Vacaville
Riley Martinson (for Matt Tuggle)	County of Solano
Nouae Vue (Zoom)	City of Suisun City

TAC Members Absent: None

Greg Malcolm	City of Rio Vista
Matt Tuggle	County of Solano

STA Staff Present:

Jasper Alve	STA
Nick Burton	STA
Sheila Ernst	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

Ron Grassi explained that for Agenda Item 7.A, Soltrans requested to remove recommendation # 3, approving the October TDA matrix, which includes \$120,000 for fiscal year 26-27 Benicia Lift Program. He added this item will be brought back to the group in November.

Ron Grassi explained that Agenda Item 7.B, Soltrans requested to remove Benicia from the TDA Matrix. He added that the matrix was for October and not July.

Nick Burton recommended circulating the existing report within the group in advance to digest and prepare for the next discussion. He discussed the importance of the group understanding adaptive ramp metering overall.

On a motion by Sanjay Mishra, and a second by Brad Job, the STA TAC unanimously approved the agenda. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- **I-80 Adaptive Ramp Metering** *presented by Jing Li, MTC.*

Sanjay Mishra expressed concerns on the timelines and assessments since the holidays are approaching.

Nouae Vue requested clarification of the scope and how it relates to the ARM implementation.

5. CONSENT CALENDAR

A Minutes of the TAC Meeting of August 26, 2026

Recommendation:

Approve TAC Meeting Minutes of August 26, 2026.

B. Solano Rail Hub Priority Development Area (PDA) Plan – Final Report

Recommendation: Forward a recommendation to the STA Board to approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.

C. Solano-Napa North Bay Passenger Rail Feasibility Study –Final Report

Recommendation: Forward a recommendation to the STA Board to approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.

D Benicia Lyft Program Update and Funding - October TDA Matrix

Recommendations: Forward a recommendation to the STA Board to:

1. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 60) unless a hardship waiver is submitted and approved.
2. Increase the cost of \$5 Benicia to \$7.
3. Approve the October TDA Matrix, which includes \$120,000 for the FY 2026-27 Benicia Lyft program (Attachment D).
4. Authorize the Executive Director to execute an amendment with the City of Benicia to extend the TDA funding agreement for FY 2027-28.

E. Comments on MTC's Bay Area Transit Priority Policy

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to comment on MTC's Transit Priority Network related to including missing segments of I-80, SR 12 West to Napa County and I-680.

On a motion by Robert Guerrero, and a second by Brad Job, the STA TAC unanimously approved the Consent Calendar. (9 Ayes)

6. ACTION FINANCIAL –

A. Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination

Recommendation: Approve forwarding the recommendation to the STA Board for approval authorizing the STA to submit to MTC the OBAG 4 grant application and funding nominations totaling \$16.190 million.

Jasper Alve presented the coordinated call for projects summary, screening, evaluation criteria and scoring for OBAG 4.

Neil Leary requested clarification on the scoring process.

Nick Burton provided further clarification on the scoring process and added that MTC makes the final decisions.

B. Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations

Recommendation: Forward a recommendation to the STA Board to include the following projects in the Solano CARE Project Nominations List for submission to MTC as shown in Attachment B.

Kathrina Gregana presented a brief update on the Solano CARE Program. She explained that staff evaluated 5 projects and all projects met the minimum eligibility requirements for CARE.

On a motion by Robert Guerrero, and a second by Krystine Ball, the STA TAC unanimously approved the recommendation. (9 Ayes)

C. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Funding Recommendations

Recommendations: Forward the recommendation to the STA Board to approve the allocation of Bay Area Air District TFCA 40% Funds for:

1. Program \$644,000 in FY2026-2027 for the City of Benicia East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement Project
2. Program \$252,135 in FY2026-2027 for the City of Benicia Military West/West K St/I-780 Intersection Project
3. Program \$103,865 in FY2026-2027 for the City of Benicia East 3rd Street/Military East Intersection Project
4. Program \$133,325 in FY2027-2028 for the City of Suisun City Rectangular Rapid Flashing Beacon Project

Dulce Jimenez provided a brief update on the recommendations for the Bay Area Air District Transportation Funds for Clean Air.

On a motion by Brad Job, and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendations. (9 Ayes)

D. Transportation Development Act Article 3 (TDA-3) Funding Recommendations

Recommendation: Forward a recommendation to the STA Board to approve the Multi- Year Funding Scenarios for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Attachment A.

Dulce Jimenez Transportation Development Act Article 3 (TDA-3) Funding Recommendations

E. Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – October 2026, which includes the TDA Claim for SolTrans

Recommendation: Forward a recommendation to the STA Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach) and STA on behalf of the City of Benicia, as shown in Attachment B.

Pg.

Ron Grassi provided an update on the Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – October 2026, which includes the TDA Claim for SolTrans.

7. ACTION NONE-FINANCIAL - None

8. INFORMATIONAL ITEMS – DISCUSSION

A. Governor’s Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List

Recommendation: Informational.

Kathrina Gregana provided a presentation on the Governor's recent executive order on transit. She noted that in June of this year, Governor Newsom issued this new executive order, which directs California's transportation agencies to

accelerate transit projects and increase transit ridership statewide. She added that Caltrans was directed to develop, within 120 days, a list of transit priority projects statewide that is updated regularly with location needs and specific projects identified. She requested the group to provide suggestions as this list is due tomorrow, Friday, October 2nd.

Nick Burton added clarification on the bus on shoulder for I-80.

9. NO DISCUSSION ITEMS –

A. Legislative Update

B. Funding Opportunities

10. FUTURE TAC AGENDA TOPICS

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

11. ADJOURNMENT

The meeting adjourned at 2:37 p.m. The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, November 18, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: October 1, 2026
TO: STA Board
FROM: Sheila Ernst, 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 September 2026

Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the Month of September 2026:

1. Bicycle & Pedestrian Advisory Joint Committees (BAC/PAC) Draft Minutes of September 3, 2026
2. Paratransit Coordinating Council (PCC) Draft Minutes of September 17, 2026
3. Solano County Intercity Transit Consortium Draft Minutes of September 29, 2026



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
September 3, 2026

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

BAC Chair, Jacob Francisco, called the Special Joint Bicycle and Pedestrian Advisory Committee (BAC and PAC) to order at approximately 6:00 p.m. at the STA. A quorum was confirmed for both the STA BAC and the STA PAC.

BAC Members Present:	David Belef	City of Vallejo
	Jacob Francisco, Chair	City of Fairfield
	Jason Gray	Solano County
	Neal Iverson, Vice-Chair	City of Vacaville
	Tyler Meirose (Zoom)	City of Suisun City
	Rachel Mixon	Member at Large

Absent BAC:	Terry Stenz	City of Dixon
	VACANT	City of Benicia
	VACANT	City of Rio Vista

PAC Members Present:	Bob Berman	Bay Area Ridge Trail (Member at Large)
	Cookie Clark (Zoom)	City of Vacaville
	Dr. Diane Dooley (Zoom)	City of Benicia
	David George, Vice-Chair	City of Suisun City
	Joseph Green-Heffern	City of Fairfield
	Avery Livingood (Zoom)	Member at Large
	Patrick Murphy	Member at Large

Absent PAC:	Teresa Booth, Chair	City of Vallejo
	Virginia Hernandez-Chavez	Solano County
	VACANT	City of Dixon
	VACANT	Member at Large

Others Present:	Amy Antunano	STA
	Robert Guerrero	STA
	Kathrina Gregana	STA
	T.C. Hulsey	Member of the Public
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Brenda Lundy	Member of the Public
	Greg Malcolm (Zoom)	City of Rio Vista
	Riley Martinson	County of Solano
	Rick Navarro (Zoom)	City of Vacaville

2. APPROVAL OF THE AGENDA

On a motion by Bob Berman, seconded by Patrick Murphy, the STA BAC and PAC unanimously approved the agenda. (13 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

- Upcoming Changes to BAC/PAC Committees
Presented by Robert Guerreo, Interim Executive Director for STA.

Summary of Committee Member Comments:

- Joseph Green-Heffern voiced support for the merging of the BAC&PAC Committees, commenting that many of the trails are multi-use and therefore would make it easier for participation from both biking and pedestrian committee members. Mr. Green-Heffern also mentioned how it would be an efficient use of staff time.
 - Jason Gray was in consensus, mentioning how it was natural to have them commented that it is natural to merge the two committees.
 - Dave Belef expressed support for consolidating the committees to save on resources and staff time. Mr. Belef suggested that the meetings have adequate time allocation for committee members to discuss biking and pedestrian issues.
 - Avery Livengood commented on support for consolidation for efficiency and that multiple partners can participate but raised the concern of making sure there is adequate representation of folks who have lived experience of being a regular cyclist or somebody who walks.
 - Dr. Diane Dooley shared that having a new merged committee would be feasible but informed staff to consider additional ways for the committee members to communicate with, for instance, other pedestrian-oriented people.
 - BAC Chair Francisco concluded by sharing that any additional comments should be forwarded to STA Staff.
- 29th Annual STA Awards – Reminder for Nominations
Presented by Amy Antunano, Safe Routes to School Program Manager for STA. Ms. Antunano reminded BAC/PAC members of the current call for nominations and notified the committee members that the 29th Annual STA Awards will be held at the Joseph Nelson Center in the City of Suisun City on November 4, 2026.

4. CONSENT CALENDAR

On a motion by Joseph Green-Heffern and a second by Bob Berman, the STA BAC and PAC approved the Consent Calendar listed below. (13 Ayes)

A. Joint BAC/PAC Meeting Minutes

Recommendation:

Approve the Joint BAC/PAC Meeting Minutes of July 16, 2026.

5. OVERVIEW OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) FUNDS & DRAFT MULTI-YEAR FUNDING SCENARIO

Presented by Dulce Jimenez, Assistant Planner for STA.

Summary of Committee Member Comments:

- David Belef commented on his support for the TDA-3 draft multi-year funding scenarios. He also noted that since the TDA-3 allocations spanned up to four years, he wanted to understand how staff were considering unexpected changes to project priorities. In response, STA staff will coordinate with the respective project sponsors to guide them in the submittal of their TDA-3 allocations as TDA-3 funding is made available each fiscal year. There is flexibility to have the

funding scenarios modified if the project sponsor has communicated a shift in their project timeline.

6. PROJECT PRESENTATIONS

a. Farm to Market Phase 4

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- Bob Berman suggested the County consider increasing the visibility of the bike lane, especially with ongoing vehicles traveling to the Suisun Valley wineries.

b. City of Rio Vista Safe Routes to Rio Vista High School

Presented by Greg Malcom, Public Works Director for the City of Rio Vista.

Summary of Committee Member Comments:

- David Belef expressed support for the City of Rio Vista to receive funding.
- Patrick Murphy asked if the sidewalks along Bruning and South 4th Street where the crossing signs will be installed. In response, Mr. Malcom replied that it would be only on South 4th Street.

c. City of Rio Vista Safe Routes to Riverview Middle School

Presented by Greg Malcom, Public Works Director for the City of Rio Vista.

Summary of Committee Member Comments:

- Rachel Mixon strongly advised finding a way to incorporate bicycle infrastructure, suggesting a Class III facility.

d. Alamo Safe Routes to School Project

Presented by Rick Navarro, Deputy Director of Public Works for the City of Vacaville.

Summary of Committee Member Comments:

- Cookie Clark voiced support for this project as it will help alleviate the congestion with children being picked up and dropped off for school.
- Neal Iverson expressed support for the project as it will increase overall student safety.
- Rachel Mixon advocated for the project to incorporate bicycle improvements. Neil Iverson mentioned that students riding their bikes to schools in Vacaville, as they get closer to the school site they are required to dismount and walk the rest of the way. He mentioned that even though the Alamo project currently does not have biking facilities, students biking will also benefit from the improvements.
- Mr. Navarro clarified that through the City of Vacaville's Safe Routes to School plans, the city developed a priority list of schools and projects to enhance active transportation infrastructure around them. Alamo Elementary School ranked high in the priority schools, and the proposed improvements are feasible and can be constructed within the requested funding.

e. Vaca Valley Bike Route Connection Project

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- Neal Iverson expressed potential concerns about the overhanging trees in the bicycle lanes and the need to find a balance between planting the trees while maintaining the natural, unobstructed valley aesthetic.
- Rachel Mixon commented that widening the road may induce fast speeds from drivers, and therefore highly encouraged the County to consider traffic calming infrastructure. David George and Bob Berman were in consensus with Mrs. Mixon's comment, also adding that additional infrastructure to increase visibility of the bikers would also increase the safety of bikers.

f. Vallejo Sidewalk Gap Connector Project

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- David Belef and David George expressed support for the project, as the improvement will go a long way to the neighborhood.

7. ACTION FINANCIAL

A. Consideration of the Draft Multi-Year Funding Scenario for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Agenda Item 5 Attachment B

Recommendation:

Forward the recommendation of the TAC and STA Board to approve the Draft Multi-Year Funding Scenario for TDA-3 Funds (FY26-27 to FY29-30). STA staff, in coordination with the respective project sponsors, shall have discretion to modify the Draft Multi-Year Funding Scenario as necessary to address project needs and requirements.

On a motion by David Belef and a second by Joseph Green-Heffern, the STA BAC and PAC approved the recommendation unanimously. (13 Ayes)

Summary of Committee Member Comments:

- Bob Berman wanted to know if the Public Works Directors had provided any feedback or comments in the allocation of TDA-3 funding. To clarify, Ms. Gregana discussed how the draft funding scenarios for TDA-3 were brought forward to the informational item to September 30th STA TAC meeting. She summarized how overall feedback was positive from the Public Works Directors, noting that the scenarios were able to maximize the allocation of funding for the greatest number of projects.
- Joseph Green-Heffern voiced his support for the TDA-3 multi-year funding scenarios and the collaboration with the other STA discretionary fund sources (OBAG/CARE/TFCA), to ensure there is no funding left on the table.
- David Belef and Dr. Diane Dooley shared their support for the multi-year funding scenarios.

8. ACTION NON-FINANCIAL

A. Discuss the request for the BAC/PAC to recommend the STA Board include E-Bikes in the 2027 STA Legislative Platform

Dulce Jimenez and Dr. Diane Dooley provided a brief overview and context to the committee.

Recommendation:

Forward the recommendation to the STA Board to consider including **E-Mobility** in the 2027 STA Legislative Platform.

On a motion by David Belef and a second by Roel Francisco, the STA BAC and PAC approved the recommendation unanimously to forward a recommendation for STA to track **E-Mobility**, at the request of the committee members, and related devices through their processes for the purpose of the BAC&PAC to be able to have more comment and more say. (13 Ayes)

Summary of Committee Member Comments:

- Bob Berman requested clarification on “E-Bikes” and to broaden it to include “E-mobility”
- David Belef noted that language should be clarified that it’s not simply what the law currently defines as an E-Bike, but what legislation is considering defining, and what other similar modes of transportation are being defined.
- Rachel Mixon expressed support as there is a rising trend of children on high-speed e-bikes and safety accidents.

9. ADJOURNMENT

On a motion by David George and a second by David Belef, the STA BAC and PAC adjourned the meeting at approximately 7:35 p.m. unanimously. (13 Ayes)

The next meeting of the STA BAC is at *6:00 p.m., Thursday, November 5, 2026*, at STA building in 423 Main Street, Suisun City, CA 94585.

The next meeting of the STA PAC is at *6:00 p.m., Thursday, December 3, 2026*, at STA building in 423 Main Street, Suisun City, CA 94585.

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of September 17, 2026

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Chair Ruben Brunt called the virtual PCC Meeting to order at **1:00 p.m.** A quorum was confirmed.

PCC Members Present:	Ruben Brunt	Chair/Transit User
	Chandra Daniels	Vice Chair/Transit User
	Dwayne Hankerson	MTC Policy Advisory Council Representative
	Lisa Hooks	Social Service Provider
	Heather Barlow	Social Service Provider
	Brain McLaughlin	Member-at-Large

PCC Members Absent:	Cynthia Tanksley	Transit User
	Teri Ruggiero	Member at Large
	Jamal Waters	Public Agency - Health & Social Services

Others Present:	Zavier Bates	Dixon Read-Ride
	Erika Dohina	STA
	Gwendolyn Gill	Solano County
	Ron Grassi	STA
	Robert Guerrero	STA
	Tateyana Hendricks	Vacaville City Coach
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Steven Lowe	STA
	Debbie McQuilkin	STA
	Natalie Quezada	STA
	Laina Tekelidis	STA
	Brandon Thomson	STA
	Rosalyn Taggart	B811

2. APPROVAL OF AGENDA

The agenda was amended to raise Item 10 Staff Comments after Item 3 Public Comment. On a motion as amended by Lisa Hooks, seconded by Jeann McDougald, the PCC unanimously approved the agenda as amended (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None

4. COMMENTS FROM PCC MEMBERS, STAFF, AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Steven Lowe announced that October is National Disability Employment Awareness Month Jobs and Resource Fair will be at the State Capitol, where over 37 California state agencies will participate. For more information, please email ACPD@chp.ca.gov.

Lisa Hooks added a job vacancy that closes before the fair on October 6th for State Council on Developmental Disabilities (SCDD)

Dwayne Hankerson requested a flyer or brochure to provide more information on transportation to his community and clients at Seabreeze Apartments (100 Larissa Lane, Vallejo).

4. PRESENTATIONS

A Solano County Master Plan for Aging and Disability (MPAD)

Gwendolyn Gill presented the Solano County Master Plan on Aging and Disabilities, highlighting key trends in aging and disability populations. She continued with Solano County's six focus areas and goals regarding awareness and accessing services, healthcare and physical health, mental health, housing, safety, and transportation. Ms. Gill concluded with information about the Aging Disability Resource Center (ADRC) and various county programs, including In-Home Supportive Services and Adult Protective Services.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of July 16, 2026

Recommendation:

Approve the Minutes for the Meeting of July 16, 2026

On a motion by Brian McLaughlin, seconded by Jean McDougald, the PCC approved the meeting minutes. (6 Ayes, 2 Abstention-Heather Barlow and Lisa Hooks)

6. TRANSIT OPERATOR UPDATES

A. SolTrans (Benicia and Vallejo)

SolTrans not present.

B. Dixon Redit-Ride

Zavier Bates indicated that Dixon City Council directed them to expand Saturday service.

C. Fairfield FAST

Tiffany Plater announced that, starting on September 3rd, FAST has expanded the service area for ADA service only to One Lake.

D. Rio Vista Delta Breeze

Brandon Thompson reported 3-month pilot night services program is closing and will be reporting the numbers to Rio Vista City Council. He added they will be onboarding a new mobile app for future rides.

E. Suisun Microtransit

Brandon Thomson informed the committee that Suisun City Council is entering into a new contract after 4 years of microtransit services. Staff will be bringing this to the STA board for approval along with a TDA budget that includes not only microtransit, but intercity taxi script, and the Suisun City Lyft program. He concluded the new app will be RideCo.

F. Vacaville City Coach

Tateyana Hendricks had no new updates.

7. ACTION ITEMS – FINANCIAL

A. None

8. ACTION – NON-FINANCIAL

A. None

9. INFORMATIONAL ITEMS – DISCUSSION

A. H.R.1 Update

Ron Grassi provided an overview of HR1 regulations affecting recipients of CalFresh and Medi-Cal in 2027. He said the regulations could affect about 49,000 people in Solano County. He outlined current assistance programs like Solano Mobility's call center and travel training services as potential solutions in the meantime. He concluded that transit operators have limited resources but acknowledged the need to address these issues proactively before potential problems arise in the coming months.

Summary of Discussion

Members discussed the importance of transportation needs within the community and highlighted issues like limited rural services, driver training needs, and the impact on marginalized communities. Ms. Hooks suggested staff partner between multiple agencies, locally and regionally, including mental health services, managed care plans, and schools to gather a list of resources, volunteer opportunities, and uniform messaging from Health and Social Services for transit operators, and proposed implementing themed announcements for awareness months to support riders, drivers, and communities.

B. Solano Express Service Update

Ron Grassi provided an update on the new Solano Express Route 30 service to UC Davis, which launched in August and has increased ridership since its inception from 89 in week one to 227 in week five. He concluded rides are currently free for the introductory period.

10. FUTURE AGENDA ITEMS PCC COMMENTS

- ✓ Process for recognizing a new service and Saturday Service Discussion
- ✓ National Emergency Preparedness Month
- ✓ Suisun City Microtransit Update

11. ADJOURNMENT

The next meeting for the PCC is at **1:00 p.m. on November 19, 2026**, hybrid via Zoom and in person at 423 Main Street, Suisun City, CA 94585.



SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of September 29, 2026

1. CALL TO ORDER

Chair DaMassa called the regular meeting of the Solano County Intercity Transit Consortium to order at approximately 1:30 p.m.

Members (In Alphabetical Order by Last Name)

Present:

Xavier Bates (Zoom)	Dixon Rendi-Ride
Krystine Ball (Zoom)	Rio Vista Delta Breeze
Lori DaMassa, Chair	Vacaville City Coach
Debbie McQuilkin (Zoom)	Solano Mobility
Nouae Vue (Zoom)	Suisun Microtransit
Robert Guerrero	Solano Transportation Authority
Beth Kranda	SolTrans
Shaun Vigil	Fairfield Transit

Members (In Alphabetical Order by Last Name)

Absent:

Bruce Barrette (Zoom)	Dixon Rendi-Ride
Gwendolyn Gill (Zoom)	Solano County Health & Social Services for Older & Disabled Adult Services
Greg Malcolm (Zoom)	Rio Vista Delta Breeze (Zoom)

STA Staff Present (In Alphabetical Order by Last Name):

Jasper Alve	STA
Amy Antunano (Zoom)	STA
Nick Burton	STA
Erika Dohina	STA
Sheila Ernst	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana	STA
Natalie Quezada	STA
Brandon Thomson	STA

2. APPROVAL OF AGENDA

Ron Grassi explained that for Agenda Item 7.A, Soltrans requested to remove recommendation # 3, approving the October TDA matrix, which includes \$120,000 for fiscal year 26-27 Benicia Lift Program. He added this item will be brought back to the group in November.

Ron Grassi explained that Agenda Item 7.B, Soltrans requested to remove Benicia from the TDA Matrix. He added that the matrix was for October and not July.

On a motion by Robert Guerrero and a second by Nouae Vue, the Solano County Intercity Transit Consortium approved the agenda (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

Amy Antunino explained that we a couple more nominations are needed specifically for transit employees. She reminded the group that the nominations for the 29th STA Annual Awards are due on Friday, October 2nd.

5. PRESENTATIONS – None

6. CONSENT CALENDAR

On a motion from Debbie McQuilkin and a second by Shaun Vigil, the Solano County Intercity Transit Consortium approved the Consent Calendar. (9 Ayes)

A. Minutes of the Consortium Meeting of August 25, 2026

Recommendation:

Approve the Minutes of the Consortium Meeting of August 25, 2026

7. STANDING ITEM

A. Benicia Lyft Program Update and Funding – October TDA Matrix

Recommendation:

Forward a recommendation to the STA TAC and STA Board to:

1. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 60) unless a hardship waiver is submitted and approved.
2. Increase the cost of \$5 Benicia to \$7.
3. ~~Approve the October TDA Matrix which includes \$120,000 for the FY 2026-27 Benicia Lyft program.~~
4. Authorize the Executive Director to execute an amendment with the City of Benicia to extend the TDA funding agreement for FY 2027-28.

Lorrene provided an update on the Benicia Lyft Program. She explained that Councilmember Terry Scott requested to reduce the number of allotted rides from 60% to 20%, unless a rider submits a hardship waiver. She added that the Benicia City Council also voted to increase \$5 Benicia rides to \$7. She added that \$3 and \$4 fares will remain the same for ADA eligible, seniors, veterans, and low-income riders.

On a motion from Nouae Vue and a second by Krystine Ball, the Solano County Intercity Transit Consortium approved recommendations 1, 2, and 4. (9 Ayes)

B. Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – October 2026, which includes the TDA Claim for SolTrans

Recommendation: Forward a recommendation to the STA TAC and Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach) and STA on behalf of the City of Benicia, as shown in Attachment B.

Ron Grassi encouraged the transit operators to submit their TDA Claims within the next couple of months.

Beth Kranda requested ridership data, costs, and other model related information for Microtransit service in Vacaville.

On a motion from Debbie McQuilkin and a second by Nouae Vue, the Solano County Intercity Transit Consortium approved recommendations 1, 2, and 4. (9 Ayes)

8. ACTION NON-FINANCIAL –

A. Comments on MTC’s Bay Area Transit Priority Policy

Recommendation: Forward a recommendation to the STA TAC and Board to authorize the Executive Director to comment on MTC’s Transit Priority Network related to including missing segments of I-80, SR 12 West to Napa County and I-680.

Ron Grassi discussed the comments received from the transit operators regarding Metropolitan Transportation Commission (MTC)’s Bay Area Transit Priority Network. He explained the overall comments received were based on the Transit Priority Network (TPN) only going as far as Fairfield. He added that Soltrans provides service through Dixon; and Route 30 also provides service going to Sacramento and UC Davis. He concluded that the STA Board will review and approve the comments before staff reports back to the MTC.

On a motion from Nouae Vue and a second by Shawn Vigil, the Solano County Intercity Transit Consortium approved recommendations 1, 2, and 4. (9 Ayes)

8. INFORMATIONAL – DISCUSSION

A. Solano Mobility Call Center Annual Report FY 2025-26

Recommendation: Informational.

Erick Dohina provided an update on the Solano Mobility Call Center annual report for fiscal year 2025-26.

B. Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination

Recommendation: Informational.

Jasper Alve presented the coordinated call for projects summary, screening, evaluation criteria and scoring for OBAG 4. He added that this item is being presented to the STA Technical Advisory Committee (TAC) for action on September 30th.

Beth Kranda requested clarification on the scoring process and potential conflicts with STA.

C. Solano Community Action Resource and Empowerment (CARE) Program –Funding Nominations

Recommendation: Informational.

Kathrina Gregana presented a brief update on the Solano CARE Program. She explained that staff evaluated 5 projects. She added that all projects met the minimum eligibility requirements for CARE.

She concluded her presentation with next steps and added that this item is being presented to the STA Technical Advisory Committee (TAC) for action on September 30th.

D. Solano Transportation Resiliency Plan – Feedback on Transit Recommendations

Recommendation: Informational.

Caitlin Johnson from AECOM provided a presentation on the STA Resiliency Plan. She discussed background of this effort, and the projects and programs that are being proposed to proactively strengthen Solano County's transportation infrastructure resilience, advanced equitable and sustainable mobility options.

Beth Kranda and the group discussed FTA funding for battery-electric vehicles.

E. Governor's Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List

Recommendation: Informational.

Kathrina Gregana provided a presentation on the Governor's recent executive order on transit. She noted that in June of this year, Governor Newsom issued this new executive order, which directs California's transportation agencies to accelerate transit projects and increase transit ridership statewide. She added that Caltrans was directed to develop, within 120 days, a list of transit priority projects statewide that is updated regularly with location needs and specific projects identified. She requested the group to provide suggestions as this list is due on Friday, October 2nd.

F. Solano Express FY 2026-27 Funding and Potential Fare Increase for FY 2027-28

Recommendation: Informational.

Ron Grassi provided a brief update on the Solano Express Fiscal Year 2026-27 Funding and Potential Fare Increase for FY 2027-28

G. H.R.1 Transportation Support

Recommendation: Informational.

Ron Grassi provided an update regarding the consensus that the Intercity Funding Working Group meeting.

Robert Guerrero commented that regrouping with Health and Social Services and the Workforce Development Board to discuss this topic was important as it impacts Solano County in many ways.

Beth Kranda added the importance of making these demographics aware that each City has their own transit operators.

NO DISCUSSION ITEMS

A. Legislative Update

B. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback on the agenda items.

10. TRANSIT CONSORTIUM OPERATOR UPDATES

- A. County of Solano
- B. Benicia-Vallejo Solano County Transit
- C. Dixon Redit-Ride
- D. Fairfield Transit
- E. Rio Vista Delta Breeze
- F. Solano Mobility
- G. Suisun City Microtransit

H. Vacaville City Coach

I. STA

11. ADJOURNMENT

The meeting adjourned at 3:18 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 29, 2026.**



DATE: September 9, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: Benicia Lyft Program Update

Background:

The City of Benicia partners with STA and Lyft to provide subsidized Lyft rides for Benicia residents throughout the City of Benicia, to the Springstowne Center in Vallejo, and to the Martinez Amtrak station. See Attachment A for a history of the Benicia Lyft Program.

Discussion:

Program use increased tremendously in FY 2025-26. The program provided 16,471 rides for \$129,774.74 (see Attachments B and C).

At their City Council meeting on August 18th the City of Benicia approved a resolution maintaining the \$3 and \$4 rates for qualified Benicia residents in those programs. To reduce program costs, the city resolution increased the \$5 Benicia rate to \$7. In addition, the City of Benicia approved decreasing the maximum allowable rides from 60 to 20 per month unless a hardship waiver is submitted and approved. Lastly, the City of Benicia authorized the Solano Transportation Authority to claim Benicia Transportation Development Act (TDA) funds in the amount of \$160,000 for the FY 2026/27 Benicia Lyft Program on behalf of the City of Benicia. \$80,000 was budgeted for the Benicia Lyft Program in FY 2025-26. The program expended \$129,774.74. The City of Benicia has a two-year agreement with STA for a total of \$160,000 to cover FY 25-26 and FY 26-27. SolTrans approved payment of \$40,000 for FY 25-26. SolTrans requested that the SolTrans Board approve the TDA funding request before it goes to the STA Board. STA will claim \$120,000 in FY 26-27 after the SolTrans Board approves the release of funds.

This report was presented to the Solano County Intercity Transit Consortium and the STA TAC at their meetings on September 29th and 30th, respectively. The recommendations were unanimously approved.

Fiscal Impact:

The Benicia Lyft Program agreement with STA for FY 2025-26 and FY 2026-27 is for \$160,000. In FY 2025-26, STA was authorized to claim only \$40,000 from SolTrans TDA, leaving a remaining balance of \$120,000. This change has no additional impact on the STA-approved budget.

Recommendations:

Authorize the STA Executive Director to execute an amendment with the City of Benicia based on their August 18, 2026 action and resolution to:

1. Extend the TDA Funding Agreement for Fiscal Year (FY) 2027-28;
2. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 10) unless a hardship waiver is submitted and approved;
3. Increase the cost of \$5 to \$7.

Attachments:

- A. History of the Benicia Lyft Program
- B. Benicia Lyft Ridership by Fiscal Year (Table)
- C. Benicia Lyft Ridership by Fiscal Year (Chart) and Benicia Lyft Ridership by Month for FY 2025-26 (Chart)

History of the Benicia Lyft Program

November 18, 2018: Following the completion of a 2018 SolTrans Comprehensive Operational Analysis (COA), SolTrans discontinued local Route 20 and requested replacing the Benicia General Public Dial a Ride (DAR) system with a Transportation Network Company. Local Route 20 elimination was estimated to yield a cost savings of \$252,900 per year. SolTrans requested Solano Transportation Authority (STA) implement a Lyft program to replace Benicia DAR.

September 2019: The City of Benicia partnered with SolTrans, STA, and Lyft to introduce the Benicia DAR replacement program. The program provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way (up to \$20), or \$3 one-way (up to \$20) for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within $\frac{3}{4}$ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

August 2021: The City of Benicia partnered with SolTrans, STA, and Lyft to help reduce traffic and parking congestion along the Benicia First Street corridor by expanding STA's First/Last Mile program to include the \$5 Benicia Lyft Program. Lyft rides within the City of Benicia cost \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors. The customer pays any additional amount over \$20. There is no daily limit, although there is a monthly limit of 60 rides. The \$5 Benicia Lyft Program currently operates between 6 am and 11 pm every day.

2022: Due to a finding during a Federal Transit Administration (FTA) audit, SolTrans was no longer able to partner on the Lyft programs. The paratransit and Veteran's Cab option for non-ambulatory customers did not provide equivalent response time to Lyft service. STA added Uber as an option for customers because Uber provides a WAV option.

July 2023: The City of Benicia entered into a two-year funding agreement with STA for STA to continue to provide Benicia's Lyft programs.

April 2024: The Uber option was implemented after Benicia Lyft customers experienced Lyft surge pricing.

August 2024: The Martinez Amtrak Station was added to the geofence for all Benicia Lyft programs.

July 2025: The City of Benicia entered into a two-year funding agreement with STA for STA to continue to provide Benicia's Lyft programs.

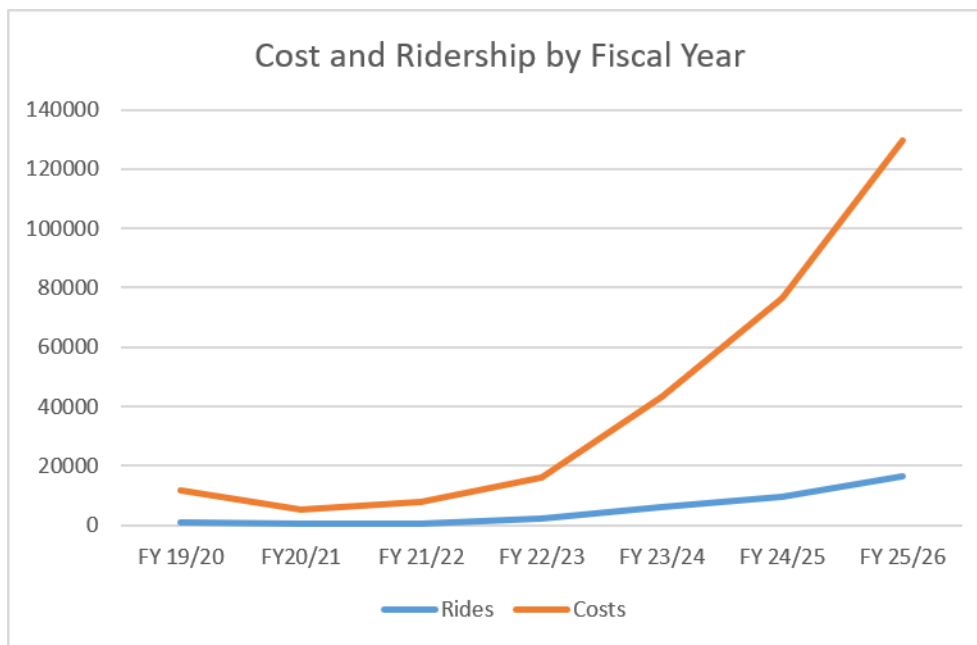
March 2026: The SolTrans Board of Directors passed a resolution authorizing STA to claim \$40,000 in TDA for a Mobility Program.

April 2026: The City of Benicia directed STA staff to provide analysis to reduce the cost of the program. Based on data for the 1st through 3rd quarter of FY 2025-26, STA staff estimated \$25,800 in savings could be obtained by reducing the maximum number of rides per person per month to 20 from 60 and increasing the cost of \$5 Benicia to 7, increasing the cost of \$3 Benicia to \$4, and increasing the cost of \$4 Benicia to \$5.

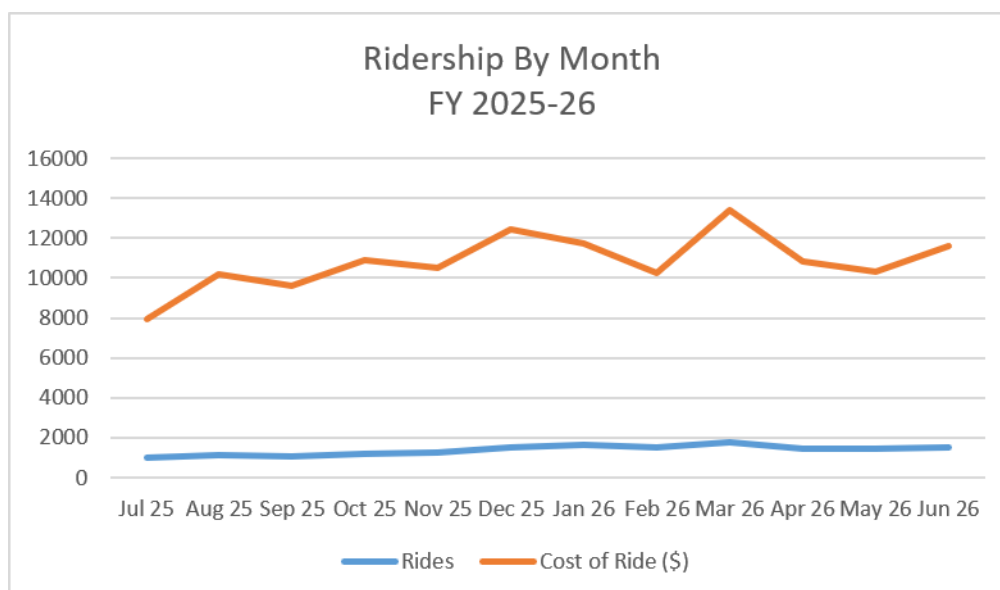
Benicia Lyft Ridership by Fiscal Year

	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25	No of Trips 25/26
Veteran's Corp. DBA Yellow Cab	12	233	281	257	405
Lyft \$3	59	295	927	854	1222
Lyft \$4	3	221	331	652	1424
Benicia \$5	240	1335	4754	7848	13420
Total Trips	314	2084	6293	9611	16471
	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26
Veteran's Corp. DBA Yellow Cab	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,827.00	\$ 4,240.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 10,689.22
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 12,150.46
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 102,695.06
Total Cost	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58	\$ 76,607.01	\$ 129,774.74

Benicia Lyft Ridership by Fiscal Year



Benicia Lyft FY 2025-26 Ridership by Month





DATE: October 1, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix –
October 2026, which includes the TDA Claim for the City of Vacaville

Background:

The California Legislature enacted the Transportation Development Act (TDA) in 1971 to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. The proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county by population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The attached MTC Fund Estimate (Attachment A) shows Solano FY 2026-27 TDA fund estimates by jurisdiction, as of February 2026.

TDA funds are shared among agencies to fund joint services such as the Solano Express bus service and the Intercity Taxi Card Program. To clarify how TDA funds are allocated each year among local agencies and to identify the purpose of these funds, STA works with transit operators to prepare a TDA matrix that includes each agency's claim. The STA Board approves the TDA matrix and submits it to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators.

Discussion:

The TDA apportionment for FY 2026-27 includes revenue estimates and projected carryover. The following claim for City of Vacaville is within the parameters of available TDA funds and is being brought forward for review:

City of Vacaville (City Coach) for FY 2026-27

City Coach operates several public transportation services, comprising the following:

- Fixed Route. Large buses operate along a predetermined route and schedule, stopping at designated locations to pick up and drop off passengers.
- City Coach Direct Microtransit. First in Solano County, City Coach Direct is an Uber style service that provides point-to-point transportation based on the patron's origin and desired destination within the city limits of Vacaville.
- Paratransit. Provides origin-to-destination transportation for eligible individuals with disabilities who are unable to use the regular fixed route service due to their disability.
- Local Subsidized Taxi Program. Local (within Vacaville) subsidized taxi service for qualified seniors and disabled individuals.

- Intercity Subsidized Taxi Program. In partnership with the cities of Solano County and the Solano Transportation Authority, City Coach participates in the funding of a countywide subsidized taxi service program which provides transportation services between the cities of Solano County for qualified seniors and disabled individuals.

For Fiscal Year 2026-2027, the total TDA operating funds request is \$7,968,826, comprised of \$3,638,826 in operating funds and \$4,330,000 in capital funds. City Coach TDA capital funding needs for Fiscal Year 2026-2027 include the following projects:

<u>Project Description</u>	<u>Amount</u>
Project 1: Procure Transit Amenities	\$150,000
Project 2: Replace 10 aged CNG buses	\$2,850,000
Project 3: Fixed Route Transit Fleet Improvements & Spare Parts	\$550,000
Project 4: Replace Transit Staff CNG Vehicle	\$30,000
Project 5: Repair Transit Bus Yard Storm Drain	\$450,000
<u>Project 6: Repair and Replace Real-Time Arrival Signage and Technology</u>	<u>\$300,000</u>
Total FY 2026-2027 Capital Projects	\$4,330,000

On September 29, 2026, the Solano County Intercity Transit Consortium unanimously approved the recommended action. On September 30, 2026, the STA TAC voted unanimously to forward the recommended action to the STA Board for approval.

Fiscal Impact:

The fiscal impact is described above, and the claim amounts match the City of Vacaville (City Coach) FY 2026-27 Budget. The STA Board's approval of the October 2026 TDA matrix provides the guidance MTC needs to process the City of Vacaville's \$7,968,826 TDA claim.

Recommendation:

Forward a recommendation to the STA Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach), as shown in Attachment B.

Attachments:

- FY 2026-27 Metropolitan Transportation Commission TDA Fund Estimate dated February 2026
- FY 2026-27 TDA Matrix – October 2026, which includes the TDA Claim for the City of Vacaville.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4742
Page 9 of 19
2/25/2026

FY2025-26 TDA Revenue Estimate			FY2026-27 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment			FY2026-27 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 25)		28,521,091	13. County Auditor Estimate		28,508,356
2. Revised Revenue (Feb, 26)		28,508,356	FY2026-27 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(12,735)	15. MTC Administration (0.5% of Line 14)		142,542
FY2025-26 Planning and Administration Charges Adjustment			16. County Administration (0.5% of Line 14)		142,542
4. MTC Administration (0.5% of Line 3)		(64)	17. MTC Planning (3.0% of Line 14)		855,251
5. County Administration (Up to 0.5% of Line 3)		(64)	18. Total Charges (Lines 15+16+17)		1,140,335
6. MTC Planning (3.0% of Line 3)		(382)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ³		738,937
7. Total Charges (Lines 4+5+6)		(510)	20. TDA Generations Less Charges (Lines 14-18-19)		26,629,084
8. STA Planning (2.7%)		(330)	FY2026-27 TDA Apportionment By Article		
9. Adjusted Generations Less Charges (Lines 3-7-8)		(11,895)	21. Article 3.0 (2.0% of Line 20)		532,582
FY2025-26 TDA Adjustment By Article			22. Funds Remaining (Lines 20-21)		26,096,502
10. Article 3 Adjustment (2.0% of line 9)		(238)	23. Article 4.5 (5.0% of Line 22)		0
11. Funds Remaining (Lines 9-10)		(11,657)	24. TDA Article 4 (Lines 22-23)		26,096,502
12. Article 4.5 Adjustment (5.0% of Line 11)		-			
13. Article 4 Adjustment (Lines 11-12)		(11,657)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4.5										
SUBTOTAL	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(452,913)	-	1,134,738	(507)	4,397,179	1,170,354	5,567,533
Fairfield	1,711,415	147,435	1,858,850	(1,646,331)	-	7,037,740	(3,142)	7,247,117	7,003,327	14,250,444
Rio Vista	2,005,476	93,172	2,098,648	(168,100)	-	585,060	(261)	2,515,347	599,738	3,115,085
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(472)	1,668,646	1,043,538	2,712,184
Suisun City	1,341,923	63,767	1,405,691	(1,400,377)	-	1,686,639	(753)	1,691,200	1,684,465	3,375,665
Vacaville	10,799,522	642,355	11,441,877	(12,090,621)	-	5,975,344	(2,668)	5,323,932	5,985,838	11,309,770
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,949,376)	-	8,631,508	(3,855)	1,805,708	8,609,243	10,414,951
SUBTOTAL	30,187,623	1,776,257	31,963,880	(33,411,254)	-	26,108,161	(11,658)	24,649,129	26,096,502	50,745,631
GRAND TOTAL	\$31,774,848	\$1,864,326	\$33,639,174	(\$35,064,034)	\$0	\$26,640,981	(\$11,896)	\$25,204,225	\$26,629,084	\$51,833,309

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

FY 2026-27 TDA Matrix - Oct 2026

Attachment B

Date Prepared October 1, 2026
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY26-27 TDA Revenue Estimate from MTC	1	\$ 1,170,354	\$ 7,003,327	\$ 599,738	\$ 1,684,465	\$ 5,985,838	\$ 8,609,243	\$ 1,043,538	\$ 26,096,503
Projected Carryover from MTC	1	\$ 4,397,179	\$ 7,247,117	\$ 2,515,347	\$ 1,691,200	\$ 5,323,932	\$ 1,805,708	\$ 1,668,646	\$ 24,649,129
Available for Allocation per MTC	1	\$ 5,567,533	\$ 14,250,444	\$ 3,115,085	\$ 3,375,665	\$ 11,309,770	\$ 10,414,951	\$ 2,712,184	\$ 50,745,632
FY25-26 Allocations/Transfers/Refunds	1	\$ (907,960)	\$ (949)	\$ (568,090)	\$ (77,898)		\$ (40,000)		\$ (1,594,897)
Total TDA Revenue Available for Allocation		\$ 4,659,573	\$ 14,249,495	\$ 2,546,995	\$ 3,297,767	\$ 11,309,770	\$ 10,374,951	\$ 2,712,184	\$ 49,150,735
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3						\$ 1,602,378	\$ 220,000	\$ 1,822,378
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go, Benicia LYFT	3				\$ 230,000			\$ 315,000	\$ 545,000
<i>Subtotal Paratransit</i>		<i>\$ 50</i>	<i>\$ 14,175</i>	<i>\$ 400</i>	<i>\$ 243,575</i>	<i>\$ 18,125</i>	<i>\$ 1,630,553</i>	<i>\$ 880,500</i>	<i>\$ 2,787,378</i>
Local Transit Service (Fixed Route) & Administration	3				\$ 986,500	\$ 3,638,826	\$ 4,507,826		\$ 9,133,152
SolanoExpress Intercity Bus									
To SolTrans	4	\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,902,119	\$ 206,892	\$ 3,167,823
<i>Subtotal SolanoExpress Intercity Bus</i>		<i>\$ 39,460</i>	<i>\$ 547,146</i>	<i>\$ -</i>	<i>\$ 129,153</i>	<i>\$ 343,053</i>	<i>\$ 1,902,119</i>	<i>\$ 206,892</i>	<i>\$ 3,167,823</i>
Transit Capital	3					\$ 4,330,000	\$ 378,250		\$ 4,708,250
STA Planning	6								
Swaps / Other									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY25-26 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Deport Capital Improvements, claimed by STA	13								\$ -
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
Dixon Redi-Ride/Financial Management Services Claimed by STA	17	\$ 85,900							\$ 85,900
Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA	18	\$ 242,131				\$ 484,261			\$ 726,392
<i>Subtotal Swaps / Other</i>		<i>\$ 328,031</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 438,776</i>	<i>\$ 560,121</i>	<i>\$ -</i>	<i>\$ 85,000</i>	<i>\$ 1,340,119</i>
Total To Be Claimed by All Agencies		\$ 367,541	\$ 561,321	\$ 400	\$ 1,798,004	\$ 8,890,125	\$ 8,418,748	\$ 1,172,392	\$ 21,136,722
Balance		\$ 4,292,032	\$ 13,688,174	\$ 2,546,595	\$ 1,499,763	\$ 2,419,645	\$ 1,956,203	\$ 1,539,792	\$ 28,014,013

FY 2026-27 TDA Matrix - Oct 2026

Attachment B

Date Prepared October 1, 2026
STA Board Action

Notes (continued on next page)

- (1) MTC February 25, 2026 Fund Estimate; Reso 4742; columns I, H, J; FY25-26 Outstanding Commitments include allocations as of January 31, 2026. FY25-26 TDA allocations for Rio Vista, Dixon and STA Community Transit shown as negative amounts, which will be incorporated into MTC's July Fund Estimate available for allocation balance.
- (2) STA will be the claimant. Based on FY 2026-27 Intercity Taxi Card Funding Amounts from May 26, 2026 Consortium staff report. Subject to revision by STA Board.
- (3) From each agency's annual TDA claim. STA's claim from Solano County is for ADA assessments. STA's claim from Suisun City covers fixed-route and micro-transit service (\$986,500) and first-last mile (\$230,000). Solano County (\$315,000) is for the Medical Concierge Go-Go claimed by STA. Vacaville and Fairfield amounts listed under paratransit include both paratransit and microtransit.
- (4) Based on FY 2026-27 Intercity Transit Funding Plan approved by STA Board June 10, 2026, subject to the Solano Express Funding and Cost-Sharing agreement being fully executed by all funding partners.
- (5) TBD
- (6) MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) LCTOP Swaps included in TDA claims.
- (8) State of Good Repair (SGR) swaps, included in TDA claims.
- (9) TBD
- (10) TBD
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers half of costs incurred by Fairfield in FY23-24.
- (12) To be claimed by STA for Suisun Amtrak station operations and maintenance
- (13) To be claimed by STA for Suisun Train Depot Capital Improvements
- (14) To be claimed by STA for Suisun City Mobility Hub
- (15) To be claimed by STA for Faith in Action
- (16) To be claimed by STA for Equitable Access to Justice Pilot Program
- (17) To be claimed by STA to support Dixon Redi-Ride with Financial Management Services
- (18) Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA pending concurrence from Vacaville and Dixon City Councils

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DATE: October 1, 2026
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: City of Suisun Microtransit Service Agreement

Background:

Transportation Concepts currently operates the Suisun City Microtransit service under a contract that expires on December 31, 2026. To ensure continuity of transit operations in Suisun City, STA staff issued a Request for Proposals (RFP) 2026-03 on March 20, 2026, for the operations and maintenance of the Suisun City Microtransit program.

The RFP included a four-year base term with two optional one-year extensions, for a potential contract term of six years. STA staff conducted a pre-proposal conference on March 27, 2026, with several firms attending both in person and virtually. Requests for clarifications and questions regarding the RFP were due on April 3, 2026. Staff received 21 questions related to the solicitation and posted responses to the STA website on April 10, 2026.

Discussion:

Proposals for bidders were due on May 1, 2026, and staff received two proposals (Transportation Concepts and Via) and deemed both firms responsive. On May 13, 2026, STA staff, along with Suisun City Public Works Director Nouae Vue and STA consultant Jim MacElroy, conducted interviews that were held at the STA office building. Both Transportation Concepts and Via participated in the interview process and were evaluated on the following criteria:

1. Ability to perform the work based on experience with similar projects;
2. Experience and qualifications of assigned staff and personnel; and
3. Approach to the scope of work, cost control, and quality of service.

Based on the proposals received and the information presented during the interviews, the selection panel determined that Transportation Concepts provided the best value proposal. This item was presented to the Suisun City Council on September 15, 2026, and was unanimously approved.

Fiscal Impact:

The estimated cost for operating and maintaining the Suisun City Micro Transit Service will be covered by Suisun City's Transportation Development Article (TDA) funding and will not change STA's approved budget.

Recommendation:

Authorize the Executive Director to enter into an agreement with Transportation Concepts for microtransit and maintenance services for a period of four years, effective January 1, 2027, through December 31, 2030, in the amount not to exceed \$3,462,477.

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DATE: October 1, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Member Appointment and Reappointments

Background:

The STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) are responsible for providing funding and policy recommendations to the STA Board on bicycle and pedestrian related issues for monitoring, implementing, and updating the Countywide Active Transportation Plan. The committee representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

Attachment A provides additional details on the current BAC and PAC membership status as of October 2026.

Discussion:

Bicycle Advisory Committee

Brenda Lundy is new member seeking to be appointed as the BAC representative for the City of Rio Vista, which has remained vacant since the start of the calendar year. Mrs. Lundy has been a resident of Rio Vista for over the past 16 years and looks forward to advocating for active transportation infrastructure in the city.

Pedestrian Advisory Committee

Diane Dooley is seeking to be reappointed as the PAC representative for the City of Benicia. Dr. Dooley has also served as the PAC representative for the City of Benicia since her original appointment in 2018, and has previously served as the PAC Chair. Dr. Dooley previously participated as the STA PAC representative on the Safe Routes to School Advisory Committee and on the Comprehensive Transportation Plan (CTP) Transit and Rideshare Committee.

David George is seeking to be reappointed as the PAC representative for the City of Suisun City. Mr. George has been a strong advocate for active transportation projects in Suisun City, along with providing valuable feedback to projects across the county. Mr. George was originally appointed to the committee in 2024. Mr. George's appointment was approved at the August 4, 2026 Suisun City Council meeting. His appointment letter is shown in Attachment B.

Virginia Hernandez-Chavez is seeking to be reappointed as the PAC representative for the County of Solano, in which she was originally appointed to the committee in 2024. Ms. Hernandez continues to be advancing walking and biking opportunities across Solano County. Her reappointment letter is shown in Attachment C.

Fiscal Impact:

None.

Recommendations:

Approve the following:

- A. Appoint Brenda Lundy as a representative for the City of Rio Vista on the STA Bicycle Advisory Committee for a three-year term set to expire on December 31, 2029.
- B. Reappoint Diane Dooley as a representative for the City of Benicia on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
- C. Reappoint David George as a representative for the City of Suisun City on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.
- D. Reappoint Virginia Hernandez-Chavez as the Solano County representative on the STA Pedestrian Advisory Committee for a three-year term set to expire on December 31, 2029.

Attachments:

- A. BAC/PAC Committee Membership Status October 2026
- B. Appointment Letter for David George
- C. Appointment Letter for Virginia Hernandez Chavez



STA Pedestrian Advisory Committee (PAC)
Membership Status
October 2026

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	<i>Pending: December 31, 2029</i>	Chair: 2024, 2025 Vice Chair 2022, 2023
Vacant	Dixon			
Joseph Green-Heffern	Fairfield	March 2020	December 31, 2026	Vice Chair: 2024, 2025
Patrick Murphy	Rio Vista	May 2025	December 31, 2027	
David George	Suisun City	May 2024	<i>Pending: December 31, 2029</i>	Vice Chair: 2026
Beatryce "Cookie" Clark	Vacaville	September 2023	December 31, 2026	
Teresa Booth	Vallejo	June 2014	December 31, 2029	Chair: 2018, 2026 Vice Chair: 2017
Virginia Hernandez-Chavez	Solano County	June 2024	<i>Pending: December 31, 2029</i>	
Bob Berman	Bay Area Ridge Trail (Member-At-Large)	January 2018	December 31, 2029	Chair: 2022, 2023 Vice Chair: 2021
Barry Hill	Member-At-Large	September 2026	December 31, 2029	
Avery Livengood	Member-At-Large	September 2023	December 31, 2029	



STA Bicycle Advisory Committee (BAC)
Membership Status
October 2026

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Vacant	Benicia			
Terry Stenz	Dixon	September 2025	December 31, 2027	
Jacob Francisco	Fairfield	December 2023	December 31, 2026	Chair: 2026
Vacant Brenda Lundy	Rio Vista	Pending: October 2026	Pending: December 31, 2029	
Tyler Meirose	Suisun City	February 2023	December 31, 2028	
Neal Iverson	Vacaville	January 2018	December 31, 2026	Chair: 2020, 2021 Vice Chair: 2026
David Belef	Vallejo	January 2018	December 31, 2029	Chair: 2024, 2025 Vice Chair: 2022, 2023
Jason Gray	Solano County	December 2024	December 31, 2027	
Rachel Mixon	Member-At-Large	June 2026	December 31, 2028	

CITY COUNCIL

Alma Hernandez, Mayor
Jenalee Dawson, Mayor Pro Tem
Amit Pal, Councilmember
Parise Shepherd, Councilmember
Princess Washington, Councilmember



ATTACHMENT B
CITY COUNCIL MEETING

First and Third Tuesday
Every Month

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585
Incorporated October 9, 1868

August 31, 2026

Sheila Ernst
Clerk of the Board / Office Manager
Solano Transportation Authority (STA)
423 Main Street
Suisun City, CA 94585

RE: Suisun City Nomination for Appointment to the Solano Transportation Authority
Pedestrian Advisory Committee

Dear Ms. Ernst:

At the Suisun City Council Meeting on August 4, 2026, the City Council approved the nomination of David George for appointment as Suisun City's representative to the Solano Transportation Authority Pedestrian Advisory Committee.

Please let us know if you need further information.

Best Regards,

Alma Hernandez
Mayor

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ DEVELOPMENT SERVICES 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340
SUCCESSOR AGENCY 421-7309 FAX 421-7366

Virginia Hernández Chávez

Vacaville, CA | 707-564-9668 | hernandezvirginia7865@gmail.com

To The Solano County Board of Supervisors,

With the utmost eagerness, I want to express my passion and interest for an opportunity to be reappointed for the position of Pedestrian Advisory Representative for Solano County. Having already been a part of the PAC for nearly 3 years (term ending in December 2026), the needs of the PAC alongside its sister Committee Bicycle Advisory Committee are essential to the county. Our most recent efforts have impacted largely the Vallejo fairgrounds arena and include some proposals to enhance accessibility to underfunded/low-income neighborhoods throughout the county.

I would be honored and grateful to continue being a part of the advisory committee, working alongside the Solano Transportation Authority efforts to improve pedestrian initiatives that aid safe and active transportation. In addition, expanding upon previous developments of the STA's Active Transportation Plan and what proposals were considered and left to consider for future consideration. Equally proportional representation for all of our cities is critical to ensuring that the efforts of STA and our citizens Advisory committees work in conjunction.

My previous staffer position and work through the California State Senate under former State Senator Bill Dodd provided me the necessary information on local leadership. Introducing me to local concerns through Solano County and its relationship to various community organizations and responsibilities. As well as, means of communication in lobbying bureaucratic changes. My advocacy work throughout my time with the State Senate, undergrad and various organizations: The ACLU of Northern California, CALPRIG STUDENTS, Solano County Registrar of Voters Poll Work strengthened my knowledge of project planning/research, oversight and collaboration.

I would be honored to be considered for the position of PAC Solano County Representative Citizen Member once more for the next term beginning. I would be happy to provide any additional information or documentation if necessary to proceed.

Thank you for your consideration.

Sincerely,



Virginia Hernández Chávez



DATE: October 1, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Senior Transit Mobility Coordinator
RE: Low Carbon Transit Operations Program (LCTOP) Resolution for Suisun
Microtransit

Background:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities.

Senate Bill 862 continuously appropriates 5% of the annual auction proceeds to the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in Fiscal Year (FY) 2015-16. This Program is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resources Board (CARB) and the State Controller's Office to ensure that the program's statutory requirements are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

On January 22, 2026, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2025-26 (Attachment A). The LCTOP population-based funds for Solano County are estimated at \$734,000. This is a reduction of \$390,000 from the FY 2024-25 amount of \$1,124,000. The revenue-based funds for FY 2025-26 are estimated at \$93,000, a reduction of \$48,000 from the FY 2024-25 amount of \$143,000. Revenue-based funds are allocated directly to transit operators. The STA Board is responsible for recommending the allocation of population-based funds and any revenue-based swaps to MTC.

On March 11, 2026, the STA Board unanimously approved the City of Suisun's swap of TDA funds for LCTOP Population and Revenue Based funds with the Cities of Dixon, Rio Vista, and Solano County. This resulted in Suisun City having a total balance of \$189,802 funding. Similarly, City of Fairfield is swapping TDA Funds for LCTOP Population and Revenue Based funds with the City of Vacaville. This resulted in the City of Fairfield having a total balance of \$542,850 in LCTOP funding.

Discussion:

On February 11, 2026, the STA Board approved the allocation of FY 2025-26 LCTOP population-based funds. As part of this recommendation, Suisun City Microtransit will receive \$213,583 in LCTOP funding to replace an unleaded gas vehicle that sustained fire damage with an electric vehicle. In order to access this funding, staff must prepare a grant application packet

that outlines how the funds will be spent to ensure that the project promotes air quality and is consistent with the LCTOP guidelines. As part of the grant application, staff must include a board-adopted resolution regarding the project, which is the item at hand, and a copy of the resolution can be found as Attachment A.

Fiscal Impact:

None to the STA.

Recommendation:

Adopt STA Resolution No. 2026-05 authorizing the purchase of an electric bus for Suisun Microtransit.

Attachment:

- A. STA Board Resolution No. 2026-05
- B. LCTOP Cycle A and B Population-Based Estimates for FY 2025-26

STA RESOLUTION NO. 2026-04

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):**

**Low Carbon Transit Operations Program (LCTOP) for Transit Projects
(The purchase of an electric vehicle for the Suisun Microtransit for \$213,583)**

WHEREAS, the Solano Transportation Authority (STA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the STA wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or the Acting Executive Director following Project Approval by the STA Board whether through project-specific action of the Board or through approval of the STA Budget includes projects and their funding.

WHEREAS, the STA wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Solano Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director or Acting Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Solano Transportation Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2025-26 LCTOP funds:
The purchase of an electric vehicle for the Suisun Microtransit for \$213,583.

This resolution was adopted by Solano Transportation Authority on October 14, 2026:

Alma Hernandez, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of October 2026,
by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Sheila Ernst
Clerk of the Board

I, Robert Guerrero, the Interim 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 held on October 14, 2026.

Robert Guerrero, Interim Executive Director
Solano Transportation Authority

MTC Estimate**FY 2025 - 26****Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Population-Based Program**

Operator / Entity / Program	MTC Cap and Trade Framework Amount (\$ millions)	Percent of Framework Amount	Estimated Population-Based Amount (For Planning Purposes)		State Controller's Office Confirmed Amount	
			Cycle A	Cycle B	Cycle A	Cycle B
CCCTA	20.4	7%	\$ 855,000	\$ 427,500	Official amounts to be issued spring 2026	Official amounts to be issued summer 2026
ECCTA	12.3	4%	\$ 517,000	\$ 258,500		
LAVTA	8.4	3%	\$ 354,000	\$ 177,000		
NCPTA	5.8	2%	\$ 244,000	\$ 122,000		
City of Union City	3.0	1%	\$ 124,000	\$ 62,000		
WCCTA	2.7	1%	\$ 114,000	\$ 57,000		
Marin County Operators (TBD)	10.8	4%	\$ 451,000	\$ 225,500		
Solano County Operators (TBD)	17.5	6%	\$ 734,000	\$ 367,000		
Sonoma County Operators (TBD)	20.6	7%	\$ 863,000	\$ 431,500		
SUBTOTAL	102	34%	\$ 4,256,000	\$ 2,128,000		
Clipper / Fare Policy*	100	33%	\$ 4,189,000	\$ 2,094,500		
Invest in key transit corridors (i.e. TPI)*	100	33%	\$ 4,189,000	\$ 2,094,500		
TOTAL**	302	100%	\$ 12,634,000	\$ 6,317,000		
Estimated Statewide LCTOP Population-Based Funds			\$ 65,142,688	\$ 32,571,344		
Estimated MTC Region LCTOP Population-Based Funds			\$ 12,634,000	\$ 6,317,000		
Estimated MTC Region Share of Statewide LCTOP Population-Based Funds			19.4%	19.4%		

MTC's Cycle A estimates are based on Cap and Trade Auction revenues and Caltrans staff estimates provided 12/3/2025.

MTC's Cycle B estimates are forecasted based on anticipated Cap and Trade Auction revenues, which are roughly estimated to be 50% of Cycle A revenues. Revised estimates can be released after upcoming Cap and Trade auctions in February and May 2026

Final numbers to be released by the State Controller's Office may be affected by actions by legislature, Caltrans, or State Controller's Office.

**For FY 2025-26, MTC Staff intend to recommend the Clipper/ Fare Policy funding be distributed along with the Key Transit Corridors funding through the Transit Performance Initiative (TPI) call for projects, as part of a swap between the two categories that was initiated last year.*

***Due to rounding, the total may not equal the sum of the estimates*

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DATE: October 1, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Comments on MTC's Bay Area Transit Priority Policy

Background:

MTC's Bay Area Transit Priority Policy for Roadways (Policy). The Policy aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and by promoting the active interagency engagement necessary for success. The Policy applies to projects in the nine-county Bay Area seeking over \$250,000 of regional discretionary funding or MTC endorsement along any public roadway, including surface streets and access-controlled highways, with public transit service that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services). Roadways included in the network will be eligible for future grant-related funding.

Discussion:

On August 25 & 26, 2026, the Solano County Intercity Transit Consortium and STA TAC received an update from MTC staff on MTC's Bay Area Transit Priority Policy (Attachment A). The Consortium and TAC members' observations and comments focused on the fact that the draft Transit Priority Network does not include the northeastern portion of Solano County. The Network map stopped at the City of Fairfield. The Solano Express Regional Service provides lifeline transit service to the City of Vacaville and the City of Dixon. Effective August 3, 2026, STA launched a new lifeline transit service, Solano Express Route 30, connecting the Cities of Vacaville and Dixon to the UC Davis Campus and downtown Sacramento. The City of Vacaville not only provides local service but is also the main transit hub that connects the Solano Express Regional Service with Route 30.

In addition, the draft network did not capture two other corridors important to Solano County's current and future transit services on SR 12 from I-80 to the Solano/Napa County Line and service on I-680 from I-80 to Contra Costa. Therefore, STA staff is recommending that MTC include those missing corridors in the Bay Area Transit Priority Roadway.

On September 29, 2026, the Solano County Intercity Transit Consortium unanimously approved the recommended action. On September 30, 2026, the STA TAC voted unanimously to forward the recommended action to the STA Board for approval.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to comment on MTC's Transit Priority Network regarding the inclusion of missing segments of I-80, SR 12 West to Napa County, and I-680.

Attachment:

A. MTC's Transit Priority Policy for Roadways Presentation



ATTACHMENT A

MTC Transit Priority Update

Definition of Transit Priority

Transit-supportive infrastructure, design, and policies that can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples include:

- Bus bulbs and boarding islands to so buses do not need to pull out of traffic
- Transit Signal Priority (TSP) and transit queue jumps to reduce delays at red lights
- Relocating bus stops to optimize stop placement

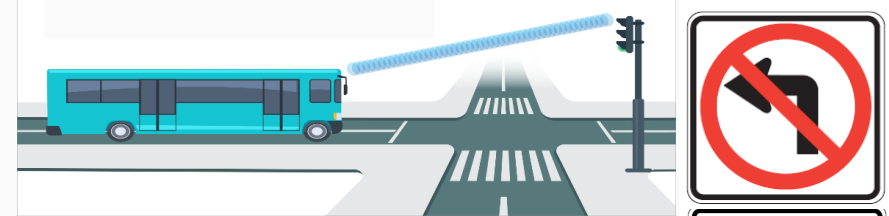
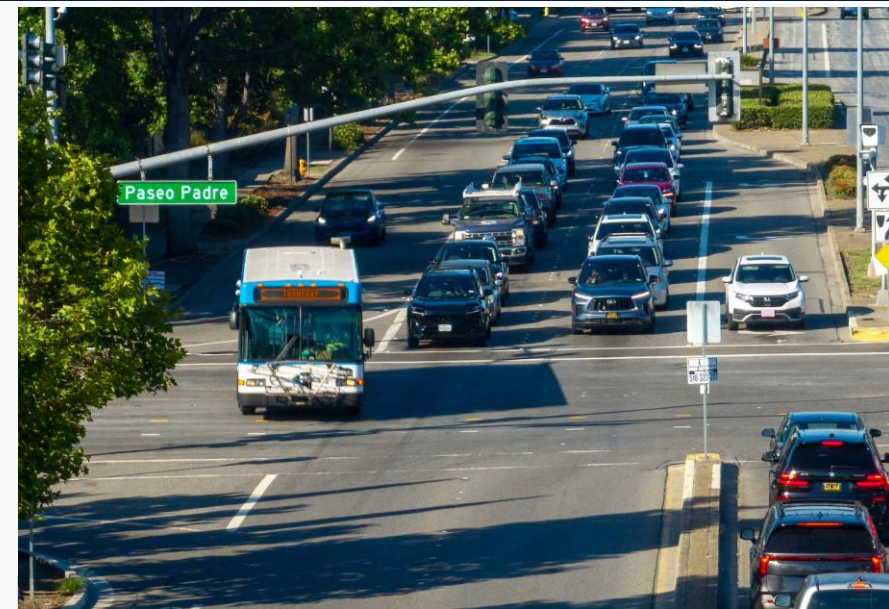


Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SFMTA; Sinwaves, Inc; FHWA MUTCD

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

*Adopted January 2026
(MTC Resolution No. 4739)*

Planning



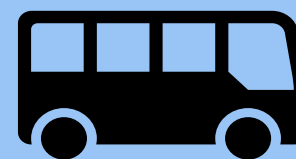
Transit Priority Roadway Assessment

**Plan Bay Area 2050+
(and Transit 2050+)**

Caltrans Coordination

- District 4 Transit Plan
- Director's Policy on Transit
- Transit Implementation Plan

Funding & Technical Assistance

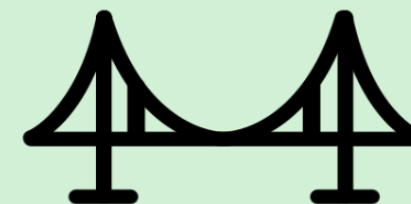


Transit Performance Initiative (TPI)

**Bus Accelerated
Infrastructure Delivery
(BusAID)**

**Innovative Deployments
to Enhance Arterials
(IDEA)**

Project Delivery



Forward Initiatives

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

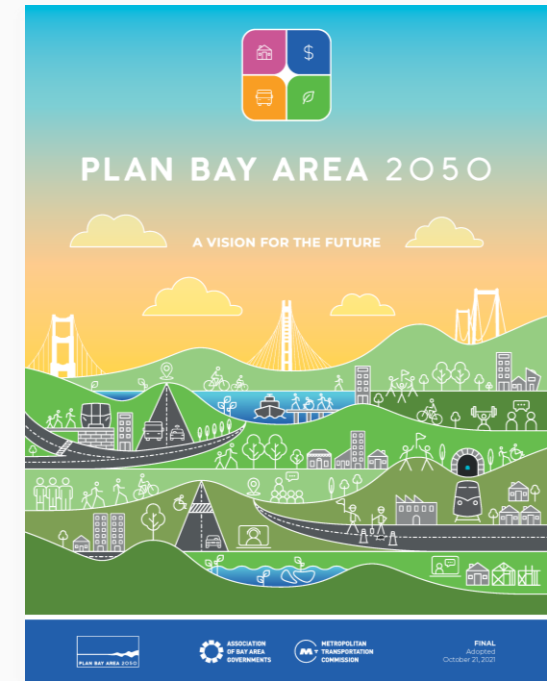
Transit Priority Policy for Roadways (TPPR)

What:

- New MTC Policy approved January 2026 to emphasize transit priority
- Implemented via existing Complete Streets Checklist

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

- **Purpose: Promote broader local support of transit priority**
- MTC provides several templates for a local policy or resolution:
 - Local resolution supporting the regional Policy
 - Local transit priority policy
 - Update to local complete streets resolution
- ***Funding incentives to be applied on a program-by-program basis***
- See [Policy Webpage](#) for various resources

Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

TPPR Requirements added to Complete Streets Checklist

- Transit Priority Policy for Roadways requires that projects receiving MTC discretionary funding must coordinate with transit agencies.
 - **Projects on any street with regular scheduled transit service:**
must consider the needs of transit and work to mitigate project impacts to transit, where feasible
 - **Projects on the regional Transit Priority Network (forthcoming):**
should consider best-practice transit-supportive design elements (i.e., not only mitigate project impacts to transit, but also strive to improve transit) and should be prioritized for transit priority investments
- View materials on Policy Webpage at <http://mtc.ca.gov/TransitPriorityPolicy>

Transit Priority Roadway Assessment

The Transit Priority Roadway Assessment will develop the regional Transit Priority Network and help MTC and its partners better understand roadway transit existing conditions in the Bay Area.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Summer 2026
Regional Transit Priority Network (TPN) key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

- Where projects should consider best-practice transit-supportive design elements
- Where transit-supportive investments should be prioritized for funding

Transit Agencies Included:

- | | | |
|----------------------------|-------------------------|----------------------------|
| ■ AC Transit | ■ Muni (SFMTA) | ■ Union City Transit |
| ■ County Connection | ■ Petaluma Transit | ■ Vacaville City Coach |
| ■ Dumbarton Express | ■ SamTrans | ■ Vine Transit (NVTA) |
| ■ FAST (City of Fairfield) | ■ Santa Rosa CityBus | ■ VTA (Santa Clara Valley) |
| ■ Golden Gate Transit | ■ SolTrans | ■ WestCAT |
| ■ Marin Transit | ■ Sonoma County Transit | ■ Wheels (LAVTA) |
| | ■ Tri-Delta Transit | |

TPN Development Approach Principles



Coherent and cohesive regional network



Based on ridership, service frequency, local plans/policies, regional growth geographies (e.g., equity priority communities)



Informed by stakeholders



Focuses on transit use, not performance (travel time, delay)



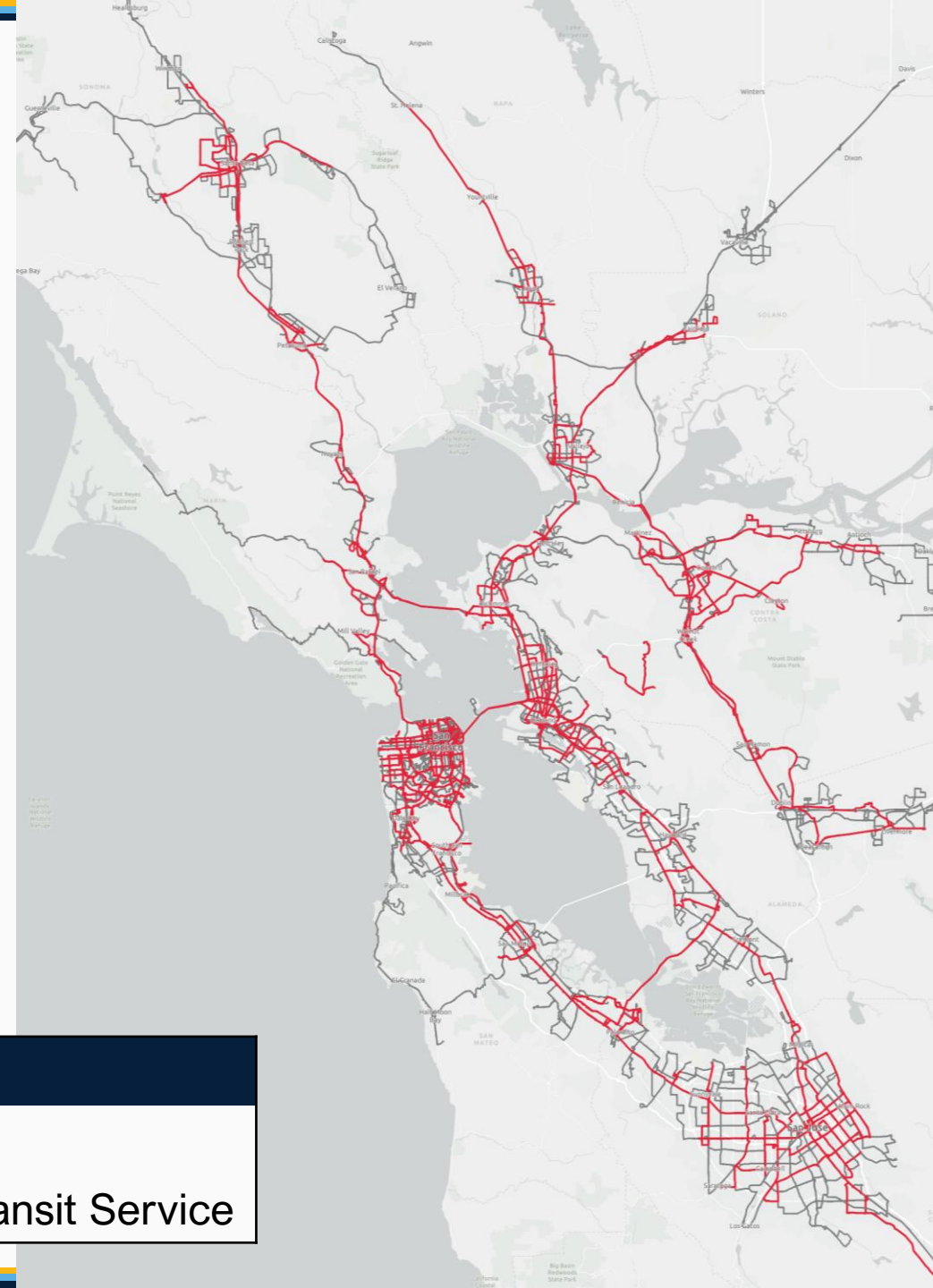
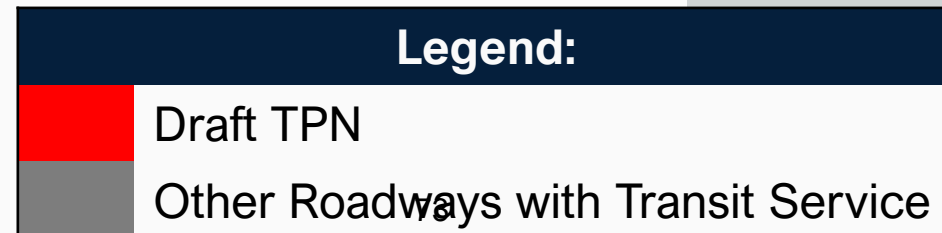
Considers varied local contexts to guide regional investment

Draft TPN

Regionwide Summary Statistics*

- **4% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 41% of transit roadway miles on Draft TPN
- **74% of ridership** on Draft TPN
- **79% of routes serving EPCs** on Draft TPN
- **79 of 101 local jurisdictions** on Draft TPN

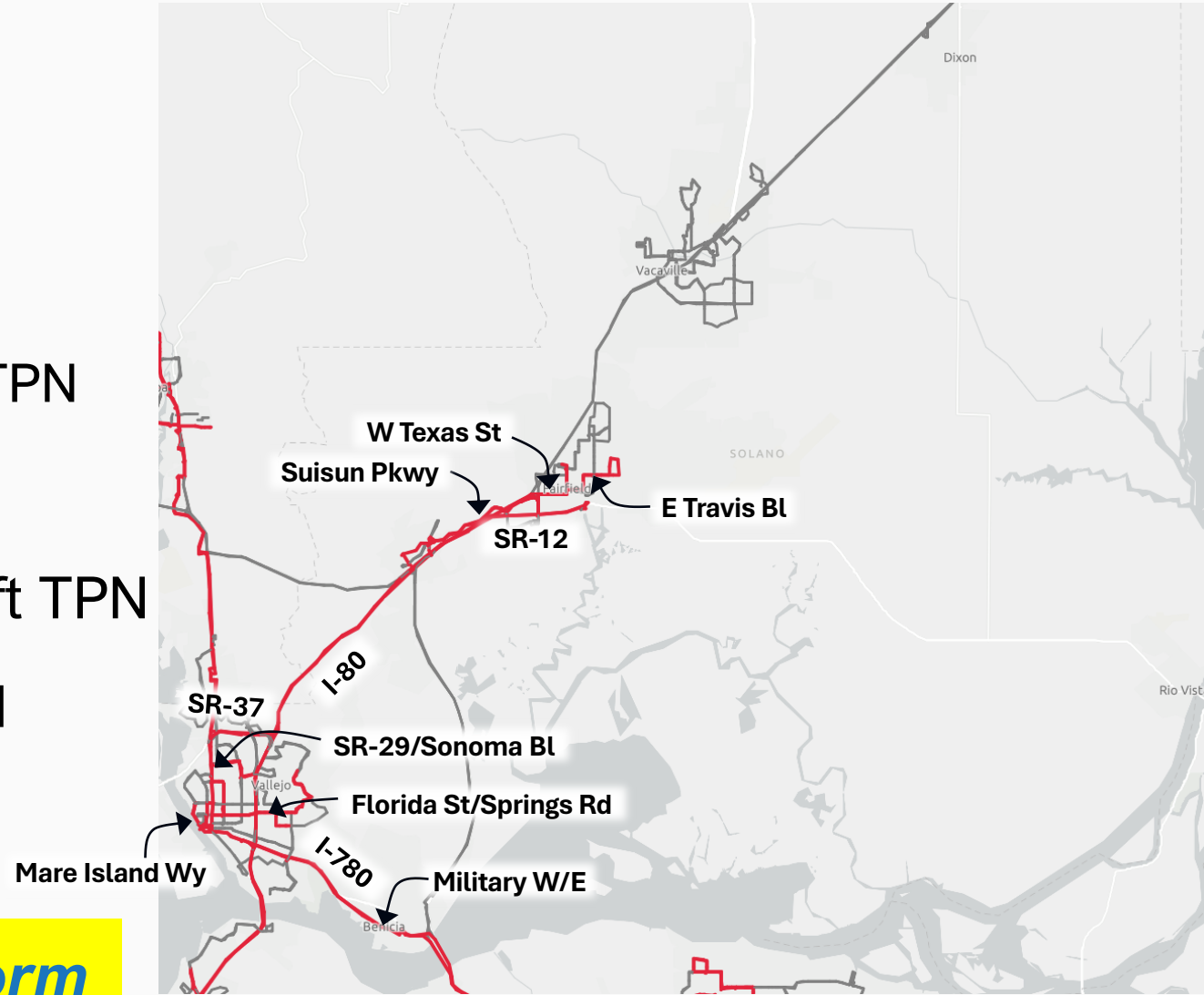
**preliminary values –
for discussion purposes only*



Solano County Summary Statistics*

- **3% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 31% of transit roadway miles on Draft TPN
- **61% of ridership** on Draft TPN
- **100% of routes serving EPCs** on Draft TPN
- **4 of 7 local jurisdictions** on Draft TPN

Please provide feedback [in this form](#)



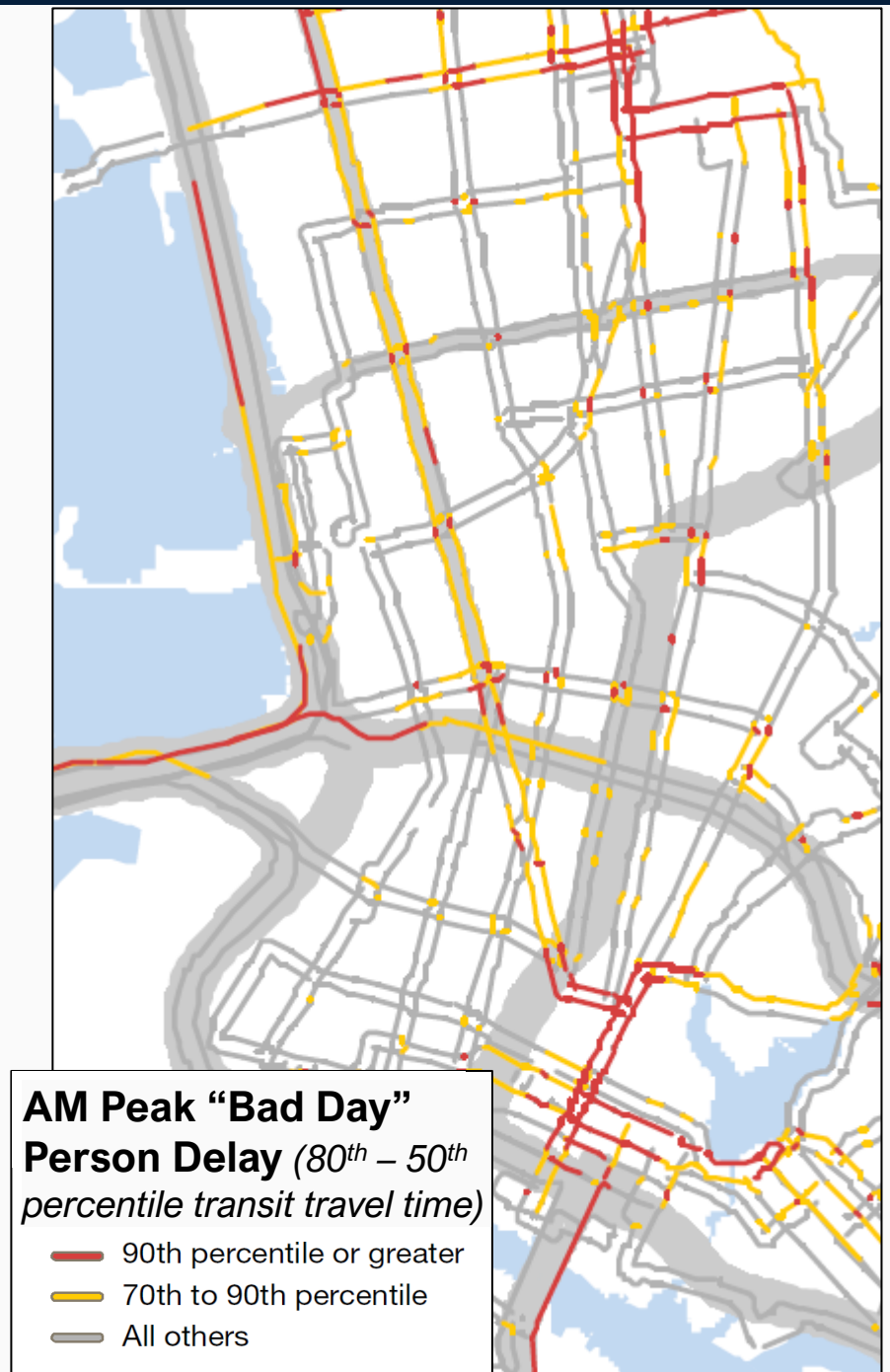
**preliminary values – for discussion purposes only*

Integrating the Transit Priority Network into the 2027 BusAID Program

- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for transit projects located along the Transit Priority Network** (subject to Commission approval)

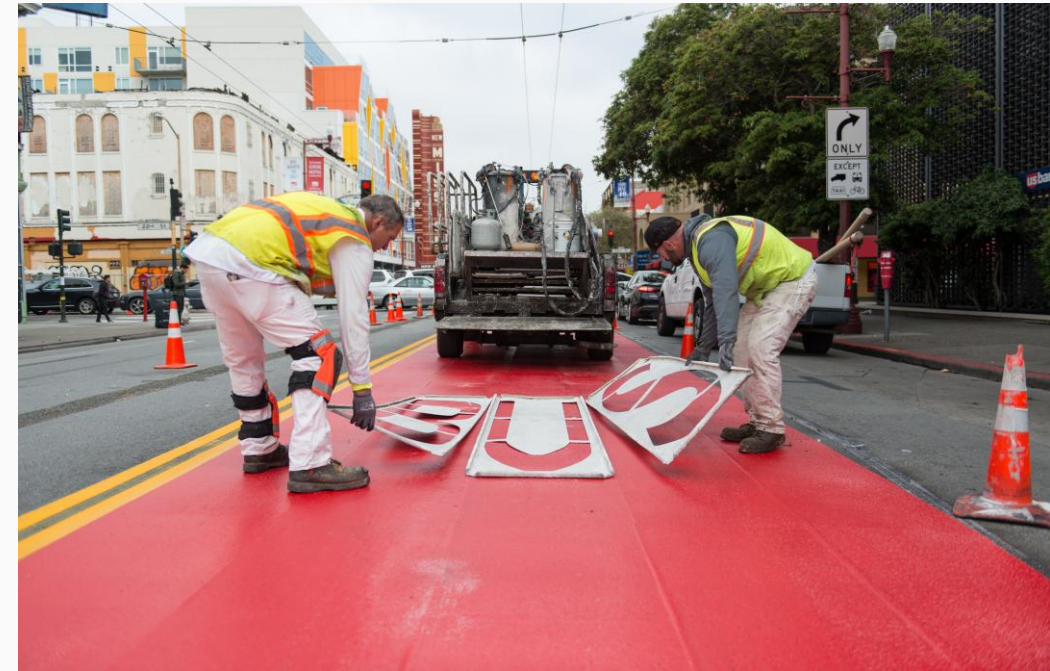
Existing Conditions Baseline Analysis

- **Service Levels**
 - Route-miles & service-hours
 - Peak frequencies
 - Upcoming major service changes
- **Ridership**
 - Boardings per mile
 - Vehicle passenger loads
- **Delay & Reliability (including “hotspots”)**
 - Vehicle median speeds
 - Transit vs. auto speeds
 - Vehicle-minutes & person-minutes of delay/mile
 - Span of delay
- **Transit Priority Infrastructure**
 - Segment treatments (e.g., transit lanes)
 - Intersection treatments (e.g., transit signal priority)



Near-Term Implementation Strategy

- **Support near-term action and enhance local capacity to deliver transit priority:**
 - Determine needs for potential MTC technical assistance programs
 - Define agency roles and responsibilities
 - Inform future transit priority funding allocations
 - Identify challenges in delivering transit priority projects and action plans for faster implementation
 - Determine frequency of updates to Transit Priority Policy for Roadways, Transit Priority Roadway Assessment, and regional Transit Priority Network



© SFMTA/Jeremy Menzies

Transit-Supportive Roadway Design Toolkit

- Toolkit will provide context-specific guidance for different Bay Area roadway types, including benefits and tradeoffs
- Toolkit will address:
 - Existing state and local standards, design guidance, and local & national best practices
 - Design and cost considerations for transit-supportive treatments

We are seeking subject matter experts at local jurisdictions and transit agencies to guide Toolkit development.

If interested, please email us at:
transitpriority@bayareametro.gov



Short Bus Lane

Short bus lanes—also called transit approach lanes, queue bypass lanes, or queue jump lanes—are segments of traffic lanes dedicated to buses approaching an intersection. Often paired with TSP (see TSP in a Queue Jump Lane), short bus lanes reduce transit delay at intersections by allowing buses to bypass queues and travel through the intersection more quickly.

Benefits

- Improves speed and reliability by allowing buses to bypass general traffic queues. Can use existing stops (if not creating bus stop curb extensions).
- Can implement in areas without space for a longer dedicated lane
- Can lengthen or reconfigure in any lane to meet the needs of a given corridor

Challenges

- Must be long enough to allow buses to bypass queues of through lane and turn lane general purpose traffic
- Enforcement is difficult, as the lane is not typically physically separated, and vehicles are only in the lane for a short time
- Intersections where right turns on red are prohibited may result in longer queues and reduce the benefit of the short bus lane

Complementary Treatments

- Bus Bulbs (p. 90)
- TSP in Queue Jump Plan (p. 40)

- 1 Painting Treatment:** Short bus lanes should be painted red with "BUS ONLY" or "BUS BIKE ONLY" markings.
- 2 Queuing:** Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.
- 3 Bus-bike Interactions:** If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane, if possible.
- 4 Enforcement:** Ensure there is a strategy in place to prevent illegal driving in short bus lane.
- 5 Roadway Type:** Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Assessment & Transit Priority Network Outreach Plan*

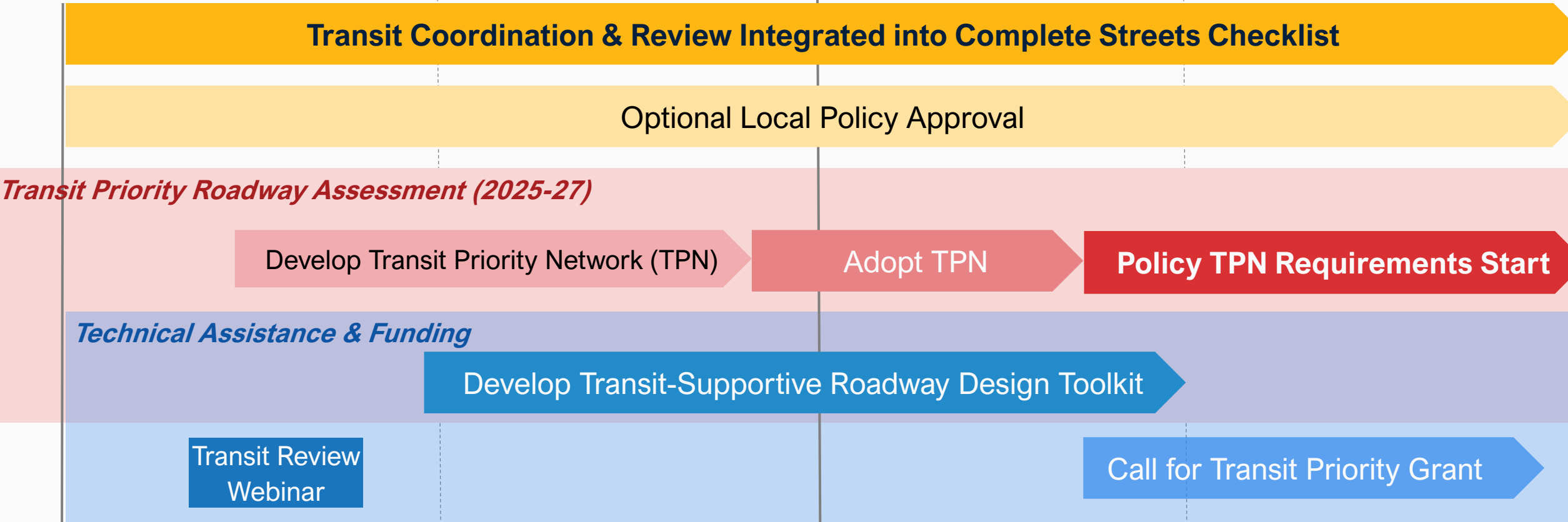
Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Solano:</i> <i>Solano County Intercity Transit Consortium (8/25)</i> <i>STA Technical Advisory Committee (8/26)</i>
		For full list of meetings see the Assessment webpage
	Fall 2026	MTC RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	MTC RNM Bodies

Overall Transit Priority Timeline*

*Policy Adopted
January 2026*

2026

2027



**schedule subject to change*

Thank You

Email: transitpriority@bayareametro.gov

For more information: [Transit Priority webpage](#)

Britt Thesen, P.E. Principal Program Coordinator, Transit Priority bthesen@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Joel Shaffer, P.E. Program Coordinator, Transit Priority jshaffer@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Mika Miyasato, AICP Principal Planner, Transit Priority mmiyasato@actransit.org 
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DATE: October 1, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Solano Rail Hub Priority Development Area (PDA) Plan – Final Report

Background:

The 2018 and 2024 California State Rail Plan, the state’s strategic plan for developing a coordinated statewide rail network, identified a “Solano County Hub” to link Capitol Corridor, future Sonoma-Marín Area Rail Transit (SMART) trains, and regional buses. In 2021, the STA Board designated the existing Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub. The Solano Rail Hub represents a critical strategic investment designed to transform passenger rail and mobility for Solano County and the wider Northern California region.

Priority Development Areas (PDAs) are locally nominated areas that are approved by the Association of Bay Area Governments (ABAG) and are defined as places near high frequency public transit and are planned for new housing, jobs, and community amenities. These areas play an important role in accommodating the Bay Area’s future growth. There are 16 PDAs in Solano County across the cities of Benicia, Fairfield, Suisun City, Vacaville, and Vallejo and the respective cities have been working over the last few years to continue advancing the development of their PDAs.

In 2022, the Metropolitan Transportation Commission (MTC) adopted the Transit Oriented Communities (TOC) Policy to incentivize Bay Area jurisdictions to support higher density residential and commercial developments near fixed-guideway transit service stops. The TOC Policy focuses on four core elements: land use density, affordable housing, parking management, and complete streets/multimodal access to implement Plan Bay Area 2050 strategies. The Solano Rail Hub is identified as a Tier 4 TOC Area under the MTC TOC Policy.

In 2023, the STA, in partnership with the cities of Fairfield and Suisun City and Solano Economic Development Corporation (Solano EDC), secured a PDA grant from MTC to develop the Solano Rail Hub PDA Plan. The plan is intended to develop a coordinated land use framework for the Suisun Waterfront PDA and Heart of Fairfield PDA surrounding the Solano Rail Hub, while maximizing consistency with the MTC TOC Policy to strengthen eligibility for future regional funding opportunities.

Discussion:

In 2024, the STA retained Perkins Eastman to develop the Solano Rail Hub PDA Plan. The purpose of the plan is to assist the cities of Fairfield and Suisun City in advancing a coordinated vision for transit-oriented development around the Solano Rail Hub that reflects local priorities while strategically aligning with MTC TOC Policy to strengthen the cities’ competitiveness for future regional funding.

The objectives of the Solano Rail Hub PDA Plan included the following:

- Conduct stakeholder interviews with Fairfield and Suisun City leadership and staff, local developers, and other stakeholders to understand the vision, opportunities, and challenges within the Solano Rail Hub TOC Area to inform the planning effort;
- Document a working matrix identifying potential gaps between the cities of Fairfield and Suisun City’s housing and parking policies and MTC TOC Policy requirements, and provide recommendations for improvement alignment with the TOC Policy;
- Assess market potential and develop high-level site capacity studies to inform the potential development densities achievable on the vacant sites within the Solano Rail Hub TOC area;
- Identify flood risks, utilities constraints and other factors that may affect the ability to achieve desired residential and commercial densities within the TOC area;
- Identify recommended near-term multi-modal improvements within a half-mile radius of the Solano Rail Hub, including bicycle and pedestrian connections, transit integration and first-last mile improvements.

The Solano Rail Hub PDA Plan provides a roadmap for improving alignment with the MTC TOC Policy and identifies implementation strategies that accelerate development within the Solano Rail Hub TOC Area. These strategies include improvements to the Solano Rail Hub and surrounding multimodal network to strengthen first- and last-mile access and support increased transit use.

The plan also identifies several market and implementation challenges that may affect the ability to achieve the densities and development patterns envisioned by the MTC TOC Policy, including construction costs, tariffs, narrow “missing middle” housing types, reduced parking, infrastructure upgrade needs and other delivery constraints. As documented in the plan, current market conditions make it challenging for the jurisdictions to fully meet the MTC TOC Policy requirements.

As far as next steps, the Solano Rail Hub PDA Plan will be presented to the Suisun City Planning Commissions in the coming months, while a presentation was recently provided to the Fairfield Planning Commission on September 23rd. STA will also use the plan’s findings to engage with MTC regarding potential flexibility in applying the TOC Policy to the Solano Rail Hub TOC area. This coordination is intended to ensure that current market and implementation constraints do not limit Solano County’s eligibility or competitiveness for future regional funding opportunities.

This report was presented as an informational item to the STA Consortium, TAC and Board at their meetings on August 25th, August 26th and September 9th, respectively.

At its meeting on September 30, 2026, the STA TAC approved to forward the Solano Rail Hub Priority Development Area (PDA) Plan Final Report to the STA Board for approval.

Fiscal Impact:

None.

Recommendation:

Approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.

Attachment:

A. *Click here for immediate review and printing:*

[Solano Rail Hub Priority Development Area Final Report](#)



DATE: October 1, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Solano-Napa North Bay Passenger Rail Feasibility Study –Final Report

Background:

The 2003 Napa/Solano Passenger/Freight Rail Study assessed the economic feasibility of potential passenger rail services along several existing lines between Napa and Solano Counties, including St. Helena, Napa Junction, Vallejo, and Suisun/Fairfield. The study’s objectives were revisited in the 2015 Solano Rail Facilities Plan, which reaffirmed the initial conclusion that passenger services connecting Napa to Solano would be too expensive to implement and serve a relatively limited ridership.

Since the release of the 2018 California State Rail Plan, the California State Transportation Agency and Caltrans Division of Rail and Mass Transit (DRMT) have made significant investments in building out the state’s rail network. More recently, the State launched the Corridor Identification and Development Program (Corridor ID Program), which is designed to organize the planning and project development phases of statewide intercity rail planning and develop a phased implementation of projects to position the state to capitalize on larger federal matching opportunities. The Suisun to Novato corridor has been identified as part of the Corridor ID Program.

Concurrently, in partnership with the cities of Suisun City and Fairfield, the County of Solano, Capitol Corridor Joint Powers Authority, Amtrak, and Caltrans DRMT, the STA has been advancing the Solano Rail Hub Project at the Suisun-Fairfield Station. The Solano Rail Hub is identified as a key mobility hub in the State Rail Plan that would facilitate connections between Capitol Corridor, future Sonoma-Marin Area Rail Transit trains, and regional buses.

In May 2024, the STA and the City of Vallejo completed the *2024 Vallejo Passenger Rail Study*. The Study concluded that intra-Vallejo travel demand was limited and could be better served by bus service in the near-term. However, it identified significant travel demand between Vallejo and neighboring North Bay counties, particularly to Napa, followed by Solano—via the Solano Rail Hub.

In 2025, the STA partnered with Napa Valley Transportation Authority (NVTA) and the cities of Vallejo and Napa to initiate the Solano Napa North Bay Passenger Rail Feasibility Study (North Bay Rail Study), building upon the findings and recommendations of the 2024 Vallejo Passenger Rail Study.

Discussion:

Given the significant market demand identified between Vallejo and Napa, the objective of the North Bay Rail Study was to revisit the feasibility of passenger rail service connecting Napa and Solano counties and evaluate a broader, integrated North Bay passenger rail network. The proposed network would connect Vallejo and Napa to the statewide passenger rail network at the planned Solano Rail Hub.

The study scope included the following objectives:

- Assess the feasibility of passenger rail service between Suisun/Fairfield, Vallejo, and Napa;
- Evaluate the opportunities to integrate proposed passenger rail service into the California State Rail Plan; and
- Analyze potential rail service providers and operating models, which may include public-private partnerships

In August 2025, the STA consultant completed the Solano Napa North Bay Passenger Rail Feasibility Study Draft Report, with input provided by a project leadership team that includes NVTa and the cities of Vallejo and Napa.

The study identifies a long-term passenger rail service concept consisting of hourly service between Vallejo and Napa, with timed connections to a state-supported East-West service between Novato, Fairfield and Suisun City through a proposed station stop in South Napa County. This concept was selected based on its travel time performance, infrastructure requirements and consistency with the California State Rail Plan vision for an integrated North Bay passenger rail network.

The study recommends a phased approach to advancing high-capacity transit along the Napa-Vallejo corridor. In the near-term, the study recommends focusing on enhancing existing bus services between Napa and Vallejo to address current travel demand and grow transit ridership, while also planning for transit-supportive land uses and building the institutional capacity necessary to support future passenger rail implementation.

STA and its project partners have identified continued coordination with Caltrans DRMT through the Corridor ID Program as an important next step. This coordination will help ensure that the findings and recommendations of the North Bay Rail Study inform the state's ongoing efforts to plan and develop the statewide passenger rail network.

Additionally, NVTa recently secured a Caltrans Sustainable Communities grant to develop a South Napa County Station Area Plan. The plan will evaluate potential station locations for the proposed multimodal station in South Napa County and represents another important step toward advancing implementation of the Solano-Napa North Bay Rail Study's recommendations.

This report was presented as an informational item to the STA Consortium, TAC and Board at their meetings on August 25th, August 26th and September 9th, respectively.

At its meeting on September 30, 2026, the STA TAC approved to forward the Solano-Napa North Bay Passenger Rail Feasibility Study Final Report to the STA Board for approval.

Fiscal Impact:

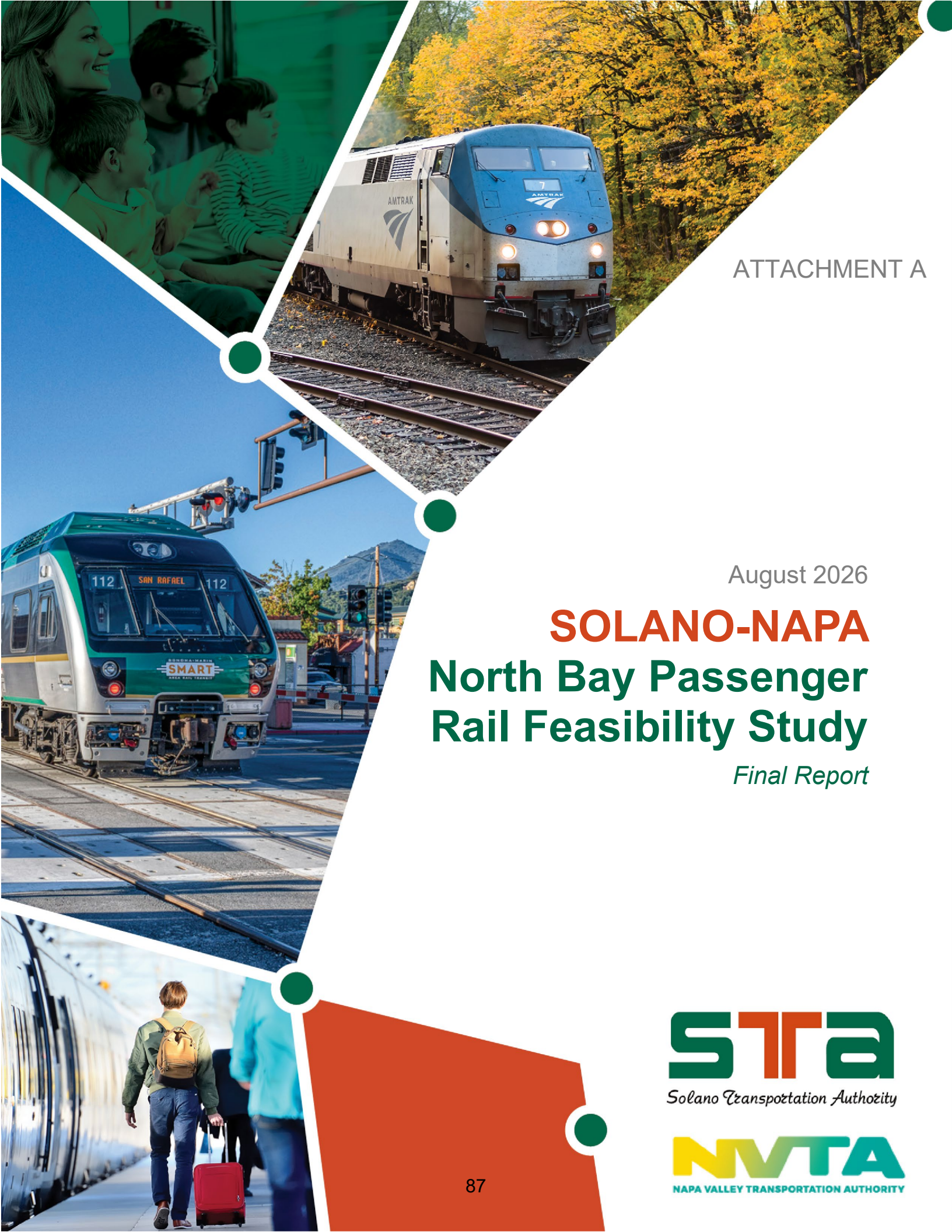
None.

Recommendation:

Approve the Solano-Napa North Bay Passenger Rail Feasibility Study Final Report as shown in Attachment A.

Attachment:

- A. Solano-Napa North Bay Passenger Rail Study Final Report



ATTACHMENT A

August 2026

SOLANO-NAPA
North Bay Passenger
Rail Feasibility Study

Final Report

STra
Solano Transportation Authority

NVTA
NAPA VALLEY TRANSPORTATION AUTHORITY



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Key Acronyms and Terms

- **California Northern Railroad (CFNR)** is a short-line freight railroad owned by Genesee & Wyoming that provides freight service in Northern California.
- **Capitol Corridor** is an intercity passenger rail service operating between Auburn and San José, managed by the Capitol Corridor Joint Powers Authority.
- The **Corridor Identification and Development Program (Corridor ID)** is a Federal Railroad Administration program that supports the planning and development of intercity passenger rail projects.
- **Class III Track Upgrades** are rail infrastructure improvements supporting passenger train operating speeds up to 60 miles per hour.
- **Class IV Track Upgrades** are rail infrastructure improvements supporting passenger train operating speeds up to 79 miles per hour.
- The **California State Rail Plan (CSRP)** is a long-range planning document prepared by the California State Transportation Agency (CalSTA) and Caltrans to guide development of the statewide rail network, last updated in 2024.
- The **Federal Railroad Administration (FRA)** is the federal agency responsible for regulating railroad safety, infrastructure, and funding programs.
- The **Metropolitan Transportation Commission (MTC)** is the metropolitan planning organization and regional transportation planning agency for the San Francisco Bay Area.
- The **Napa Valley Transportation Authority (NVTa)** is the regional transportation planning agency responsible for transportation planning and programming of transportation funding in Napa County and the operation of the county's transit agency, Vine Transit.
- **Napa Valley Railroad (NVRR)** is a privately operated tourist rail service in Napa County.
- **Passenger Rail** is conventional rail service operating on dedicated or shared-use rail corridors.
- **Positive Train Control (PTC)** is a railroad safety system designed to prevent train-to-train collisions or derailments due to speeding.
- **Right-of-Way (ROW)** is the land required for rail corridors and associated facilities.
- **Rough Order of Magnitude (ROM) Costs** are planning-level cost estimates developed for high-level budget projections.
- **Sonoma-Marín Area Rail Transit (SMART)** is the commuter rail service operating between Sonoma and Marin counties.



- The **Solano Transportation Authority (STA)** is the regional transportation planning agency responsible for transportation planning and programming of transportation funding in Solano County.
- The **Stadler Fast Light Innovative Regional Train (FLIRT)** is a multiple-unit train that can be configured for diesel, electric, battery-electric, or hydrogen propulsion.
- The **Stadler KISS** (German acronym for Comfortable Innovative Speedy Express Train) is a double-decker electric multiple-unit train typically used for higher-capacity regional or commuter service.
- **Union Pacific Railroad (UPRR)** is a Class I freight railroad company that owns freight rail infrastructure throughout the western United States.



Executive Summary

The Solano-Napa North Bay Passenger Rail Feasibility Study assesses the potential for passenger rail service connecting Napa, Vallejo, Fairfield, and Suisun City through upgrades to existing freight rail infrastructure in the region. This study builds on decades of prior analysis of transportation improvements between Napa and Solano Counties, incorporating current study area conditions and updated travel data into the evaluation of future passenger rail service. Supported by this analysis, this study recommends a phased approach to advancing high-capacity transit along the Napa-Vallejo corridor, anchored by a long-term passenger rail vision. Under this approach, near-term improvements focus on enhancing existing bus services between Napa and Vallejo to address current travel demand and grow transit ridership.

This study identifies a long-term passenger rail service concept consisting of hourly service between Napa and Vallejo, with timed connections to a state-supported East–West service between Novato, Fairfield, and Suisun City. This concept was selected based on its travel time performance, infrastructure requirements, and consistency with the California State Rail Plan (CSRP) vision for connected North Bay rail corridors.

Key findings supporting this recommendation include:

- **Corridor demand supports near-term transit improvements.** The Napa–Vallejo corridor exhibits the highest travel volumes between cities in the region (approximately 45,000 weekday trips) with sustained all-day demand.¹ However, estimated transit capture is modest relative to peer rail systems, indicating that enhanced bus service is a necessary near-term priority to build ridership before implementing passenger rail.²
- **Targeted rail investment provides a pathway to hourly, all-day passenger rail service.** While existing freight rail infrastructure is not suitable for passenger service, investments in Class IV track upgrades, the addition of double track segments, and positive train control (PTC) implementation enable rail travel time improvements—reducing Napa–Vallejo travel times from approximately one hour on existing infrastructure to approximately 30 minutes—while minimizing capital investment compared to higher-frequency alternatives.
- **The corridor aligns with regional and statewide rail initiatives.** The recommended concept supports the California State Rail Plan vision for frequent, connected service between Napa and Vallejo and integrates with an envisioned East–West corridor between Novato, Fairfield, and Suisun City, enabling timed transfers for passengers to access Sonoma–Marin Area Rail Transit (SMART) and Capitol Corridor.

¹ See **Travel Market** section.

² See **Addressable Market** section.



This study recommends prioritizing transit market growth between Napa and Vallejo through improvements to bus service and planning for transit-supportive land uses while building institutional capacity for future passenger rail implementation. Through this approach, the North Bay can align near-term transit investment with evolving travel demand while providing a long-term foundation for high-capacity passenger rail.



Introduction

As the North Bay region continues to grow, increases in congestion and travel demand have placed pressure on existing transportation systems. This has prompted exploration of alternative transportation options between Napa, Vallejo, Fairfield, and Suisun City, specifically passenger rail. To address evolving transportation needs in the region, the Solano Transportation Authority (STA) and the Napa Valley Transportation Authority (NVTa), in coordination with regional partners, initiated this feasibility study to evaluate the potential for passenger rail service in the North Bay as part of a regional integrated transit network. To support this objective, this study:

- Reviews previous planning efforts and assesses current rail infrastructure conditions
- Analyzes travel patterns and identifies an addressable transit market
- Develops and evaluates conceptual service plans and infrastructure requirements
- Estimates planning-level capital and operations costs for a preferred conceptual service plan
- Evaluates community impacts and potential governance structures

This analysis yields a phased implementation strategy that aligns near-term transit improvements with long-term passenger rail delivery. Specifically, this study emphasizes that strengthening the existing transit market on the Napa-Vallejo corridor is a necessary first step to support future passenger rail investment.

About the Solano Transportation Authority

The Solano Transportation Authority (STA) is the regional transportation planning agency for Solano County and serves as the county's congestion management agency. The STA is responsible for coordinating transportation planning, funding, and projects across the county. The STA also oversees the SolanoExpress bus service, a regional service operated by local transit provider SolTrans. Through studies such as this feasibility analysis, the STA works to identify opportunities for transportation investments that improve mobility across the region.

About the Napa Valley Transportation Authority

The Napa Valley Transportation Authority (NVTa) guides transportation planning, investment, and congestion management throughout Napa County. The NVTa also operates Vine Transit, which connects communities within Napa County and links riders to regional destinations through bus, shuttle, and paratransit service. Through this study, the NVTa supports evaluation of transit improvements that respond to Napa County travel needs while strengthening regional connections.



Partners

This study was conducted by the STA and the NVTa in coordination with key regional partners, with the project team including the City of Napa, the City of Vallejo, the Napa Valley Wine Train, Caltrans, Sonoma-Marín Area Rail Transit (SMART), and the Capitol Corridor Joint Powers Authority. These partner organizations play critical roles in transportation planning, funding, and service delivery across the North Bay and are essential to advancing a coordinated transit solution. Engagement with these partners and other stakeholders is summarized in **Appendix A**.



Existing Conditions

To analyze existing conditions, this study reviewed relevant plans, assessed current rail infrastructure, evaluated regional and local travel patterns, and identified an addressable market for a future passenger rail service.

Study Area

To analyze existing conditions, this study used a 5-mile buffer of existing freight rail corridors in Vallejo, Napa, Suisun City, Fairfield, American Canyon, and Cordelia. This radius captures the communities, activity generators, and land uses likely to benefit from or be influenced by future passenger rail service, while also including relevant rail infrastructure that would be used for operation. This study area provides a framework for evaluating infrastructure conditions, travel patterns, and potential transit markets in the vicinity of the rail corridor.

Previous Plans and Studies

To understand previous work conducted in the region that may support passenger rail service, this study reviewed relevant plans and studies. The project team identified these plans based on their contributions to rail transit in the region and their potential impact on the current study. A full list of the plans reviewed can be found in **Table 1**. Specifically, the Vallejo Passenger Rail Study, the California State Rail Plan, and the SMART East-West Study were central to the development of the service concept outlined in the **Conceptual Service Plans** section.

Table 1: Previous Plans and Studies Reviewed

Year	Plan Name	Sponsor	Key Findings
Ongoing	Downtown Vallejo Specific Plan	City of Vallejo	Emphasizes transit-oriented development in key areas.
Ongoing	Vallejo Waterfront Specific Plan	City of Vallejo	Emphasizes transit-oriented development in key areas.
Ongoing	SMART East-West Study	Caltrans	Advances East-West rail connection between Novato and Suisun-Fairfield.
2026	Napa Countywide Transportation Plan	Napa Valley Transportation Authority (NVTA)	Increasing transit service in Napa is a high priority for the county.
2026	Solano County Comprehensive Transportation Plan	Solano Transportation Authority (STA)	Novato to Suisun-Fairfield connection is a high priority to meet countywide commuting needs.
2026	STA Suisun City and Fairfield Solano Rail Hub Priority Development Area (PDA) Specific Plan	Solano Transportation Authority (STA)	Targeted development plans around the Solano Rail Hub can enhance the success of passenger rail.



Year	Plan Name	Sponsor	Key Findings
2025	Napa Valley Travel Behavior Study	Napa Valley Transportation Authority (NVTA)	Travel market between Solano County and Napa County decreased slightly in updated study but remains significant.
2024	California State Rail Plan	Caltrans	Long-term vision for statewide passenger rail network. Identifies rail expansion opportunities in the North Bay region.
2024	Napa-Vallejo California State Rail Plan (CSRP) Study	Caltrans	California State Rail Plan (CSRP) addition identifying Napa-Vallejo rail service as part of long-term vision.
2024	Vallejo Passenger Rail Study	Solano Transportation Authority (STA)	High demand for regional passenger rail service in Vallejo.
2023	NVTA Short Range Transit Plan (SRTP)	Napa Valley Transportation Authority (NVTA)	Service growth scenarios identify enhancements to regional bus service on the Napa-Vallejo corridor as a priority.
2023	Napa Valley Visitor Profile	Visit Napa Valley	Significant tourism presence in Napa Valley.
2022	Solano Rail Hub Advanced Planning Study Phase I	Solano Transportation Authority (STA)	Improvements needed to Suisun-Fairfield Station to link to regional transit.
2021	SMART and SolanoExpress Station Feasibility Study	Solano Transportation Authority (STA)	Rail hub at Suisun-Fairfield Station feasible to connect to Novato.
2020	Solano County Active Transportation Plan	Solano Transportation Authority (STA)	Countywide backbone bicycle network is being prioritized.
2019	SMART Passenger Rail Service Novato to Suisun City	Sonoma-Marin Area Rail Transit (SMART)	Novato to Suisun-Fairfield SMART service is feasible.
2019	SR 37 Travel Behavior & Transit Feasibility Study	Solano Transportation Authority (STA)	Express bus service on SR-37 could help alleviate congestion.
2003	Napa/Solano Passenger/Freight Rail Study	Solano Transportation Authority (STA)	Passenger rail deemed to have lower return on investment compared to bus service.

The previous plan review revealed that residential and tourism growth within the study area contribute to increasing travel demand, reinforcing the need for improved transit options. These studies have also consistently explored leveraging existing rail infrastructure to support passenger rail service, particularly by connecting to SMART and Capitol Corridor services and the broader statewide and regional rail network. See **Appendix B** for a detailed review of the plans included in **Table 1**.



Vallejo Passenger Rail Study

The Vallejo Passenger Rail Study (2024) explored the feasibility of implementing passenger rail service on an existing freight corridor from the Vallejo Ferry Terminal to the Suisun-Fairfield Amtrak Station. This study emphasized the sizeable transit market present in Vallejo that could support passenger rail, especially given the high volume of trips between Vallejo and Napa and between Vallejo and Solano County. As part of this analysis, a preferred draft alignment was selected and cost estimates were created, informing the development of the current study through the shared scope of the Vallejo to American Canyon corridor.

California State Rail Plan

The California State Rail Plan (CSRP), last updated in 2024, provides a long-term vision for a connected and frequent passenger rail network across the state of California. This plan identified rail services connecting Novato, American Canyon, Fairfield, Suisun City, Napa, and Vallejo and outlined a minimum frequency goal of hourly service for the North Bay region that facilitates transfers with intercity Capitol Corridor service at the Suisun-Fairfield Amtrak Station. The CSRP also outlined a connecting service between Vallejo and Napa that would supplement an east-west service between Novato and Solano County.

SMART East-West Study

An ongoing joint effort between Caltrans and SMART is progressing the vision for an East-West passenger rail service in the North Bay connecting Novato and Solano County. SMART currently owns the right-of-way (ROW) between Novato and Napa Junction, allowing this project to leverage existing track ownership. The segment between Novato, American Canyon, Fairfield, and Suisun City is included in the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program, giving SMART access to federal funding to advance the project. Completion of the corridor is currently planned for 2050.

Existing Rail Infrastructure

Existing rail infrastructure conditions in the study area were assessed using the Vallejo Passenger Rail Study and available track charts as inputs. With limited sources, further analysis of rail infrastructure condition and operations is needed before advancing future planning phases. Most of the study area rail ROW is owned by Union Pacific Railroad (UPRR) and leased to California Northern Railroad (CFNR) for freight operation; however, the Mare Island Spur is owned by the City of Vallejo and the Napa to St. Helena segment is owned by Napa Valley Railroad (NVR) for Napa Valley Wine Train operation. Rail ownership and operation in the study area is shown in **Figure 1**.

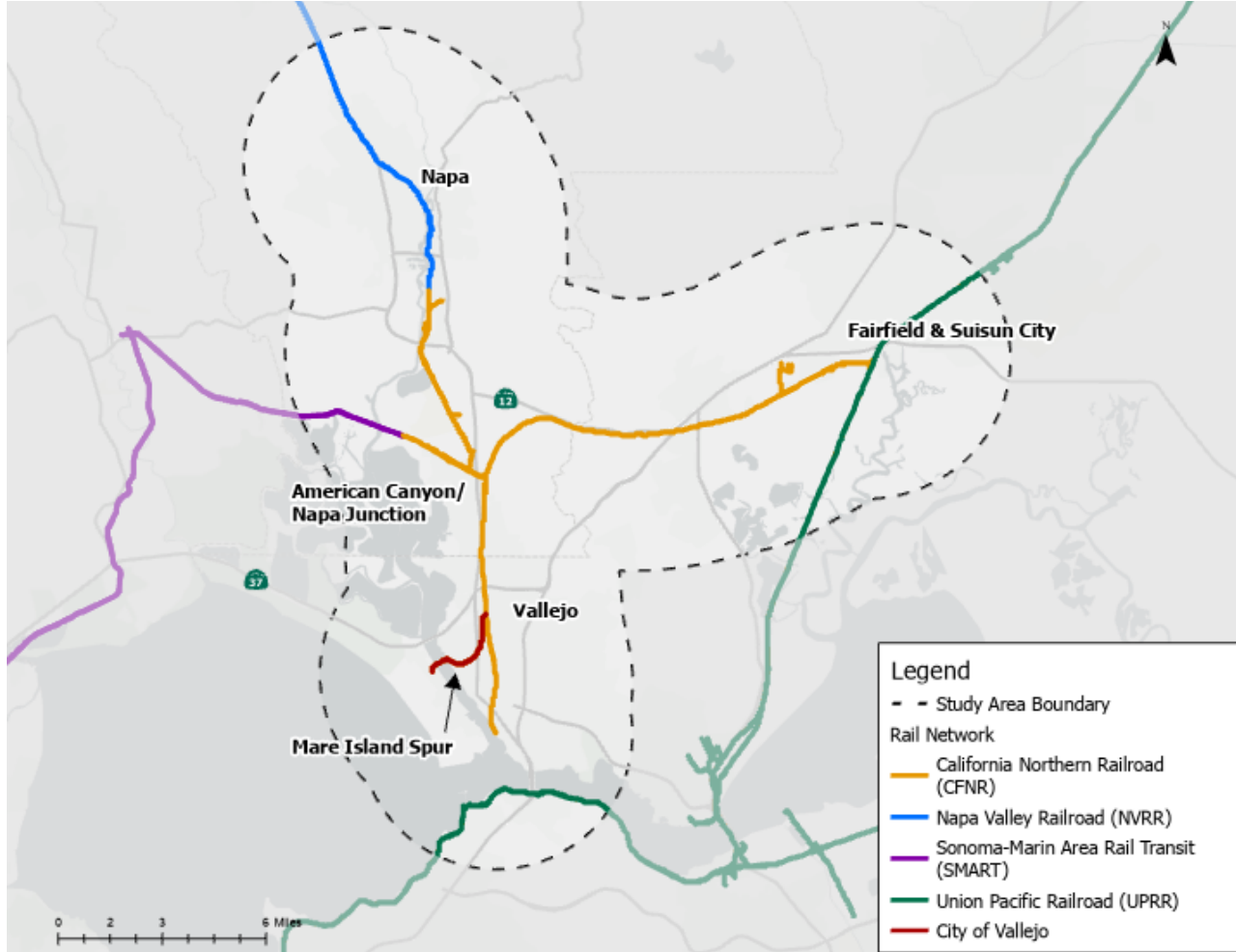


Figure 1: North Bay Current Rail Ownership

Based on the current condition of rail infrastructure in the study area, any passenger rail operation, regardless of frequency or speed of service, would require significant upgrades to track and other relevant infrastructure. All track segments have a 19th-century origin with infrequent updates and maintenance following installation due to low freight volumes (approximately five trains per week, per direction). This limits operation to a maximum speed of 18 mph between the City of Napa and Vallejo and 45 mph between Napa Junction and Fairfield and Suisun City. The corridor is predominantly single tracked with few sidings and would require added double track segments to facilitate train meets needed for more frequent service. Additional operations analysis and engineering feasibility assessments are required to identify exact locations for sidings and double track segments for passenger rail service. Passenger rail operations would also require safety system upgrades in compliance with FRA regulation, with no PTC system currently in the study area. The current condition of the study area track infrastructure is summarized in **Table 2**.



Table 2: Current Infrastructure Conditions

Rail Segment	State of Track Infrastructure
Napa – Napa Jct.	- Varied in service history and condition - Turnouts and switches need to be replaced - Not suitable for passenger service without significant updates
Vallejo – Napa Jct.	- Lack of consistency in the age and condition of wooden ties - Turnout infrastructure outdated and unable to support passenger service - Not suitable for passenger service without significant updates
Mare Island Spur	- Ballast has only seen maintenance upkeep rather than significant updates - Not suitable for passenger service without significant updates
Suisun-Fairfield – Napa Jct.	- Varied in service history and condition - Not suitable for passenger service without significant updates

The aging rail infrastructure in the study area is unsuitable for passenger service without significant rehabilitation. This rehabilitation would likely include track replacement, double tracking, and implementation of PTC to improve speeds, operational capacity, and safety. Additionally, supportive infrastructure such as stations and maintenance facilities would need to be constructed prior to passenger rail implementation. A more detailed assessment of the existing infrastructure, along with a high-level overview of critical infrastructure upgrades, is shown in **Appendix C**.

Travel Market and Addressable Market

To understand current travel patterns and a potential passenger rail market, this study assessed trip volumes in the study area and the greater North Bay region using travel data from Replica.^{3 4} These volumes were then compared to peer service ridership to estimate an addressable market for a future passenger rail service within the project study area. This

³ Trip volumes include all modes, excluding commercial vehicles, as well as all trip purposes, excluding pass-through trips and freight trips.

⁴ Replica is an activity-based travel model that simulates daily travel patterns for an average weekday and weekend. This analysis excludes trips designated as a commercial or freight purpose to model only transit serviceable trips.



analysis aids in identifying station locations and informing draft service plans by aligning a service concept to current and predicted travel trends in the region.

Travel Market

This travel market assessment utilizes weekday Replica data from Spring 2024 to analyze trip volumes between the three primary city pairs in the project study area: Napa – Vallejo/American Canyon, Napa – Fairfield/Suisun City, and Vallejo/American Canyon – Fairfield/Suisun City. This methodology reveals high-density trip flows that could translate to ridership on a future transit service.⁵

This analysis identified Napa – Vallejo/American Canyon as the largest travel market in the study area, with 45,000 trips per weekday taking place between the two locations. For this planning-level assessment, Vallejo and American Canyon are grouped to identify general regional travel trends; however, future studies should evaluate more specific travel patterns as station areas, access assumptions, and service concepts are further defined. Trip volumes in the study area peaked during the AM and PM commute periods, but maintained substantial counts throughout the midday, indicating an all-day travel market. Volumes also remained high throughout the weekend but generally shifted in purpose from work/school to leisure/errand. City-to-city travel flows in the study area are shown in **Figure 2**.

⁵ Spring 2024 represents the most recent travel data available from Replica at the time of the study.

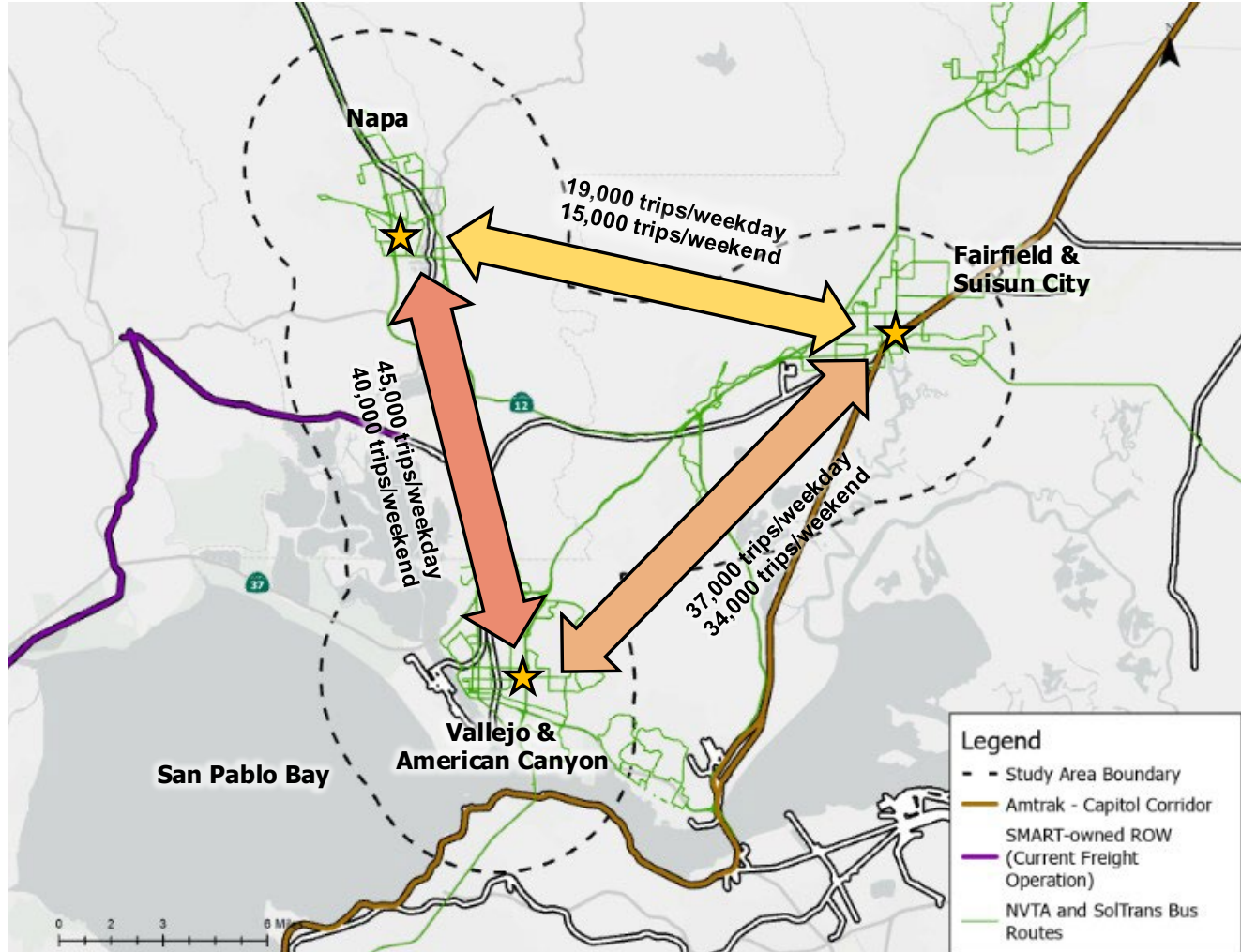


Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)

Regional travel patterns throughout the North Bay are also relevant to this study because of potential future connections with SMART in Novato and Capitol Corridor in Fairfield/Suisun City. Strong regional flows are present between Fairfield/Suisun City and Vacaville, as well as Napa and the Northern Napa Valley, indicating transfer potential in these areas. While travel flows to San Francisco, Oakland, and Sacramento are comparatively less prominent, a regional analysis reveals a substantial interconnected travel market. Regional travel patterns are shown in **Figure 3**.

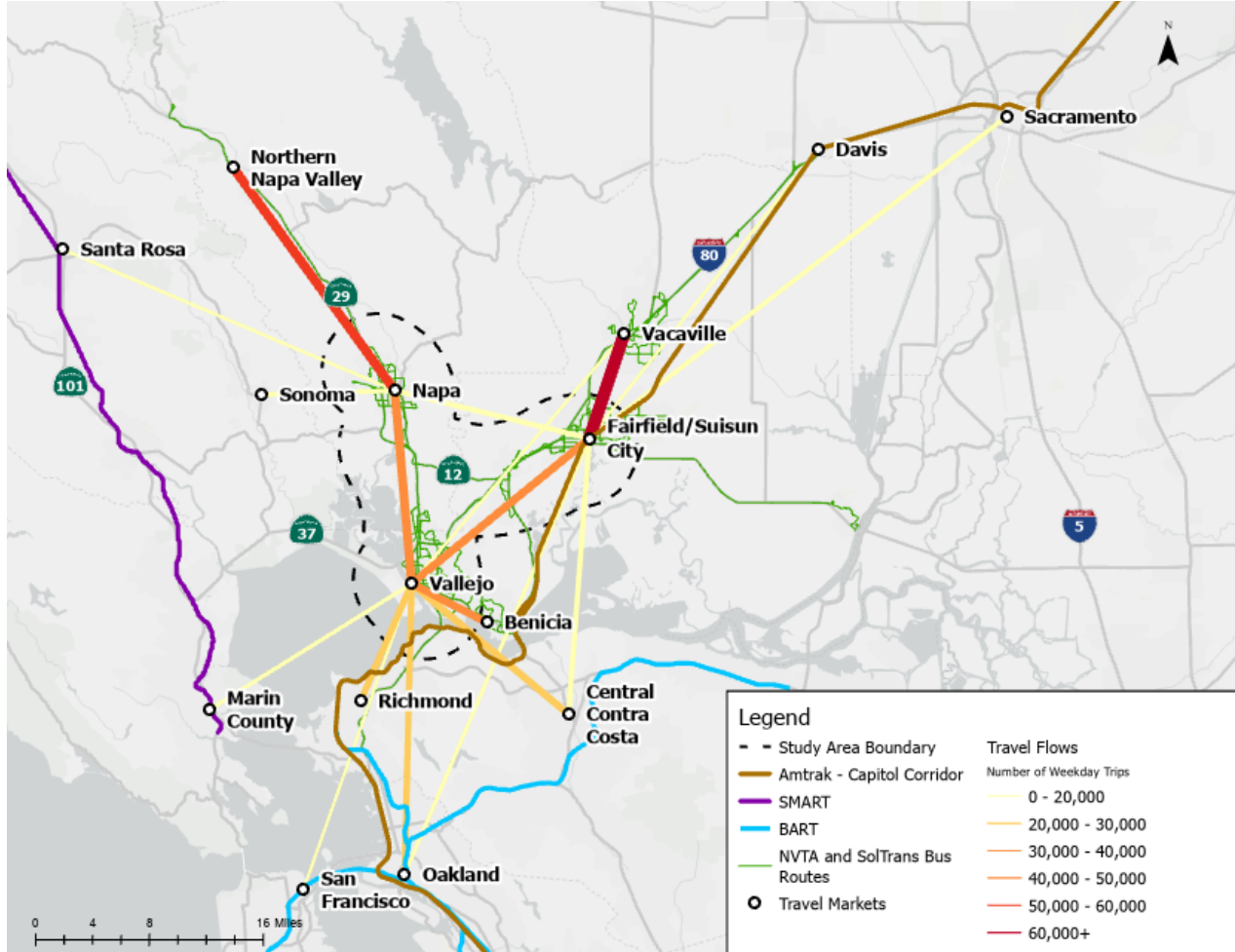


Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)

Addressable Market

To understand potential transit ridership within the project study area, this study analyzed an addressable transit market by estimating transit capture on each corridor. Transit capture represents the percentage of total trips made within a corridor completed on transit, calculated by dividing weekday ridership on a given transit route by the number of weekday non-commercial trips completed within a half-mile buffer of the route.

SMART, Capitol Corridor, and Caltrain were used as peer services for this analysis, with transit capture calculated based on weekday average daily ridership for each service. The weekday transit-serviceable trips, average weekday ridership for SMART, Capitol Corridor, and Caltrain, and the estimated transit capture for each study area corridor are shown in **Figure 4** and **Figure 5**. More information on the methodology and findings of the addressable market analysis is shown in **Appendix D**.



Weekday Transit Serviceable Trips

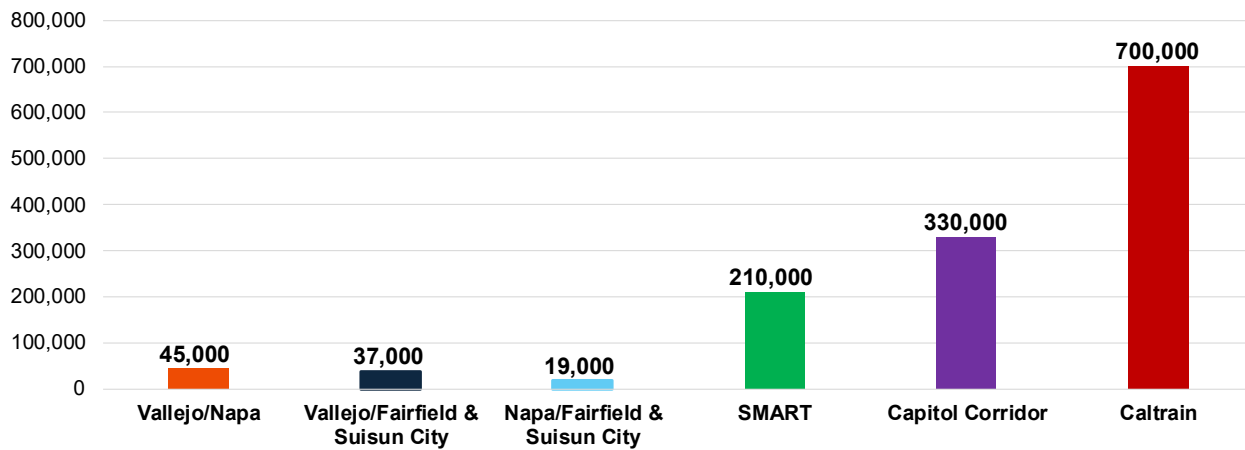


Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)

Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership

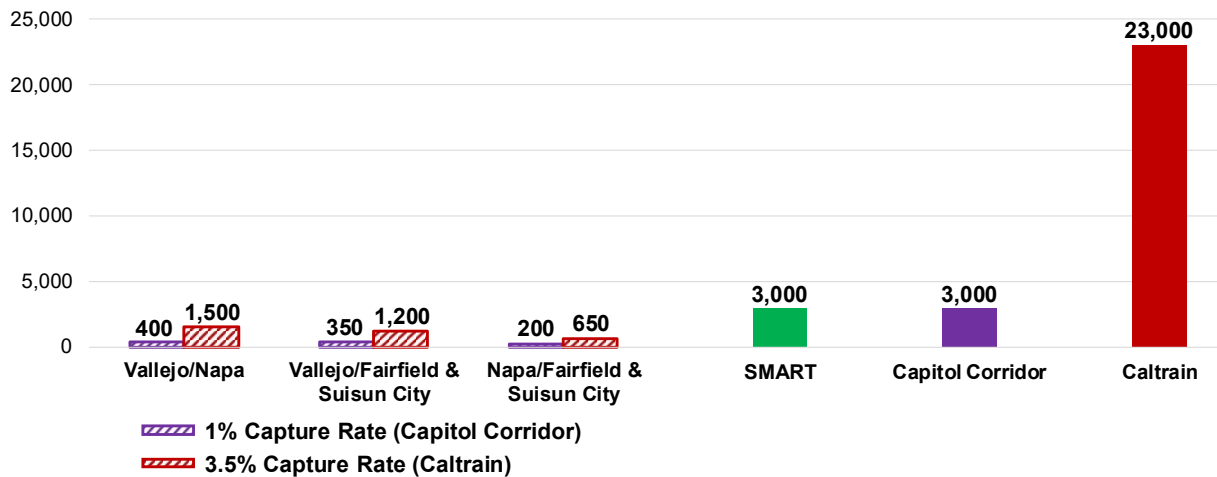


Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)⁶

Note: Transit capture range shown is based on a Capitol Corridor capture rate of 1% and a Caltrain capture rate of 3.5%.

Estimated transit capture on each study area corridor is lower than the current weekday ridership on the peer corridors reviewed, including SMART, Capitol Corridor, and Caltrain. Transit capture should not be interpreted as a ridership forecast; instead, transit capture represents a level of corridor travel activity to compare to ridership metrics of regional peers. This comparison is intended as an order-of-magnitude addressable-market benchmark, not a

⁶ Source: SMART Ridership Web Posting (2025); Capitol Corridor Monthly Service Performance Report (2024); Caltrain Annual Ridership Report (2024)



ridership forecast. Because both the study area estimates and peer ridership metrics are evaluated at the corridor level, and because transit capture is derived from total travel activity within each corridor, the comparison provides a consistent basis for assessing the relative scale of the addressable travel market.

While the current underlying travel market may not support ridership equivalent to that observed on SMART or Capitol Corridor, growth in the travel market would likely be a primary factor in achieving comparable ridership. However, factors such as service levels, connectivity, station access, land use, fare integration, and regional transfer opportunities could also increase transit capture. Additionally, though the one-half-mile corridor buffer captures trips within walking distance of a potential rail alignment, it may not fully represent the broader addressable market that could access service through feeder buses, the Vallejo Ferry Terminal, bicycle connections, park-and-ride facilities, or regional transit transfers. These factors should be incorporated in future phases of analysis through more detailed ridership modeling via an activity-based travel demand model. The size of the travel market relative to peer services, in addition to other factors that support ridership, should be considered when phasing capital investment for high-capacity transit upgrades.



Conceptual Transit Service

This section describes the development of four conceptual transit service plans for North Bay passenger rail. The conceptual service plans were evaluated based on travel times, the infrastructure required to support the proposed frequency, and their integration with regional passenger rail efforts. More detail on the conceptual service plans and the related analyses is shown in **Appendix E**.

Service Plan Development

The four conceptual service plans were developed based on coordination with regional rail planning efforts, infrastructure constraints on travel times, and conceptual station areas identified in the Vallejo Passenger Rail Study and the CSRP.

Corridors Considered

A variety of corridor combinations were considered in the creation of the conceptual service plans. These configurations included alignments connecting the City of Napa, Vallejo, Fairfield, and Suisun City that support observed travel markets and connect to existing services like SMART and Capitol Corridor. One-seat ride opportunities were considered between the city pairs to reduce transfers and improve rider convenience.

While a range of options were weighed for inclusion in the conceptual service plans, the analysis converged on a two-corridor service: a North-South corridor between the City of Napa and the City of Vallejo and an East-West corridor connecting Fairfield, Suisun City, and Novato with a central transfer point in American Canyon at Napa Junction. This approach is consistent with the CSRP and ongoing Corridor ID efforts (see below), ensuring that the conceptual service plans align with regional and statewide rail investments. Service further north of the City of Napa was not considered for the conceptual service plans due to the dispersed land use patterns and small population, based on input from the City of Napa.

California State Rail Plan Integration

As part of the long-term planning horizon for California passenger rail, the CSRP outlines two corridors in the North Bay for future passenger rail service: the City of Napa to Vallejo via American Canyon (North-South) and Novato to Fairfield and Suisun City (East-West), shown in **Figure 6**.

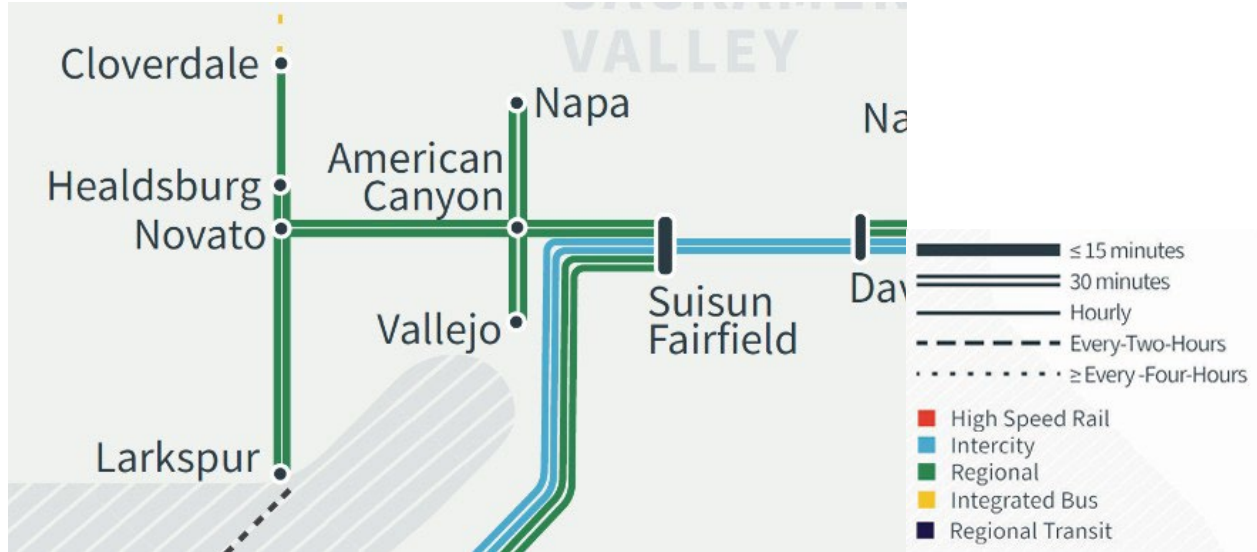


Figure 6: California State Rail Plan Map - North Bay

The CSRP outlined 30-minute headways for both corridors with a 5-minute transfer window between services in American Canyon at Napa Junction; however, the East-West corridor has been refined to hourly frequencies as the East-West corridor advances through the FRA's Corridor Identification and Development (Corridor ID) program. The Corridor ID program supports the planning and development of intercity passenger rail corridors, preparing passenger rail projects for implementation. For the conceptual transit service plans, the East-West service is assumed to be state-supported with hourly frequencies as identified through the Corridor ID process. The following service plans for the North-South corridor integrate timed transfers to the East-West service and assess both the CSRP goal of 30-minute service and the hourly service goal identified for the East-West service via Corridor ID.

Travel Times

Current track infrastructure conditions dictate travel time constraints for the proposed services, with passenger speeds restricted to 18 mph on the North-South corridor and 45 mph on the East-West corridor, assuming no track upgrades were implemented.

To improve travel speeds and support more reliable operations, this study considered service scenarios that include significant infrastructure upgrades. Existing track supports speeds of less than 30 mph and lacks the signalization required for passenger service. Class III track upgrades could increase passenger rail speeds up to 60 mph and reduce corridor travel times through improvements such as rail replacement, ballast and subgrade work, track geometry modifications, and signaling upgrades to support PTC. Class IV track upgrades could enable passenger speeds up to 79 mph through similar upgrades, albeit with more stringent standards for geometry, signal, and track conditions to support higher speeds. Based on the more



stringent requirements for Class IV track upgrades, cost savings may be achieved with Class III track upgrades. The relevant classes of track upgrades and the current track infrastructure conditions are summarized in **Table 3**.

Table 3: Class III and Class IV Track Upgrades

Track Classification	Max Speed Supported	Signalization Required	Track Upgrades Required*
Class I	15 mph	None	N/A
Class II	30 mph	None	N/A
Class III	60 mph	PTC	Rail replacement, ballast/subgrade improvements, track geometry changes
Class IV	79 mph	PTC	Rail replacement, ballast/subgrade improvements, track geometry changes

**Specific upgrades vary by segment and target speed; Class IV improvements may require more stringent geometry, signal, and track condition standards than Class III upgrades.*

Peer Bay Area passenger rail operators, such as SMART, Caltrain, and Capitol Corridor operate on majority Class IV tracks. Select sections may be rated at a lower class, including a Class III section of the SMART corridor between San Rafael and Novato, as well as a Class II section used by Capitol Corridor between Roseville and Auburn. Class III or Class IV improvements would allow the corridor to safely accommodate faster, more reliable passenger service, improve schedule competitiveness, strengthen connections to other rail services, and better reflect the performance needed for a viable long-term passenger rail system. The most suitable level of track upgrades should be continually assessed. Depending on the final determination of station quantity and spacing, the acceleration and deceleration capabilities of the selected rail vehicle, and the improvements to rail geometry on the existing corridor, there may be very limited sections of track on which the passenger trains can reach speeds of 79 mph. In that case, Class III upgrades may be more cost-effective than Class IV upgrades. In future design phases, the tradeoffs between Class III and Class IV track upgrades should be assessed to maximize cost savings while providing a high-quality passenger service. For this



analysis, Class IV track upgrades were assumed for service concepts 2A and 2B to achieve run times most competitive with driving.

Conceptual Station Areas

The conceptual transit service plans for the North-South corridor use station assumptions outlined in the Vallejo Passenger Rail Study. These conceptual station areas include⁷:

- Downtown Napa (City of Napa)
- Rocktram (City of Napa)
- Napa Junction (*transfer to the East-West Service*)
- American Canyon
- Sereno Transit Center
- Sonoma Boulevard
- Mare Island Way
- Vallejo (Assumed proximate to the Ferry Terminal)

Conceptual Service Plans

This study assessed four conceptual service plans, with the service plans differentiated by track infrastructure upgrade level and planned frequency. These service concepts were modeled to visualize service patterns and infrastructure needs, allowing evaluation of run times and double track needs. The service concepts and model results are shown in **Table 4**.

⁷ These station locations were chosen for operational analysis purposes only, with station locations between Napa Junction and Vallejo informed by the Vallejo Passenger Rail Study. Future studies will study station quantity, spacing, and specific locations in more detail.



Table 4: Conceptual Service Plans

Concept	Track Infrastructure Upgrades	Frequency	Miles of Additional Double Track*	North-South Corridor Run Time
1A	No track upgrades	Every 30 min.	~6.5 mi.	1 hr, 3 min
1B	No track upgrades	Every 60 min.	~3 mi.	1 hr, 3 min
2A	Class IV track upgrades	Every 30 min.	~2.5 mi.	30 min
2B	Class IV track upgrades	Every 60 min.	~1 mi.	30 min

*Double track miles reflect North-South corridor only

Service Plan Selection

The four service concepts were assessed based on their travel times, the infrastructure required to support the proposed frequency, and their integration with the CSRP and the East-West Corridor ID project. Following discussions with stakeholders and project partners, **Concept 2B: Class IV track upgrades and hourly service** was selected as the preferred scenario. This selection is supported by the following:

1. **Competitive travel times.** Class IV track upgrades reduce North-South travel time from 1 hour, 3 minutes in Concepts 1A and 1B to 30 minutes.
2. **Targeted infrastructure investment.** Operation of hourly service requires fewer additional miles of double track (~1 mile) and fewer trainsets than 30-minute frequencies, minimizing capital and ongoing operations cost investment compared to other service concepts.
3. **Regional integration.** Timed “pulse” transfer potential between the North-South corridor and East-West corridor at Napa Junction Station capitalizes on ongoing work on the state-supported East-West service. More details on the alignment with the CSRP are shown in **Appendix F**.

Because the East-West corridor is currently advancing through the FRA’s Corridor ID program with support from Caltrans and SMART, the preferred service vision focuses on the North-



South corridor. The following analyses reflect that focus, with the understanding that similar analyses are being conducted for the East-West corridor as part of that separate study. It should also be noted that the selection of a preferred service concept does not constitute a recommendation to implement the specific concept but instead provides a framework through which to conduct a high-level assessment of infrastructure needs, vehicle needs, capital and operating costs, and potential community impacts.

Operations Infrastructure

This study assessed operations and infrastructure needs for the selected service concept, identifying a need for roughly 1 mile of double track and 2 platforms at the Napa Junction Station to facilitate the proposed frequency and allow transfers to the state-supported East-West service. Infrastructure needs also include baseline track rehabilitation, PTC implementation, and maintenance facility and station construction. These requirements are subject to change based on further coordination with host railroads on infrastructure needs. The operational infrastructure requirements for the selected service concept are shown in **Table 5** and more detail is provided in **Appendix E**.

Table 5: Operations Infrastructure Required

Concept*	North-South
2B: Class IV track speed upgrades, hourly service	~1 mi. double track & 2 platforms at Napa Jct. station

**Assumptions: 1. PTC implementation per passenger rail safety regulation; 2. train storage and maintenance has been proposed near American Canyon, but further study is required.*

Vehicle Assessment

Based on the proposed service concept, 3–4 trainsets will be needed to operate the hourly frequency outlined in the service plan, inclusive of the required spare equipment sets. Trainsets are assumed to be composed of 2 train cars, reflecting the configuration currently in use by SMART. This assumption should be refined by detailed ridership modeling efforts to determine the total capacity needed. Diesel vehicle options would also need to meet applicable U.S. Environmental Protection Agency emissions standards. Current EPA locomotive emissions standards include Tier 0 through Tier 4, with Tier 4 applying to new locomotives manufactured in 2015 or later and representing the most stringent federal locomotive emissions tier. Future procurement should evaluate whether diesel equipment meets current EPA requirements, as well as whether lower-emission alternatives such as battery-electric, hydrogen, or electric multiple units are feasible for the corridor.



To understand the performance of a range of potential vehicle types, this study modeled the following vehicle types:

- Diesel locomotive F59PHI-(AM)
- Diesel multiple unit Stadler FLIRT
- Electric multiple unit Stadler KISS
- Battery multiple unit Stadler FLIRT
- Hydrogen multiple unit Stadler FLIRT

Run times were modeled across vehicle types to assess performance on the North-South corridor. Run times experienced minimal variation among vehicle types, as closely-spaced stations limit trains from reaching the top speed of 79 mph enabled through Class IV track upgrades.

Because of comparable performance between vehicles, operational considerations should be a critical decision factor in vehicle selection. Boarding heights should be assessed for compatibility with other services in the region, as interlining with Capitol Corridor or other services would require compatible platform-train interfaces. California fleets are trending toward low-level boarding (15–25 in.). Maintenance facility location should also inform vehicle selection, as equipment sharing across services could allow for vehicle servicing at existing facilities due to the relatively low number of trainsets required to operate the conceptual service plan. Environmental and community impacts of vehicle types should also be assessed in further studies. Zero-emission trainsets could provide a quieter ride and reduce localized emissions, alleviating some environmental and community impacts of passenger rail implementation. More information about potential vehicle types and considerations is shown in **Appendix F**.

Cost Estimates

To establish a baseline for constructing and operating the preferred service concept, high-level capital and operating cost estimates were developed for the North-South corridor. These planning-level estimates draw on a conceptual capital cost estimate and an operations and maintenance cost estimate prepared for this study, which reference the Vallejo Passenger Rail Study among other comparable projects. These cost estimates do not reflect corridor engineering or design. All costs are reported in 2050 dollars to account for anticipated escalation prior to project completion. More detail on the capital and operating cost estimates is shown in **Appendix H** and **Appendix I**.

Capital Costs

Estimated Total Capital Cost (2050 Dollars): \$2.0B–\$3.5B



The following rough order of magnitude (ROM) cost estimate represents the anticipated capital investment required to implement the passenger rail service on the North-South corridor. Developed for planning purposes, this estimate is based on conceptual infrastructure needs and comparable projects and is intended to inform high-level budget allocations rather than detailed engineering or design.

This cost estimate specifically excludes the East-West corridor, as this alignment is being advanced through a separate planning process. The following items are also excluded from this estimate:

- Environmental mitigation
- Escalation beyond 2050 assumptions and cost fluctuation
- Building permits and inspections
- Additional ROW acquisition and resulting schedule impacts

The capital cost estimate range for the North-South corridor is broken down by component in **Table 6**. The difference between the low and high infrastructure cost estimates is driven by the conceptual planning level of this study. As this study does not include engineering/design, the study cannot assign a precise cost to many major infrastructure elements. The low estimate reflects a typical minimum scope for track upgrades, grade crossings, stations, and the operations and maintenance facility, while the high estimate accounts for the possibility that later engineering may identify more complex construction requirements, added scope, or field conditions not yet known. Development of conceptual design plans will be needed to narrow the range and refine the cost estimate.

Table 6: Capital Cost Estimate

Item	Low Estimate (2050 Capital Cost)	High Estimate (2050 Capital Cost)
Class IV Track Upgrades	\$1,210,000,000	\$2,170,000,000
Grade Crossing Upgrades	\$430,000,000	\$650,000,000
Stations	\$35,000,000	\$80,000,000
Operations and Maintenance Facility	\$100,000,000	\$160,000,000



Item	Low Estimate (2050 Capital Cost)	High Estimate (2050 Capital Cost)
Trainsets*	\$50,000,000	\$100,000,000
Project Reserve/Contingency	\$200,000,000	\$340,000,000
TOTAL	\$2,025,000,000	\$3,500,000,000

*Trainset estimate reflects vehicle procurement only; the 15-year maintenance contract included in the source cost estimate is accounted for under operations costs.

Operations Costs

Estimated Annual Operations and Maintenance Cost (2050 Dollars): \$43M–\$47M

The following operations and maintenance (O&M) cost estimate provides a high-level understanding of the annual expenses associated with the operations and maintenance of the North-South passenger rail service. Developed for planning purposes, this estimate is based on the conceptual service plan and comparable systems and is intended to inform annual budget considerations rather than operations planning or procurement.

This cost estimate specifically excludes the East-West corridor, as this alignment is being advanced through a separate planning process. The following items are also excluded from this estimate:

- Potential staffing at stations
- Environmental mitigation

The annual operations and maintenance cost for the North-South corridor is shown in **Table 7**.

Table 7: O&M Cost Estimate

Item	Low Estimate (2050 Annualized Cost)	High Estimate (2050 Annualized Cost)
Operations	\$23,000,000	\$25,000,000
Contracted Maintenance	\$20,000,000	\$22,000,000



Item	Low Estimate (2050 Annualized Cost)	High Estimate (2050 Annualized Cost)
TOTAL	\$43,000,000	\$47,000,000

Revenue Generation

Revenue generation from a future passenger rail service represents an opportunity to offset a portion of annual operating costs as part of a long-term funding strategy. Fare revenue is typically measured using the farebox recovery ratio, which measures the share of operating costs covered by passenger fares. This metric helps define the level of ongoing public subsidy required for a transit service and shapes the overall funding strategy for operations and maintenance. Peer systems vary widely in farebox recovery but provide context for a range of fare revenue performance for a future North-South service. The farebox recovery ratios for peer services in the Bay Area, including Caltrain, Capitol Corridor, and SMART, are shown in **Table 8**. A future market demand analysis should be conducted to refine ridership, fare revenue, and farebox recovery assumptions for the North-South service as part of subsequent planning and implementation phases.

Table 8: Peer System Farebox Recovery Ratios

Peer Service	Farebox Recovery Ratio	Source Year
Caltrain⁸	28%	FY2024
Capitol Corridor⁹	46%	FY2023-2024
SMART¹⁰	8%	FY2024-2025

Community Impacts

To evaluate the potential community burden of a future passenger rail service, this study analyzed a variety of impacts along the proposed corridor using a high-level GIS scan

⁸ Caltrain Executive Director’s Monthly Report (November 2025)
⁹ Capitol Corridor Joint Powers Authority Business Plan Update (April 2025)
¹⁰ Marin Transit FY 2024/2025 System Performance Report (December 2025)



validated by a Google Street View assessment. More details on community impacts and benefits are shown in **Appendix J**.

The assessed community impacts, shown in **Figure 7** and **Figure 8**, are defined below in **Table 9**.

Table 9: Community Impacts Assessed

Community Impact	Metric Assessed
Right-of-way	ROW less than 60 ft wide in segments requiring double tracking
Grade crossings	Considered high-risk if located within 750 ft of schools, parks, and higher-density housing
Noise and vibration	Buildings within 750 ft of commuter rail mainline
Economic burdens	Burden located in Metropolitan Transportation Commission (MTC) Equity Priority Community ¹¹ , Solano County Equity Communities ¹² , or Napa County Equity Priority Communities ¹³
Displacement potential	Residential station area parcels where land value is greater than improvement value
Environmental impacts	Station area located in Census block group in 70 th percentile or above of CalEnviroScreen ¹⁴

¹¹ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

¹² Source: Solano County Thresholds for Disadvantaged Communities

¹³ Source: Napa Valley Transportation Authority Community-Based Transportation Plan

¹⁴ Source: Draft CalEnviroScreen 5.0

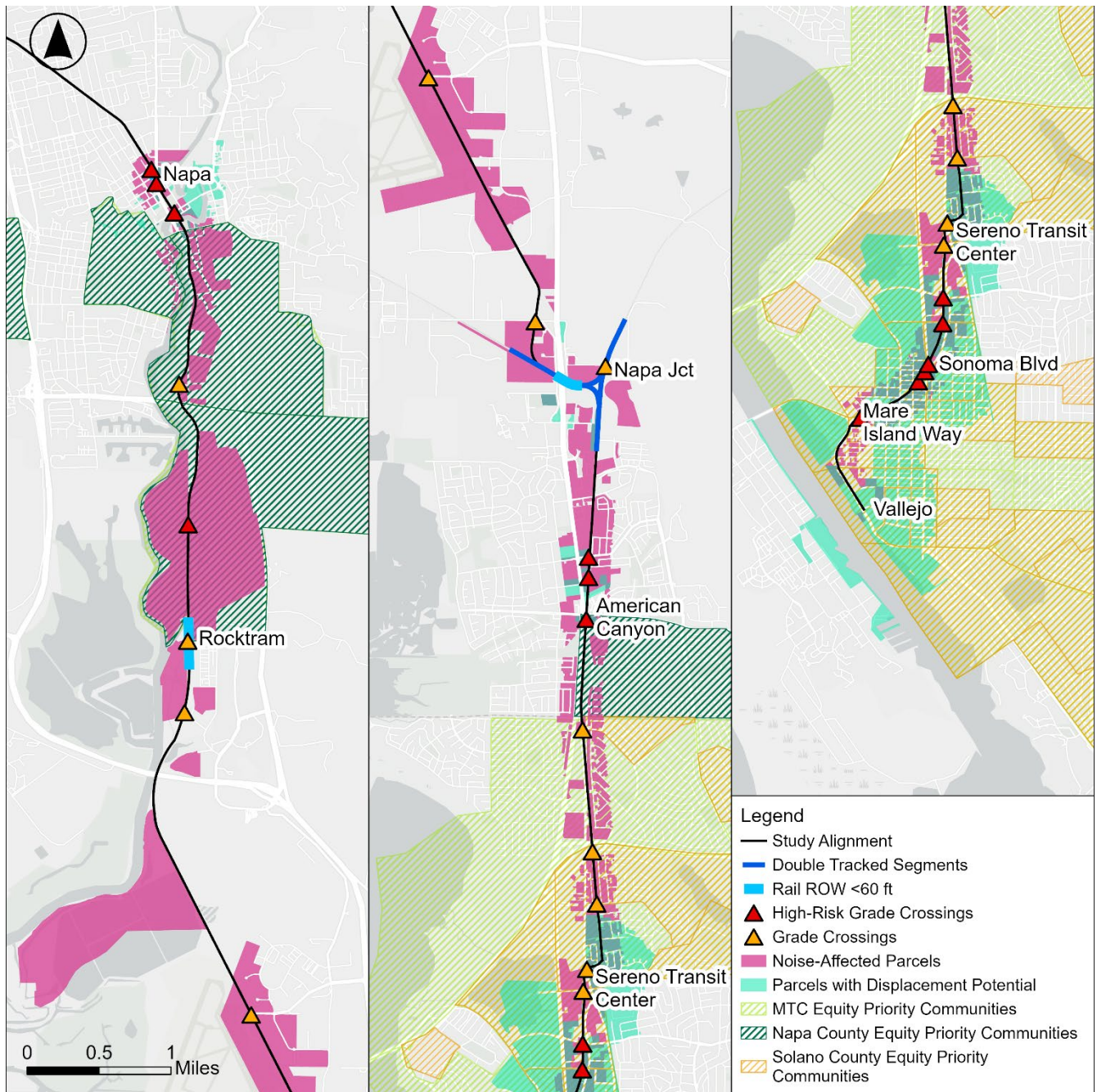


Figure 7: Concept 2B Community Impacts

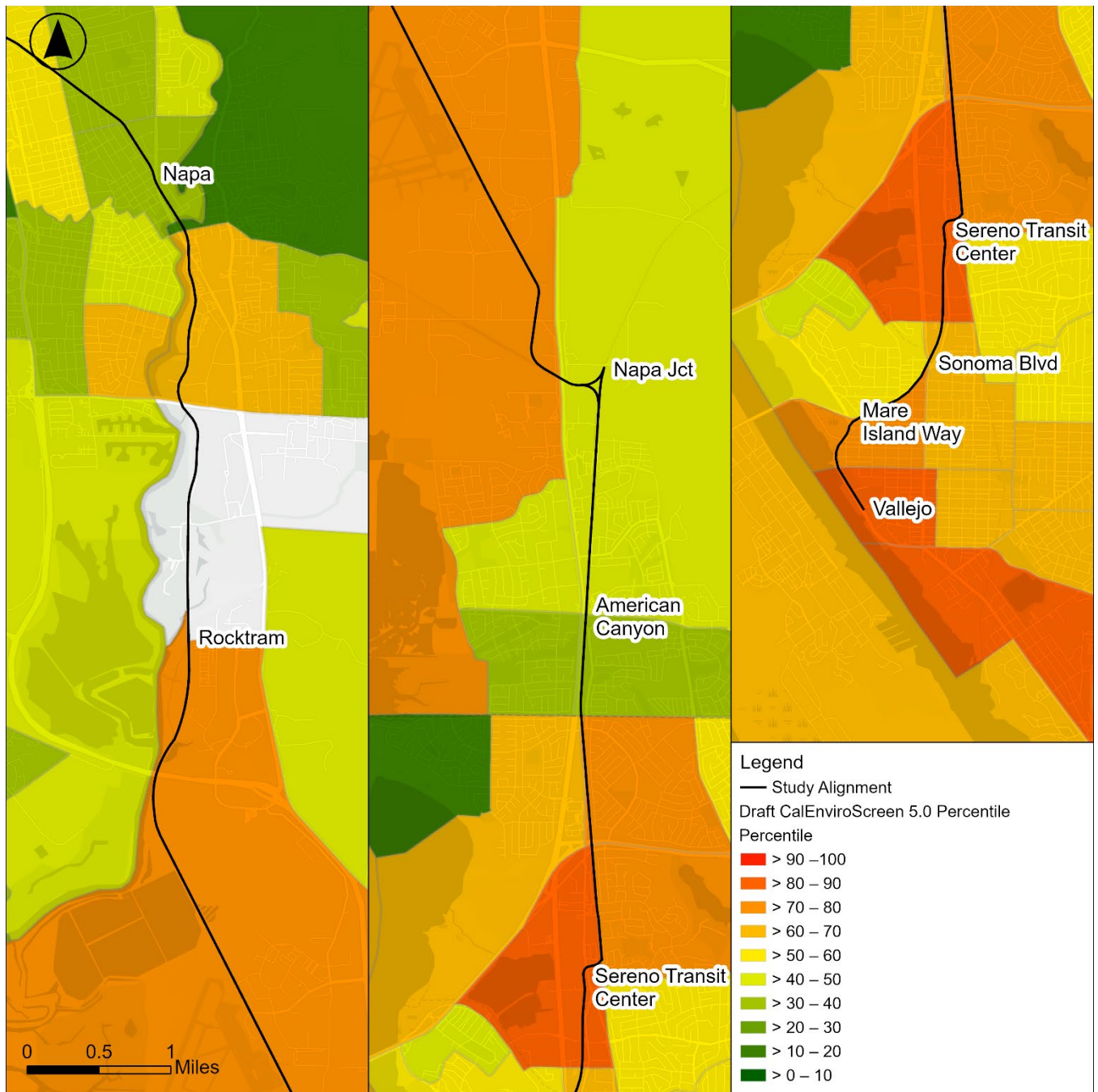


Figure 8: Study Area CalEnviroScreen 5.0 Percentile

As the service concept advances through planning and design, further analysis will be needed to determine the full extent of the community impacts. These impacts may include construction impacts in areas of constrained right-of-way in Vallejo, safety concerns and increased noise and vibration from elevated levels of train traffic, and potential displacement in residential



areas along the corridor. Preliminary mitigation measures to reduce adverse impacts of the future passenger rail service include, but may not be limited to:

1. **Grade crossing mitigation measures.** FRA funding is available for projects that mitigate grade crossing impacts, including grade separation, track relocation, or protective device installation.¹⁵
2. **Noise and vibration mitigation measures.** Communities may request a quiet zone through the FRA to limit train horn sounding. Other measures include sound barrier or insulation installation, vehicle noise reduction, relocation of special trackwork, or installation of continuously welded rail.¹⁶
3. **Anti-displacement strategies.** A range of possible anti-displacement strategies have been identified and warrant additional evaluation, including but not limited to: inclusionary zoning, housing trust funds, community benefits agreements, affordable housing financing measures, and reduced transit fare programs.¹⁷
4. **Equity-focused community engagement.** Future planning and design phases should include targeted engagement with Equity Priority Communities and other potentially affected neighborhoods along the corridor. Engagement should help identify community priorities, sensitive receptors, access needs, construction concerns, displacement risks, and opportunities to improve the distribution of project benefits. This process should inform mitigation strategies and help ensure that affected communities have meaningful input as the service concept advances.
5. **Air quality mitigation measures.** Future phases should evaluate potential air quality impacts associated with construction activities and rail operations, particularly in Equity Priority Communities and communities with a high CalEnviroScreen score. Potential mitigation measures may include use of cleaner construction equipment, dust control practices, reduced idling requirements, construction emissions management, and evaluation of low- or zero-emission rail vehicle technologies where feasible.

Community Benefits

This study also assessed community benefits, as the introduction of high-capacity transit can create significant benefits for an area by improving access to jobs, services, and regional destinations while making the corridor more attractive for investment and growth. Five of the eight conceptual station areas fall within zones designated as Priority Development Areas by

¹⁵ Source: Federal Railroad Administration Crossing Safety Program/Railroad Crossing Elimination Grant Program

¹⁶ Source: California High-Speed Rail Noise and Vibration Mitigation Guidelines; Federal Railroad Administration Quiet Zone Establishment Process

¹⁷ Source: Vallejo Passenger Rail Study



the MTC, indicating that future rail service could promote development opportunities.¹⁸ It should be noted that station locations are preliminary and require further assessment to determine their precise location. A significant investment in transit can deliver long-term community benefits, including economic development, improved mobility and access, and expanded housing opportunities through transit-oriented development. The assessed community benefits, as shown in **Figure 9**, are defined below in **Table 10**.

Table 10: Community Benefits Assessed

Community Benefit	Metric Assessed
Economic opportunities	Station located in MTC Priority Development Area
Economic development	Station area parcels where land value is greater than improvement value ¹⁹

¹⁸ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

¹⁹ Parcels where land value exceeds improvement value may indicate development potential, but may also signal displacement risk in residential areas.

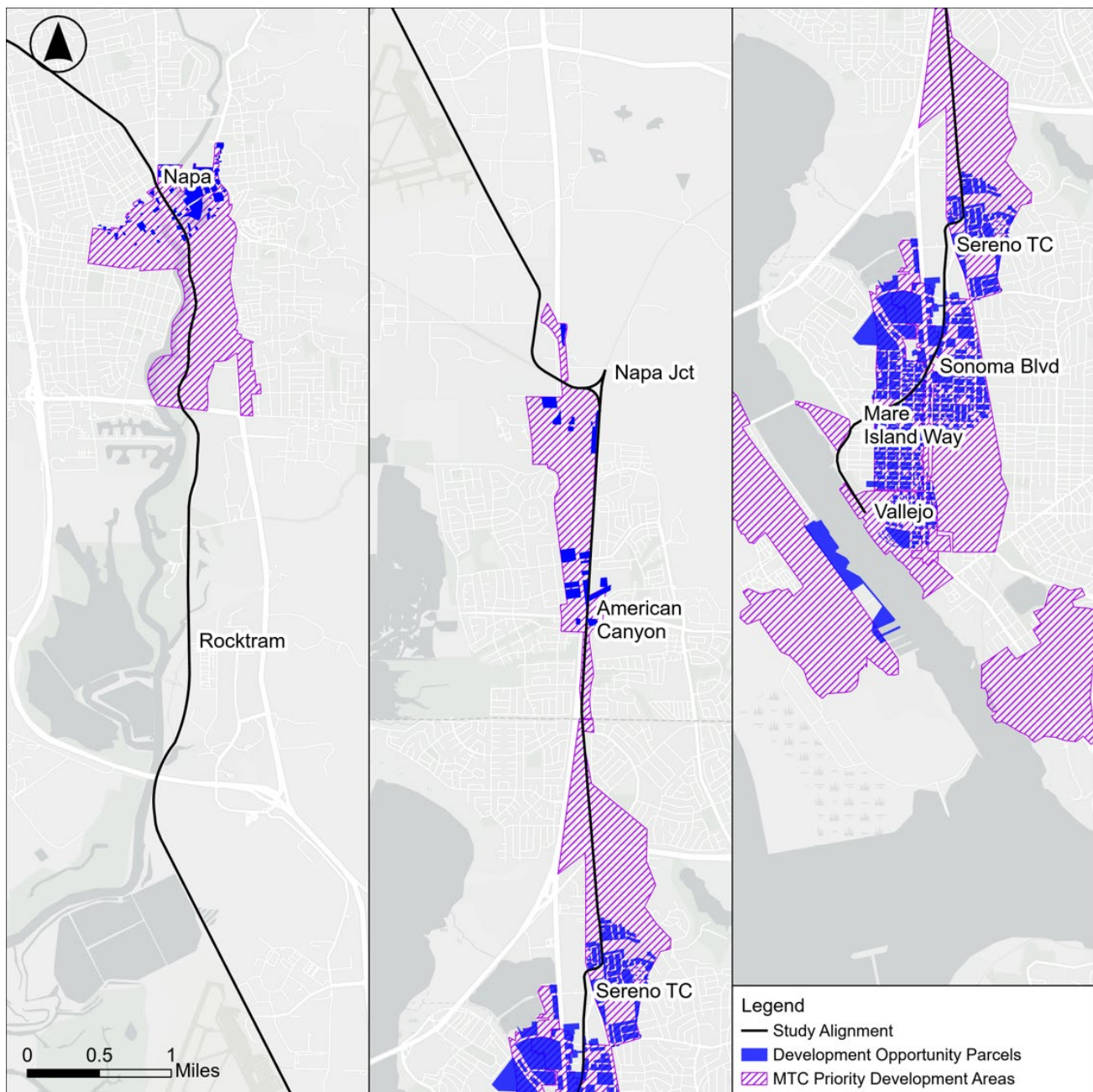


Figure 9: Concept 2B Community Benefits

Additional Benefits

Not all passenger rail benefits can be directly quantified at this stage of planning but remain important considerations when evaluating the benefits of a potential transit project. These benefits include reductions in greenhouse gas (GHG) emissions, improved air quality, and enhanced transportation system resilience and reliability.



Passenger rail can provide meaningful GHG emissions benefits by shifting trips from single-occupancy vehicles to higher-capacity transit. This shift reduces per-capita vehicle miles traveled (VMT) and decreases tailpipe emissions, particularly on corridors experiencing high levels of congestion where stop-and-go traffic increases emissions.

Over time, these reductions can compound as transit-oriented land use patterns develop in station areas, shortening trip lengths and encouraging transit trips. Passenger rail investment can support regional and statewide climate goals and reduce GHG emissions. These specific benefits can be further quantified through future analysis using travel demand modeling and emissions modeling tools to estimate changes in VMT and associated reductions in GHG emissions.



Governance Models

Delivering passenger rail service in the North Bay will require the establishment of an entity with the legal authority to plan, deliver, and operate rail service. Several Bay Area passenger rail providers represent potential governance models for this future service. As neither the STA nor the NVTA currently functions as a rail operator or infrastructure owner, this study evaluated peer service governance models for their applicability to a future North Bay passenger rail operating entity. More details on passenger rail governance models are shown in **Appendix K**.

Current Governance Structure

The NVTA and the STA function as congestion management agencies and are responsible for planning and funding local transportation projects. In addition, the NVTA is a joint powers authority and the transit provider for the area, with Transdev contracted as the operator and NVTA providing contract oversight and decision-making. For transit service in Solano County, SolTrans operates the SolanoExpress bus service on behalf of the STA. In their current forms, the NVTA and the STA lack the capacity for rail planning, delivery, or oversight, as well as the jurisdictional authority for the cross-county rail service proposed in this study.

Peer Services

As operators of other passenger rail services in the Bay Area, SMART, Capitol Corridor, Caltrain, and the Napa Valley Wine Train represent potential governance models for the Napa to Vallejo corridor. **Table 11** describes the legal authority for each entity, its revenue and funding sources, and its respective scope and capacity.

Table 11: Peer Service Governance Models

Peer Service	Legal Authority	Revenue & Funding	Capacity	Scope
SMART	Special Purpose District	Sales tax in service area; federal and state funding	Board of Directors: elected officials from Sonoma and Marin Counties, Golden Gate Bridge District Directly staffed and operated	Owns right-of-way, rolling stock and stations



Peer Service	Legal Authority	Revenue & Funding	Capacity	Scope
Capitol Corridor	Joint Powers Authority	State funding (Caltrans)	Board of Directors: elected officials from the 8-county service area Contracted Staff (Operations, planning, and management)	Shared use agreement with UPRR for track access Leases rolling stock and stations
Caltrain	Joint Powers Authority	Member contributions, federal and state grants, county sales taxes	Board of Directors: representatives from the 3-county service area Administrative Entity: San Mateo County Transit District Contracted Operations	Owens right-of-way, rolling stock, stations and assets Shared use agreement with UPRR for track access between Tamien and Gilroy
Napa Valley Wine Train	Private Corporation	Fare revenue	Directly staffed and operated	Owens right-of-way and rolling stock

To advance passenger rail service in the North Bay, a critical next step for the STA, the NVTA, and other partners will be establishing an entity to operate rail service. The enabling legislation for this entity will need to integrate the following essential functions to successfully deliver a cross-county passenger rail service:

- Issuing long-term debt
- Acquiring right-of-way
- Delivering a large-scale capital project
- Complying with federal liability and insurance requirements for right-of-way ownership



Phased Implementation

North Bay passenger rail delivery will require a phased approach, allowing near-term mobility improvements to occur alongside long-term capital investment for the proposed rail service. Securing sufficient funding and implementing a governing authority will be ongoing efforts, but immediate improvements can provide a strong foundation by growing the transit market along the North-South corridor. Initial project phases prioritize actions to improve transit performance, connectivity, and ridership growth while the institutional groundwork and physical infrastructure for future rail operation is implemented.

Service Improvements

Phase 1 focuses on improvements to existing transit service in the North Bay to address evolving travel needs and strengthen a future market for passenger rail. These improvements include enhancements to bus service on current Napa-Vallejo routes through speed and reliability upgrades and improved connections.

Phases 2A and 2B are not sequential, with completion timelines determined by funding availability and the advancement of planning on the East-West service. Phase 2A delivers the East-West service via the FRA's Corridor ID program, establishing a connection between SMART in Novato and Capitol Corridor in Fairfield/Suisun City, creating an opportunity for transfers to interim bus service connecting to Napa and Vallejo.

Phase 2B implements the Napa-Vallejo corridor, completing the North Bay passenger rail network with transfers to the East-West service. The proposed service improvement phases are shown in **Table 12**. See **Appendix E** for a detailed description of the proposed service phases.

Table 12: Proposed Service Phases

Phasing*	Description	Potential Service Connections
Phase 1: Grow transit market through investments in bus service	Regional coordination and funding to support bus speed and reliability enhancements	Bus: Capitol Corridor at Suisun-Fairfield Amtrak Station Bus: Vallejo Ferry



Phasing*	Description	Potential Service Connections
Phase 2A: Establish regional rail connectivity	East-West rail delivered via Corridor ID	Rail: Capitol Corridor at Suisun-Fairfield Amtrak Station Rail: SMART Core service at Novato Bus: East-West at Napa Jct.
Phase 2B: Deliver full passenger rail vision	Implement Napa-Vallejo rail corridor	Rail: East-West at Napa Jct. Rail: Vallejo Ferry

**Phases 2A and 2B may advance independently based on funding, project readiness, and partner coordination.*



Next Steps

This study represents an early step in a longer planning and implementation process for potential passenger rail service between Napa and Vallejo. Future passenger rail delivery would require multiple additional phases, including market demand analysis, station area planning, alternatives refinement, governance and operating model development, environmental review, preliminary engineering, right-of-way coordination, funding strategy development, and final design. Given the scale and cost of passenger rail implementation, service is likely a long-term investment that would need to be advanced over multiple decades as travel demand, land use, funding, and institutional conditions mature. **Figure 10** depicts the role of this study in the overall passenger rail implementation process.

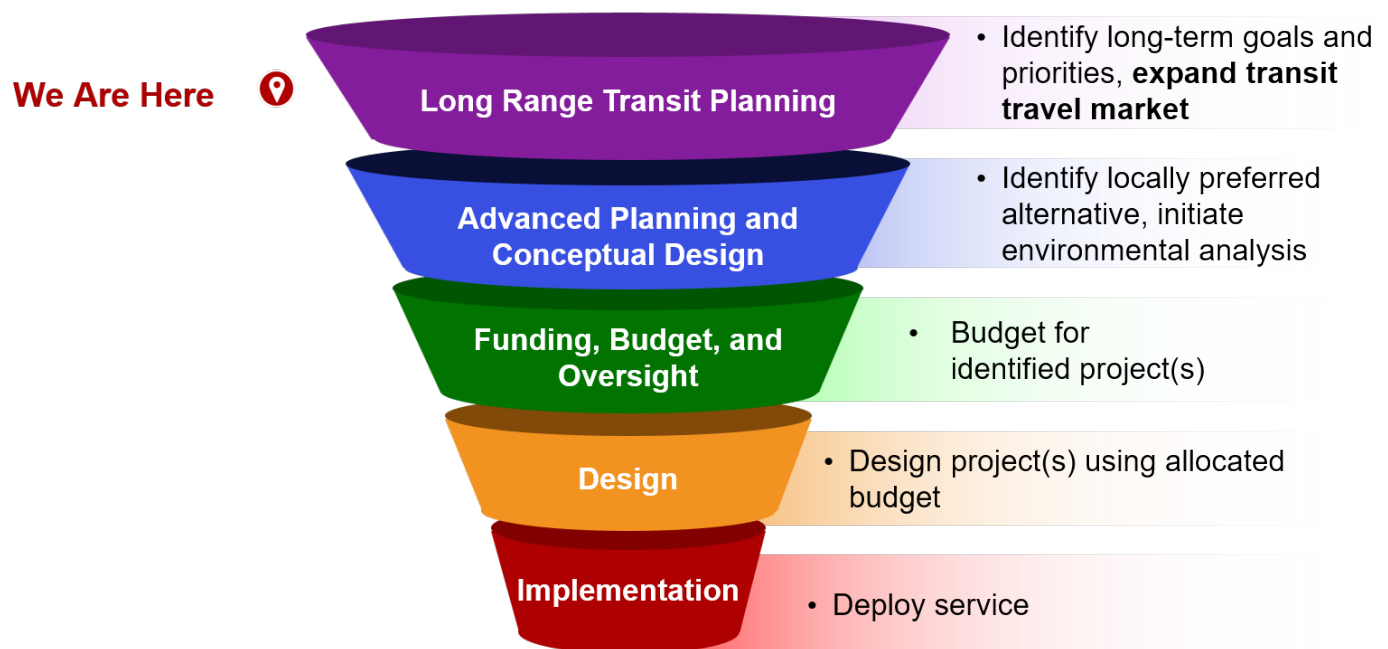


Figure 10: Passenger Rail Implementation Process

Immediate next steps for passenger rail delivery should prioritize actions that can be implemented in the near term to strengthen the corridor's transit market while advancing institutional readiness for rail operation, including:

1. **Enhancing existing Napa–Vallejo bus service** through targeted speed and reliability improvements, increased frequency, and improved connections to regional transit hubs. Planned improvements through the SR-29 American Canyon Corridor Improvements Project, including signal upgrades, multimodal improvements, Business Access and Transit lanes for Vine Transit vehicles during congested peak periods, and intersection queue jumps, will support faster and more reliable bus travel. Regional routes



connecting Napa to Del Norte BART and the Vallejo Ferry Terminal would benefit from these investments. MTC's Plan Bay Area 2050+ also recognizes the importance of funding increased frequency on Vine Transit Routes 10 and 11, which supports enhanced bus service as a near-term step toward higher-capacity transit.

2. **Advancing station area and access planning** to better understand potential station locations, land use opportunities, and multimodal connections. NVTa was awarded a \$250,000 Caltrans Sustainable Communities planning grant to develop a South Napa County Station Area Plan, expected to begin by January 2027. This effort will identify possible station locations, evaluate access and transit connections, and consider future land use around the station area.
3. **Evaluating and advancing governance and operating models** capable of delivering and managing a future cross-county passenger rail service, including identification of required authorities, funding mechanisms, and institutional structure.

At the same time, the STA, the NVTa, and regional partners should establish a passenger rail readiness monitoring framework to help determine when conditions may support advancing from enhanced bus service to more detailed rail planning. The framework should build on the Travel Market and Addressable Market analysis completed for this study but should not prescribe a single threshold for implementation. Instead, it should track whether a range of indicators are moving in a direction that supports higher-capacity transit investment. While current conditions support enhanced bus service, passenger rail implementation will become increasingly viable as the corridor demonstrates sustained transit demand and supportive land use patterns, among other indicators. These indicators may include:

- **Strong transit ridership growth**, particularly sustained increases in Napa-Vallejo bus ridership.
- **Increasing corridor congestion**, reflecting growing travel demand, increased vehicle travel times, and greater transit competitiveness.
- **Concentration of development along the future rail corridor**, including higher-density residential and employment growth.
- **Funding readiness**: Identification of sustainable capital and operating funding sources.
- **Institutional readiness**: Progress on governance, operating models, interagency coordination, and corridor owner/operator agreements.

Based on the current regional travel market and the high cost of passenger rail implementation, passenger rail is not yet the most cost-effective near-term transit solution to connect Napa and Vallejo. However, continued investment in bus service, supportive land use policies, and regional rail coordination can establish favorable conditions for passenger rail in the long term. Accordingly, this study recommends a **phased approach to passenger rail**



implementation, leveraging near-term improvements to enable high-capacity transit. This approach avoids delaying investment until demand is fully realized, instead positioning the corridor for passenger rail service as travel patterns evolve.

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DATE: October 2, 2026
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Contract Amendment Request Mark Thomas & Co. - I-80/I-680/State Route (SR) 12 Interchange

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange. The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/State Route (SR) 12 Interchange Project was approved in December 2012 and has been proceeding into the implementation stage through construction packages as funding is secured. The I-80/I-680/SR12 Interchange Project is currently planned to be implemented through 7 individual construction packages. The Initial Construction Package (ICP) and Construction Package 2A (CP2A) have been constructed and are both in the Construction Closeout Phase. This Phase is focused on the Right-of-Way transfer process to Caltrans. Construction Package 5 is in the design phase.

Discussion:

As mentioned above, the Initial Construction Package (Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange) and CP2A (WB SR 12 to Eastbound I-80) are in the Construction Closeout Phase, which Mark Thomas & Co was retained by STA to provide design and right of way engineering services for these 2 projects and is continuing to provide design support and right of way engineering services during Construction Closeout Phase.

The ICP and CP2A projects are continuing through the Construction Closeout Phase, with the intent to close out the projects by June 2027 once the Right-of-Way is transferred to Caltrans. As such, it is an appropriate time to re-evaluate the budget requirement for services required for this effort. These services include Right-of-Way Engineering transfer support, as well as preparation of the FHWA Financial Plan Annual Updates. STA staff is recommending the Board approve a contract amendment for Mark Thomas & Co. for a not-to-exceed amount of \$250,000 to cover these additional services, which would be funded with Bridge Toll funds programmed for the project.

Fiscal Impact:

The additional services from Mark Thomas and Co. for the I-80/I-680/SR12 Interchange – ICP and CP2A activities will be funded with bridge toll funds previously allocated to this Project. No impact on STA's approved budget.

Recommendation:

Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$250,000, to provide project closeout and Financial Plan Annual Updates for the I-80/I-680/SR12 Interchange – Initial Construction Package and Construction Package 2A.

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DATE: October 1, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination

Background:

The Solano Transportation Authority (STA) coordinates with the Metropolitan Transportation Commission (MTC) to program federal transportation funding. This coordination was formally part of the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) Program beginning in 2013. The OBAG Program combines federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) federal funding into four- or five-year grant cycles. Each cycle, MTC develops the program framework for how the region will utilize this funding for the OBAG Regional and County Programs.

The MTC approved in February 2026 the program framework for OBAG Cycle 4 (OBAG 4). This framework, which covers fiscal years 2026-27 through 2029-30 outlined in Attachment A, identifies the requirements associated with programming federal funds as part of the OBAG County Program. One of the requirements is for County Transportation Agencies (CTAs), such as the STA, to administer a competitive Call for Projects (CFP) for Solano County. The competitive CFP process will allow eligible local agencies in the County to submit grant applications for OBAG 4 funding consideration.

The funding target that is available for the County CFP is between \$12.885 to \$16.190 million. This means that the County could receive up to \$16.190 million in OBAG 4 funding. The final award amount will be based on the competitiveness of each grant application received and evaluated. The evaluation of each grant application will be conducted in two phases. The first phase is where STA will evaluate the grant applications and nominate them to MTC. The second phase is where MTC will further evaluate the grant applications nominated against the criteria they have developed.

Discussion:

Following the STA Board meeting on May 13, 2026, STA staff received approval to release the coordinated CFP for the OBAG 4 Solano County Program. The CFP was open to Solano County agencies for close to seven (7) weeks and potential project sponsors had until June 30, 2026 to submit their grant applications.

The STA received a total of nine (9) OBAG 4 grant applications from local agencies following the deadline. These applications requested OBAG 4 construction funding ranging from as low as \$700,000 to as high as \$8.8710 million as shown in Attachment A. Altogether, the total request was \$20.804 million. This amount exceeded the initial funding target of OBAG 4 by \$4.614 million. The STA, however, planned to leverage, as part of the coordinated CFP, other funding sources such as the Transportation Development Act – Article 3 (TDA-3), Transportation Funds for Clean Air (TFCA), and Community Action Resource and Empowerment (CARE) to maximize the number of grant applications nominated for funding.

Based on grant program fit and funding availability, STA staff identified two (2) of the nine (9) OBAG 4 grant applications as more appropriate for TDA-3 and CARE funding. These applications include, first, the City of Rio Vista's Safe Routes to School (SR2S) Project at D.H. White Elementary School, Riverview Middle School, and Rio Vista High School and, second, Solano County's Farm to Market Road Phase 4 Project. Both the City and the County were in agreement with the funding plans proposed in Attachment A as these would not federalize their respective projects. Combined, the amount of OBAG 4 construction funding request was reduced by \$1.582 million.

STA staff has completed the evaluation of the remaining seven (7) OBAG 4 grant applications. The evaluation team utilized the screening and evaluation criteria shown in Attachment B to score and rank each grant application. These criteria were approved by the STA Board at their meeting in May 2026 and consistent with MTC's OBAG 4 evaluation framework. This framework provides County Transportation Agencies such as the STA to score each grant application up to 75 points.

The results of the evaluations are shown in Attachment A. This attachment shows a tight range of scoring between the grant applications from as high as 70.33 points to as low as 62 points. This tight scoring range illustrates the competitiveness of the applications in terms of how they address MTC's evaluation criteria framework. The lowest scoring application, for instance, was only 13 points off from the maximum points allowed as part of the initial evaluation phase. The second phase, as noted earlier, is for MTC to score up to 25 points (or up to 35 points for applications seeking more than \$1 million in CMAQ funding) the applications that are nominated.

STA staff is proposing to nominate to MTC the seven (7) OBAG 4 grant applications evaluated. The amounts of OBAG 4 construction funding recommended to these applications are shown in Attachment C. It is important to note that STA staff have backfilled the reduced OBAG 4 funding recommendations for a few projects with either TDA-3, CARE, or Transit and Intercity Rail Capital Program (TIRCP) funding. Given these reallocations, there is sufficient OBAG 4 funding capacity to proceed with this nomination as the total amount requested matches the initial OBAG 4 funding target for the County.

The STA TAC at its meeting on Wednesday, September 30, 2026, approved to forward the funding nomination recommendations to the STA Board for approval.

Fiscal Impact:

The OBAG 4 grant application recommendations nominated to MTC are being funded with OBAG 4 County Program. The total funding recommendation is \$16.190 million.

Recommendation:

Approve authorizing the STA to submit to MTC the OBAG 4 grant application and funding nominations totaling \$16.190 million.

Attachments:

- A. OBAG 4 Evaluation Results Summary
- B. OBAG 4 Solano County Call for Projects Screening and Evaluation Criteria
- C. OBAG 4 Funding Recommendation Nomination List

Project	Agency	Max Score	Average Score	Rank	Infrastructure (Capital - All Criteria Applicable) + Non-Infrastructure (Programs - Some Criteria Not Applicable)														Non-Infrastructure Only		OBAG 4 Construction Request	Funding Recommendations					
					MTC Growth Geographies	Statement of Project Need	Improve Safety	Multimodal Accessibility	Reduce VMT	Accessibility for All	State of Good Repair (Capital Only)	Equity Impact	Protect Natural Lands	Resilience (Capital Only)	Stormwater Mgmt (Capital Only)	Community Support	Schedule and Funding	Affordability	Health Impacts	TDA 3		CARE		TIRCP	OBAG 4	Total	
																						PE	CON				
Max:	5	10	10	5	8	4	4	10	3	4	2	7	3	5	5	-	-	\$ 16,190,000	-	-	-	-					
Benicia Road Phase 3	Solano County	75	70.33	1	5.00	9.33	9.33	4.67	7.33	4.00	4.00	9.33	3.00	3.00	2.00	7.00	2.33	N/A	N/A	\$ 1,935,000		\$ 310,000.00			\$ 1,625,000.00	\$ 1,935,000.00	
Safe Routes to School Program	STA		69	2	4.33	9.33	8.67	4.33	7.33	4.00	N/A	9.67	2.00	N/A	N/A	6.33	3.00	5.00	5.00	\$ 850,000					\$ 850,000.00	\$ 850,000.00	
Vallejo Broadway/Alameda Street Road Diet Improvements Project	City of Vallejo		68.33	3	5.00	7.67	9.00	4.67	7.33	4.00	4.00	10.00	2.33	3.67	2.00	6.33	2.33	N/A	N/A	\$ 2,914,000					\$ 2,914,000.00	\$ 2,914,000.00	
MobilityProgram	STA		68	4	4.33	9.00	8.33	4.00	7.33	4.00	N/A	9.67	2.00	N/A	N/A	7.00	3.00	5.00	4.33	\$ 1,200,000					\$ 1,200,000.00	\$ 1,200,000.00	
Transit Center & Surrounding Area Pedestrian Improvement Project	City of Suisun City		65	5	5.00	7.67	8.33	5.00	8.00	4.00	4.00	10.00	2.33	2.33	1.33	4.00	3.00	N/A	N/A	\$ 1,013,000		\$ 288,000.00			\$ 725,000.00	\$ 1,013,000.00	
Ulatis Creek Bike Path Extension Project - Phase I	City of Vacaville		62.67	6	5.00	8.00	8.33	4.33	7.67	3.33	3.00	10.00	1.67	3.00	1.33	5.00	2.00	N/A	N/A	\$ 8,710,000				\$ 1,600,000.00	\$ 6,276,000.00	\$ 7,876,000.00	
Downtown Benicia Complete Streets Project	City of Benicia		62	7	5.00	8.67	8.00	4.67	7.33	4.00	4.00	2.00	2.67	3.67	2.00	7.00	3.00	N/A	N/A	\$ 2,600,000					\$ 2,600,000.00	\$ 2,600,000.00	
Safe Routes to School Project	City of Rio Vista		Not Scored																		\$ 882,963	\$ 371,623.00		\$ 511,340.00		\$ -	\$ 882,963.00
Farm to Market Phase 4	Solano County		Not Scored																		\$ 700,000	\$ 700,000.00				\$ -	\$ 700,000.00
																Total	\$ 20,804,963	\$ 1,071,623	\$ 598,000.00	\$ 511,340.00		\$ 16,190,000					
																OBAG 4 Initial Funding Target (Over/Under)	\$ 16,614,963					\$ -					

Solano County OBAG 4 Call for Projects Screening Eligibility				
Proposed projects and programs will need to be identified in the Solano County Comprehensive Transportation Plan project list to be eligible for OBAG 4 funding.				
Proposed OBAG 4 Evaluation Criteria and Scoring				
Criteria	Description		Revised Score	
1. MTC Growth Geographies	Project is located within a mile of a Priority Development Area or Transit Oriented Community.		5	
2. Statement of Project Need	Applications that (1) clearly demonstrate the project need in the project area/regionally significant networks or facilities/jurisdiction and (2) how the proposed project will address the need will receive the maximum points.		10	
3. Specific Project Benefits	Environment	Multimodal Accessibility: Does the project/program have the potential for mode shift (including to rail, transit, or active transportation)?	5	
		Reduce Vehicle Miles Traveled (VMT): What is the potential for the project/program to impact VMT?	8	
		Natural and Working Lands: Describe how the project/program plans to protect and preserve natural and working lands.	3	
	Mobility	Accessibility for All: Describe any elements associated with the project/program that support accessibility for all ages and abilities including people with disabilities as demonstrated through alignment with applicant's ADA Transition Plan or other applicable means.	4	
	Safety	Improve Safety: Describe any safety improvements associated with the proposed project/program and potential for these improvements to reduce serious/fatal injury collisions or increase safety for motorists, transit riders, and vulnerable roadway users.	10	
	Infrastructure/Capital Projects	Asset Management	State of Good Repair: Describe how the project plans to improve or preserve the condition of existing transportation assets within the project area or jurisdiction.	4
			Resilience: Describe elements of the project that will make it more resilient to climate change stressors or will increase the resilience of other transportation assets within the project area/jurisdiction.	4
			Stormwater Management: Application identifies project's stormwater runoff impact(s), if any, and addresses how to minimize any impact(s) including incorporating any green stormwater infrastructure project elements.	2
	Non-Infrastructure/Programs (Pick Two)	Asset Management	State of Good Repair/Resilience: Describe how the program supports preserving the existing conditions and increasing the resiliency to climate change of the County's overall transportation assets.	5
		Economy	Transportation Affordability: Describe how the program will make transportation options more affordable in the community/County.	5
		Welfare	Health: How does the program support the <i>Plan Bay Area 2050+</i> vision of a healthy Solano County/Bay Area?	5
4. Equity Impacts (Following designations will be used: (1) MTC Equity Priority Community, (2) Area Median Income ≤ 80% State, (3) CalEnviroScreen 4.0, or (4) Solano County Equity Community Designation (communities w/low income + 2 or 3 additional indicators))	Project Location	The OBAG 4 framework guidelines prioritize projects that provide benefits to historically marginalized or underserved groups. Projects that are located within or in proximity to an Equity Priority Community or other similar local and state designations will receive the maximum score.	5	
	Equity Impacts	Applications that clearly describe how the project/program will benefit the population within the Equity Priority Community or similar other local and state designations will receive the maximum points.	5	
5. Local Priority Project/Community Support	Describe any community support for the project including any letters of support and additional applicable local plans that prioritize the project including the Solano Countywide Active Transportation Plan, Local Road Safety Plan, Community-Based Transportation Plan, as well as Safe Routes to School Plan.		7	
6. Schedule and Funding Plan	Does the project/program provide sufficient local match, request CON funding only, and allow the schedule to meet timely obligation of funding by September 30, 2031.		3	
Base CTA Evaluation Scoring Total			75	

OBAG 4 Funding Recommendation Nomination List

ATTACHMENT C

Project	Agency	Max Score	Average Score	Rank	Funding Recommendation
Benicia Road Phase 3	Solano County	75	70.33	1	\$ 1,625,000.00
Safe Routes to School Program	STA		69	2	\$ 850,000.00
Vallejo Broadway/Alameda Street Road Diet Improvements Project	City of Vallejo		68.33	3	\$ 2,914,000.00
MobilityProgram	STA		68	4	\$ 1,200,000.00
Transit Center & Surrounding Area Pedestrian Improvement Project	City of Suisun City		65	5	\$ 725,000.00
Ulati Creek Bike Path Extension Project - Phase I	City of Vacaville		62.67	6	\$ 6,276,000.00
Downtown Benicia Complete Streets Project	City of Benicia		62	7	\$ 2,600,000.00
Safe Routes to School Project	City of Rio Vista		Not Scored		\$
Farm to Market Phase 4	Solano County		Not Scored		\$
Total					\$ 16,190,000.00

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DATE: October 1, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations

Background:

The Solano Transportation Authority (STA) coordinates with the Metropolitan Transportation Commission (MTC) to program various regional, state, and federal transportation grant programs. The STA programs these grants in Solano County through competitive Call for Projects. These grant programs include the Community Action Resource and Empowerment (CARE), One Bay Area Grant (OBAG), Transportation Development Act – Article 3 (TDA-3), and Transportation Funds for Clean Air (TFCA).

The STA, after obtaining STA Board approval on May 13, 2026, released the following day on May 14th a coordinated Call for Projects for CARE, OBAG Cycle 4, TDA-3, and TFCA. Eligible local agencies for the CARE Program include those that developed a CBTP, while only a handful of jurisdictions in the County – those located on the southern section – are eligible for TFCA. However, all the local agencies in the County are eligible for OBAG and TDA-3. The deadline for all local agencies to submit their respective grant applications was June 30, 2026.

As part of the Coordinated Call for Projects process, STA staff developed funding recommendations to maximize the funding capacity of each grant program and ensure that the optimum number of projects are funded either in whole or in combination of CARE, OBAG, TDA-3, or TFCA funds. One of the main goals of the STA with this Coordinated Call for Projects is to match projects with each grant program where it will be eligible and competitive for funding.

This item is focused on the Solano CARE Program funding nominations, which is outlined in Attachment C.

Discussion:

The Solano Community Action Resource and Empowerment (CARE) Program aims to support implementation of adopted Community Based Transportation Plans (CBTPs) by providing funding to advance CBTP-identified transportation projects to facilitate their progression from planning through project delivery.

The CARE Program includes two funding categories:

- 1) CBTP Project Development Technical Assistance (CBTP TA):
 - a. Funding Available: \$1,044,000 (+/- \$313,000)
 - b. Eligible Activities: Project Development - early to final design stages, alternatives analysis or public outreach
- 2) Participatory Budgeting and Implementation (PBI):
 - a. Funding Available: \$850,000 (+/- \$313,000)
 - b. Eligible Activities: CON

The STA has the ability to flex up to 30% of the total funding available between CBTP TA and PBI Implementation, which represents approximately +/-313,200 in flexible funding between the two funding categories. Because the CARE funding requests received were primarily for PBI requesting CON funds, the STA is utilizing the available funding flexibility and is revising the funding targets to \$730,000 for CBTP-TA and \$1,357,000 for PBI to inform the draft CARE project nominations.

STA received three (3) grant applications for CARE: one project requested PBI funds only while two projects requested both CBTP TA and PBI funding. Collectively, the applications requested \$133,000 in CBTP TA, leaving the category undersubscribed by \$598,000, and \$1,271,970 in PBI funding, leaving the category undersubscribed by \$85,030 relative to the revised funding target.

STA staff notified MTC of the significant undersubscription in the CBTP TA project development category and requested that the remaining CBTP-TA funding be transferred to the PBI funding target. MTC staff indicated that they were not open to transferring the funds between the two categories. As an alternative approach to fully utilize the available funding, STA staff reviewed projects that had requested funding through the OBAG program to identify projects that could utilize the remaining CTBP-TA funding, provided they were consistent with CARE Program guidelines.

STA staff identified two projects that could be considered for CBTP TA funding: Solano County's Benicia Road Project, which requested \$310,000 for project development activities and Suisun City's Solano Rail Hub Pedestrian Improvement Project, which requested \$288,000. Together, these projects requested a total of \$598,000 in additional CBTP-TA funding needs, which utilizes the remaining CBTP-TA funding target capacity. The CON funds needed for these projects is being nominated for OBAG 4 funding. In combination, the CARE and OBAG 4 funds would provide the projects with the funding needed to advance through project delivery and implementation.

Following meetings with the three project sponsors requesting PBI funds, STA staff determined that all three projects could utilize additional contingency funding to help address potential cost overruns and inflationary cost increases. This approach would utilize the remaining ~\$85,000 in PBI funding capacity.

Based on the proposed funding approach, STA staff is recommending that four (4) projects be nominated to MTC under the CBTP-TA category and three (3) projects under the PBI category. The proposed CARE Project Nominations would fully utilize the \$2,088,000 total CARE funding target.

The Solano CARE Project Evaluation Summary and CARE Evaluation Criteria that was used are included as Attachments A and B, respectively. The Solano CARE Project Nominations are included as Attachment C.

The deadline to submit CARE Project Nominations to MTC is in October.

At its meeting on September 30, 2026, the STA TAC approved to forward the Solano CARE Program Funding Nominations to the STA Board for approval.

Fiscal Impact:

\$2.088 million is available for the CARE Program. STA has the role of administering this grant program. There is no impact to the STA Budget.

Recommendation:

Approve the Solano CARE Project Nominations List for submission to MTC as shown in Attachment B.

Attachments:

- A. Solano CARE Program Project Evaluation Summary
- B. Solano CARE Program Funding Nominations

Solano CARE Project Evaluation Summary

PROJECT SPONSOR	PROJECT NAME	Equity (Max 20)	Community Support (Max 25)	Project Scope/ Need and Benefits (Max 20)	Regional Plans and Policies (Max 15)	Project Deliverability (Max 20)	Total Average Score (Max: 100)
Rio Vista	D.H. White Elementary Safe Routes to School	20	23	19.7	13.7	17.3	93.7
Suisun City	State Route 12 Refuge Island Project	20	25	20	14.7	14.7	94.4
Suisun City	Solano Rail Hub Pedestrian Improvement Project	18.3	22	18.7	15	18.3	92.3
Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	20	22	16.7	11	18.3	88
Solano County	Benicia Road Project	17.7	25	20	13.3	17.7	93.7

Solano CARE Program Funding Nominations

PROJECT SPONSOR	PROJECT NAME	FUNDING REQUESTED		DRAFT FUNDING NOMINATIONS	
		CBTP-TA (PA&ED) Avail Funding: \$1,044,000 Min Funding: \$250,000	PBI (CON) Avail Funding: \$1,044,000 Min Funding: \$50,000	CBTP-TA (PA&ED) Avail Funding: \$731,000 Min Funding: \$250,000	PBI (CON) Avail Funding: \$1,357,000 Min Funding: \$50,000
City of Rio Vista	D.H. White Elementary Safe Routes to School	N/A	\$ 545,510.00	N/A	\$ 545,510.00
City of Suisun City	State Route 12 Refuge Island Project	\$ 80,000.00	\$ 496,746.00	\$ 80,000.00	\$ 496,746.00
City of Suisun City	Solano Rail Hub Pedestrian Improvement Project	\$ 288,000.00		\$ 288,000.00	
City of Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	\$ 53,000.00	\$ 314,744.00	\$ 53,000.00	\$ 314,744.00
Solano County	Benicia Road Project	\$ 310,000.00		\$ 310,000.00	
			Total Funding Request	\$ 731,000.00	\$ 1,357,000.00
			Total Funding Available	\$ 731,000.00	\$ 1,357,000.00
			Remaining Funding	\$ -	\$ -

314,744

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DATE: October 1, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund
Program Funding Recommendations

Background:

At the May 13, 2026, meeting the STA Board approved the release of a coordinated call-for-projects for One Bay Area Grant (OBAG), Community Action Resource and Empowerment (CARE), Transportation Development Act Article 3 (TDA-3), and Transportation Fund for Clean Air (TFCA) 40% Fund Program, for a combined total of \$21 million in funding available. The coordinated call-for-projects was essential in enabling STA staff to match projects with the appropriate grant program where they would be eligible and competitive for funding. All grant applications were due on June 30, 2026. As a result, STA received 20 competitive grant applications from most of the agencies in the County for each grant program, with a total funding request up to \$24 million.

To maximize the funding capacity of each grant program and ensure the optimum number of projects are funded either in whole or in combination of OBAG, CARE, TDA-3, or TFCA 40% funds, draft funding plan scenarios were developed. The funding scenarios were previewed at the STA TAC at their August 26, 2026, meeting for their initial review and feedback.

Discussion:

STA staff initially reviewed five TFCA grant applications requesting a total of \$1.6 million in funding, which included the City of Benicia's East 5th Street Transit Access and Suisun City's Pedestrian Safety and Access Improvements Project, which were previously TDA-3 projects recommended for funding through TFCA. Additionally, the County of Solano's Vallejo Sidewalk Gap Connector Project was recommended for Transportation Development Act Article 3 funds and therefore was removed from consideration during the grant application evaluation for TFCA. The remaining four (4) applications were reviewed against the criteria established in TFCA 40% Fund guidelines provided by the Bay Area Air District.

In coordination with the OBAG, CARE, and TDA-3 funding recommendation, staff developed a TFCA funding scenario which included allocating the \$1 million available in Fiscal Year (FY) 2026-27 to fund three projects proposed by the City of Benicia. With this proposed approach, East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement, and Military West/West K St/I-780 Intersection projects will be funded at their full funding request. Lastly, the East 3rd Street/Military East Intersection project is being recommended for a lower amount than its requested amount. In discussions with the City of Benicia staff, they have expressed project will still be able to be completed despite the lower recommended amount for this project.

Due to the limited funding capacity for FY 2026-27, staff is recommending that the remaining Rectangular Rapid Flashing Beacon Project proposed by the City of Suisun City be recommended for TFCA funding in FY 2027-28. City of Suisun City staff were in concurrence with this

recommendation, noting that the funding allocation for this fiscal year is in alignment with their project schedule.

Attachment A provides a summary table of all project submittals and their respective TFCA funding recommendations.

At their meeting on September 30, 2026, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 14, 2026.

Fiscal Impact:

The FY 2026-27 Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Fund discretionary capacity for active transportation projects is \$1 million. Funding capacity for FY 2027-28 is estimated to be \$150,000.

Recommendations:

Approve the allocation of Bay Area Air District TFCA 40% Funds for:

1. Program \$644,000 in FY2026-2027 for the City of Benicia East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement Project;
2. Program \$252,135 in FY2026-2027 for the City of Benicia Military West/West K St/I-780 Intersection Project;
3. Program \$103,865 in FY2026-2027 for the City of Benicia East 3rd Street/Military East Intersection Project; and
4. Program \$133,325 in FY2027-2028 for the City of Suisun City Rectangular Rapid Flashing Beacon Project.

Attachment:

- A. TFCA Funding Recommendations – FY 2026-27 & FY 2027-28

Transportation Fund For Clean Air 40% Fund Program
Funding Recommendations - FY26/27 - FY27/28

							FY26-27	FY27-28
							TFCA Funding Available \$1,000,000	TFCA *Estimated Funding \$150,000
Recommended for Funding	City of Benicia	East 5th St. Transit Access, Pedestian Safety, and Accessibility Improvement Project	\$644,000	\$644,000	\$0	\$644,000	\$644,000	
	City of Benicia	Military West/ West K St/ I-780 Intersection in Benicia	\$252,135	\$252,135	\$0	\$252,135	\$252,135	
	City of Benicia	East 3rd St/ Military East Intersection	\$133,963	\$133,963	\$0	\$133,963	\$103,865	
	City of Suisun City	Rectangular Rapid Flashing Beacons Project	\$133,325	\$133,325	\$0	\$133,325		\$133,325
Solano County <i>Vallejo Sidewalk Gap Connector</i> <i>*Project is recommended for TDA-3 funding *</i>								
			\$1,704,000	\$500,000	\$1.2M	\$300,000 *Recommended for TDA-3*		

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DATE: October 1, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Transportation Development Act Article 3 (TDA-3) Funding Recommendations

Background:

At the May 13, 2026, meeting the STA Board approved the release of a coordinated call-for-projects for One Bay Area Grant (OBAG), Community Action Resource and Empowerment (CARE), Transportation Development Act Article 3 (TDA-3), and Transportation Fund for Clean Air (TFCA) 40% Fund Program, for a combined total of \$21 million in funding available. The coordinated call-for-projects was essential in enabling STA staff to match projects with the appropriate grant program where they would be eligible and competitive for funding. All grant applications were due on June 30, 2026. As a result, STA received 20 competitive grant applications from most of the agencies in the County for each grant program, with a total funding request up to \$24 million.

To maximize the funding capacity of each grant program and ensure the optimum number of projects are funded either in whole or in combination of OBAG, CARE, TDA-3, or TFCA 40% funds, draft funding plan scenarios were developed. The funding scenarios were previewed at the STA TAC at their August 26, 2026, meeting for their initial review and feedback.

Discussion:

STA staff initially reviewed nine TDA-3 grant applications requesting a total of \$3.4 million in funding, which included the Solano County Farm to Market Phase 4 Project and the Vallejo Sidewalk Gap Connector Project recommended for funding through the TDA-3 funding pot. Over the next four fiscal years, there is an estimate of \$2 million in TDA-3 funding available to allocate to active transportation projects. Understanding that the funding requests surpassed the estimated funding available, STA staff, in coordination with the OBAG, CARE and TFCA funding recommendations, identified the following three projects to be recommended for alternative funding sources:

- The City of Rio Vista's Safe Routes to School to D. H. White Elementary School project is recommended for funding through the CARE Fund Program.
- The City of Benicia's East 5th Street Transit Access, Pedestrian Safety and Access Improvements Project was recommended for TFCA funding.
- City of Suisun City's Rectangular Rapid Flashing Beacon was recommended for TFCA funding.

Accounting for the three projects recommended for alternative funding sources, there are six (6) projects evaluated against the criteria established in MTC's TDA-3 guidelines. To meet the funding requests for the remaining projects, a Draft Multi-Year Funding Scenarios was developed, as shown in Attachment A. The funding scenarios were developed based on the anticipated construction timelines for each project, in which the project sponsors have concurred that the allocation times are in alignment with the respective project schedules.

As per the requirements set by the TDA-3 guidelines, the Draft Multi-Year Funding Scenarios were presented at the September 3, 2026, Joint Bicycle and Pedestrian Advisory Committee (BAC/PAC) meetings, in which committee members were in concurrence with the staff recommendations, with the understanding that the TDA-3 funding for over the next four years would be committed to funding the projects in the Draft Multi-Year Funding Scenarios. In discussion with the BAC/PAC it was recommended that the STA and project sponsors have the discretion to modify the Draft Multi-Year Funding Scenario as necessary to meet project needs and requirements. This modification to the recommendation is included as part of the STA Board recommendation in addition to approving the Draft Multi-Year Funding Scenarios as shown in Attachment A.

Future years identified in the Draft Multi-Year Funding Scenarios include estimated TDA-3 funds, which will be adjusted as MTC releases updated estimates each spring. Accordingly, projects scheduled for future TDA-3 funding allocations, in coordination with STA staff, will need to be submitted to MTC for the fiscal year in which funding is being requested. For immediate next steps, the Solano County Farm to Market Phase 4 Project and the City of Rio Vista Riverview Projects will be submitted as part of the FY 2026-27 TDA-3 allocation request. The City of Rio Vista will then be submitting its TDA-3 request for its Rio Vista High School Project as part of Fiscal Year 2027-28. Subsequently, the City of Vacaville's Alamo Safe Routes to School and Solano County's Vaca Valley and Vallejo Sidewalk Gap Closure will be submitting their TDA-3 during the indicated future fiscal year recommended for funding.

STA staff will coordinate with project sponsors and keep them aware of the submittal process and requirements as each fiscal year approaches.

At their meeting on September 30, 2026, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 14, 2026.

As part of the MTC's approval process for FY 2026-27 TDA-3 funding allocations, STA is required to submit a Countywide Coordinate Claim through Resolution No. 2026-04 as shown in Attachment B.

Fiscal Impact:

None to the STA approved budget. The average annual TDA-3 discretionary fund capacity is \$500,000. Funds are provided through the Transportation Development Act funds. STA staff is considering an allocation recommendation of up to four years of TDA-3 funding estimated to be close to \$2M.

Recommendations:

1. Approve the Multi-Year Funding Scenarios for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Attachment A.
2. Approve STA Resolution No. 2026-05 for Solano Countywide Coordinate Claim for FY 2026-27 TDA-3 Funding Allocation.

Attachments:

- A. Multi-Year Funding Scenarios for TDA-3 – FY 2026-27 to FY 2029-30
- B. STA Resolution No. 2026-05 for Solano Countywide Coordinate Claim for FY 2026-27 TDA-3 Funding Allocation

**Multi-Year Funding Scenarios for Transportation Development Act Article 3 Funds -
FY26/27 - FY29/30**

							FY26-27	FY27-28	FY28-29	FY29-30
PROJECT SPONSOR	PROJECT NAME	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING		TDA-3 Funding Available \$430,692	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k
Projects being considered for TDA-3 funds - FY26/27 - FY29/30	Solano County	Farm to Market Phase 4 <i>*This is an OBAG4 project being considered for TDA-3 Funds*</i>	\$3,210,000	\$700,000	\$2,510,000	\$700,000	\$327,802	\$372,198		
	City of Rio Vista	City of Rio Vista Safe Routes to Riverview Middle School	\$116,220	\$102,890	\$13,330	\$102,890	\$102,890			
	City of Rio Vista	City of Rio Vista Safe Routes to Rio Vista High School	\$303,550	\$268,733	\$34,817	\$268,733		\$127,802	\$140,931	
	City of Vacaville	Alamo Safe Routes to School Project	\$287,000	\$240,000	\$47,500	\$240,000			\$240,000	
	Solano County	Vaca Valley Bike Route Connection Project	\$1,250,731	\$300,000	\$950,731	\$200,000			\$119,069	\$80,931
	Solano County	Vallejo Sidewalk Gap Connector <i>*This is a TFCA project being recommended for TDA-3 Funds*</i>	\$1,704,000	\$500,000	\$1.2M	\$300,000				\$300,000

The following are projects that applied for TDA-3 funds, however they are recommended for funding through an alternative discretionary fund source	City of Benicia	East 5th St. Transit Access, Pedestrian Safety, and Accessibility Improvement Project *Project is being recommended for TFCA funding*	\$644,000	\$644,000	\$0	\$644,000 *Recommended for TFCA*	
	City of Rio Vista	City of Rio Vista Safe Routes to D.H. White Elementary School *Project is being recommended for CARE*	\$577,590	\$511,340	\$66,250	\$511,340 *Recommended for CARE*	
	City of Suisun City	Rectangular Rapid Flashing Beacons Project *Project is being recommended for TFCA funding*	\$133,325	\$133,325	\$0	\$133,325 *Recommended for TFCA*	

SOLANO TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-05

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF
FISCAL YEAR 2026-27 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3
PEDESTRIAN AND BICYCLE PROJECT FUNDS TO
CLAIMANTS IN SOLANO COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2026-27 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2026-27 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

This resolution was adopted by Solano Transportation Authority on October 14, 2026, by the following vote:

Alma Hernandez, STA Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of October 2026 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Sheila Ernst
Clerk of the Board

I, Robert Z. Guerrero, the Solano Transportation Authority Interim 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 14th day of October 2026.

Robert Z. Guerrero,
Interim Executive Director
Solano Transportation Authority

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-05**

ATTACHMENT A

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF
FISCAL YEAR 2026-27 TDA-3 PEDESTRIAN AND BICYCLE PROJECT FUNDS
TO CLAIMANTS IN SOLANO COUNTY**

Prioritized List of Projects

	Agency	Short Title Description of Project	TDA Article 3 Allocated	Total Project Cost
1.	Fairfield	East Tabor Tolenas Safe Routes to School Project	\$101,890	\$5.029
2.	Solano County	Farm to Market Phase 4	\$327,802	\$3.210
3.	Rio Vista	City of Rio Vista Safe Routes to Riverview Middle School	\$102,890	\$102,890
		Totals	\$532,582	\$8.341

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DATE: October 1, 2026
TO: STA Board
FROM: Amy Antunano, Program Manager-SR2S
RE: Solano Public Health (SPH) Contract for Fiscal Year (FY) 2026-27

Background:

The Solano Transportation Authority's (STA) Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by making active transportation safer, more accessible, and more appealing for students and families. The program utilizes the 6 E's of Education, Encouragement, Enforcement, Engineering, Evaluation, and Engagement to provide comprehensive bicycle and pedestrian safety programming throughout Solano County.

Solano Public Health (SPH) has been a long-standing partner of the SR2S Program, providing support for school and community engagement, active transportation initiatives, and activities that encourage healthy and safe travel to school. This partnership allows SR2S to expand its reach and coordinate public health and transportation safety efforts throughout the county.

Discussion:

STA staff have worked with Solano Public Health to develop an updated Scope of Work for Fiscal Year 2026-27 that can be viewed in Attachment A.. Under the proposed agreement, Solano Public Health will continue to support SR2S activities and initiatives consistent with the program's annual work plan and goals.

The FY 2026-27 Scope of Work will provide up to \$80,000 for Solano Public Health to support SR2S programming throughout the fiscal year. Activities will focus on increasing school and community participation, supporting bicycle and pedestrian safety initiatives, and assisting with outreach, education, evaluation, and other activities identified in coordination with SR2S staff. The continued partnership with Solano Public Health provides additional capacity and expertise to support the SR2S Program while strengthening coordination between transportation safety and public health efforts in Solano County.

Fiscal Impact:

The total amount of the FY 2026-27 agreement with Solano Public Health shall not exceed \$80,000. Funding is available within the approved Safe Routes to School Program budget

Recommendation:

Approve the 2026-27 Solano Public Health contract for the Safe Routes to School Program in an amount not to exceed \$80,000.

Attachment:

A. FY 2026-27 Solano Public Health SR2S Scope of Work

Solano Safe Routes to School (SR2S) Program
Solano Public Health Scope of Work for FY 2026-27

SR2S Program Goals: Increase the number of Solano County students walking and biking to school safely, reduce traffic congestion and improve air quality around schools. Improve the physical activity (PA) environment surrounding schools to make it easier and safer to walk and bike to school while increasing student's daily physical activity levels and reducing obesity and other health risks.			
Task A: Program Administration and Advisory	Activities	Deliverables	Completion Date
1. Complete quarterly invoices and progress reports.	a) Complete quarterly invoice. b) Complete quarterly progress report. c) Complete annual summary highlighting key achievements and recommendations for future initiatives.	Quarterly invoices Quarterly reports Annual Summary	For each year: October 20 January 20 April 20 July 20
2 Provide membership on the SR2S Advisory Committee each year and general technical support to SR2S Staff, as needed.	Public Health (PH) Representative (or designee) attend the SR2S Advisory Committee meets quarterly/year to represent PH.	Attendance Record	Attend each year in: November February May August
Task B: Strategic Development	Activities	Deliverables	Completion Date
3. Coordinate media and marketing for promotion of SR2S and physical activity messages, programs and events.	a) Work with STA staff to develop a robust marketing plan. b) Post physical activity and SRTS messages on Facebook and Twitter as directed by STA. Track impressions, likes and shares. c) Share events through Public Health's email distribution lists.	Pictures of postings to include number of impressions, likes and shares	July 1, 2026 through June 30, 2027
4. Establish relationships with local Police Departments to collect ped and bike-related injury data.	a) Work with STA staff to develop a tracking system of injuries related to pedestrian, bike, scooter, electronic bike and electronic scooter injury and death data. b) Establish and collect local injury data from police departments. c) Identify local or national safety education campaigns related to electronic bike and electronic scooter safety.	Injury data collection by city in either graph form or excel spreadsheets. Summary of national campaigns and recommendations on how to implement locally.	July 1, 2026 through June 30, 2027
Task C: SR2S Education and Encouragement Activities	Activities	Deliverables	Completion Date

5. Support SR2S Coordinator to assist with SR2S Program Offerings and to work towards changing the school culture of walking and biking to school.	a) Provide technical assistance to STA staff regarding bike safety and provide education to specific schools based on STA Coordinator referrals. b) Help coordinate bike rodeos with third party consultant by identifying potential providers, coordinating scheduling, increasing capacity for local groups to provide these events, and assisting schools with volunteer recruitment. c) Actively participate in Solano Moves to increase partnerships between adult and child/youth physical activity improvements.	Agendas Reports Pictures	July 1, 2026 through June 30, 2027
6 Promote SR2S in the community.	a) Participate in community events to promote SR2S. -Provide safety resource materials such as bike helmets (300). b) Assist with planning and implementation of Bike Month to celebrate in May. c	Pictures Track Attendance numbers Impact assessment	July 1, 2026 through June 30, 2027

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DATE: October 1, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Governor's Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List

Background:

The California Department of Transportation (Caltrans) is the state agency responsible for designing, building, maintaining, and operating the state's highway, bridge and intercity rail systems. Caltrans District 4 recently completed the [Caltrans Bay Area Transit Plan](#), the state's first district-level transit blueprint for the State Transportation Network (STN).

In June 2026, [Governor Newsom released EO-N-7-26](#) – the Executive Order on Transit that directs California's transportation agencies to accelerate transit projects and increase transit ridership statewide. As part of the executive order, Caltrans was directed to develop within 120 days *"a list of transit priority projects statewide that be updated regularly with location needs and specific projects identified in the District Transit Plans."* With that said, the deadline for Caltrans to submit this statewide projects list to the State is at the end of October.

Discussion:

To develop the statewide list of transit priority projects, Caltrans District 4 Transit Branch is currently conducting outreach to each county within the District to discuss transit infrastructure projects that they would like to be considered. Projects could include those that are currently in development, projects identified in adopted or ongoing plans, or new project concepts that have been identified as local priorities.

Caltrans indicated a preference for projects within Tier 1 or 2 locations from their recently developed [Transit Needs Assessment](#). Caltrans is also seeking to include a range of Transit Priority Infrastructure from their [Transit Toolbox](#).

On September 28th, STA staff met with Caltrans District 4 Transit Branch staff, with SolTrans staff participating, to discuss potential Solano Transit Priority Projects for inclusion in the statewide list. STA staff developed a preliminary transit priority projects list for Solano County, pulling from the 2026 Comprehensive Transportation Plan Transit Element- this list is included as Attachment A.

The draft Solano Transit Priority Projects list was subsequently presented to the Consortium on September 29th and STA TAC on 30th for discussion and feedback. SolTrans expressed some uncertainty regarding the Bus on Shoulder concept included as part of the I-80 Corridor Express Lanes Gap Closure project between Vacaville and Davis, noting that it was not currently a priority for the agency. However, STA staff noted that retaining the concept on the list would preserve the opportunity to consider and study it in the future. Therefore, the potential project was retained on the final list for future consideration.

No other comments were received. The final Solano Transit Priority Projects list was submitted to the Caltrans District 4 Transit Branch on Friday, October 2nd.

STA staff will continue to keep the STA Board apprised as developments occur regarding Caltrans' statewide transit priority projects list.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

A. Solano Transit Priority Projects List



Transit Priority Projects for Solano County

October 2, 2026

1. Signal prioritization for buses in off and on ramps in Fairfield and Vallejo that have HOV lanes
2. Wayfinding signs on freeways pointing to intermodal facilities or mobility hubs
3. I-80 Corridor Express Lanes Gap Closure from Vacaville to Davis
 - a. Bus on Shoulder Concept (as part of the I-80 Express Lanes Project)
4. Removing barriers to I-80 for multi-modal access
 - a. Ulatis Creek Bike Trail – **Vacaville**
 - b. Park & Ride to Red Top Road (CP5) - **Fairfield**
 - c. Dixon Multi-Modal facility- **Dixon**
 - d. West Texas Underpass - **Fairfield**
 - e. Curtola Lemon Street - **Vallejo**
5. Ask the California Highway Patrol (CHP) to schedule bus inspections/no randomized bus inspection at truck scales for non-safety related issues - a challenge currently experienced by SolTrans buses

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DATE: October 1, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Solano Express FY 2026-27 Funding and Potential Fare Increase for
FY 2027-28

Background:

Before 2005, local jurisdictions shared funding for Solano Express through various understandings and informal, year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed, in collaboration with the transit operators, a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost-sharing formula for the funding partners. A working group, the Intercity Transit Funding Working Group (ITFWG), was formed, comprising representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement include the Intercity Cost Sharing Formula, which is primarily based on two factors: ridership by residence and population. This shared funding covers the cost of these routes, after accounting for Farebox and other non-local revenue. Another key element of the agreement is that these routes are regularly monitored so that all the funding partners are aware of their performance. This data helps guide future funding, service planning, and marketing decisions.

The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review, and it presents recommendations to the Solano County Intercity Transit Consortium and STA Technical Advisory Committee (TAC).

On May 13, 2026, the STA Board approved, by unanimous vote, the FY 2026-27 1st Amendment to the Solano Express Intercity Funding and Cost-sharing Agreement. On June 10, 2026, the STA Board approved a revised 1st Amendment based on updated service hours and the restoration of Route 82. Attachment A reflects the Solano Express Funding Plan and percentage of funding by revenue source. Attachment B reflects the Solano Express 7-year Financial Forecast.

Discussion:

On September 15, 2026, the Intercity Transit Funding Working Group met to discuss Solano Express Fares and a proposal from SolTrans to increase fares in FY 2027-28. Attachment C is the SolTrans Staff Report, which includes Solano Express Fares. The consensus was that fares have not increased in a long time, and the group should explore a potential fare increase. The Intercity Transit Working Group discussed the need to develop a fare policy for Solano Express and re-agendize the topic to discuss details and timing of the fare increase.

This report was presented to the Solano County Intercity Transit Consortium and the STA TAC at their meetings on September 29th and 30th, respectively. Concerns were raised about the percentage of passengers engaging in fare evasion and the timing of a fare increase. This topic is agenized for the October 14th Transit Study Session.

Fiscal Impact:

The Solano Express's approved budget for FY 2026-27 is \$11.1 million, and the potential fare increase is expected to increase revenue by roughly \$150k.

Recommendation:

Informational.

Attachments:

- A. FY 2026-27 Solano Express Funding Plan and Percentage of Funding by Revenue Source
- B. Solano Express 7-year Financial Forecast
- C. SolTrans Staff Report on Solano Express Fares

Solano Express Operating Costs and Revenues

Revenue Hours: 44,593 Hours

22-May-26

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	% of Contribution
Solano Express Service						
Revenue Service Hours	48,003	44,539	44,872	45,000	44,593	
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,003,769	
Revenues						
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	9.74%
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	19.36%
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	27.39%
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	12.69%
STAF Carryover				\$ 145,889	\$ 502,005	4.52%
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	0.45%
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	1.35%
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	0.36%
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	4.93%
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	1.16%
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	3.09%
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	13.10%
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	1.86%
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -		
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	100.00%
Balance	\$0	\$267,044	\$380,850	\$0	\$100,431	

22-May-26

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate	FY 31-32 Estimate	FY 32-33 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	44,593	44,593	44,593	44,593	44,593	44,593	44,593
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16	\$ 293.07	\$ 303.33
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,003,769	\$ 11,388,901	\$ 11,787,512	\$ 12,200,075	\$ 12,627,078	\$ 13,069,025	\$ 13,526,441
Revenues											
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400	\$ 1,193,808	\$ 1,217,685
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,113,812	\$ 2,428,546	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005						
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842	\$ 165,079	\$ 168,381
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712	\$ 43,566	\$ 44,438
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249	\$ 604,094	\$ 616,176
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799	\$ 142,595	\$ 145,447
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332	\$ 378,758	\$ 386,333
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546	\$ 1,606,037	\$ 1,638,158
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413	\$ 245,723	\$ 254,323
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -							
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	\$ 11,388,901	\$ 11,787,512	\$ 12,114,633	\$ 12,202,130	\$ 12,291,497	\$ 12,382,776
Balance	\$0	\$267,044	\$380,850	\$0	\$100,431	\$0	\$0	(\$85,442)	(\$424,948)	(\$777,529)	(\$1,143,666)
Cut in Service to Balance Revenues				0	407	0	0	(312)	(1,501)	(2,653)	(3,770)
Revised Service Hours				45,000	45,000	44,593	44,593	44,281	43,092	41,940	40,823
Percent Cut in Service				0%	1%	0%	0%	-1%	-3%	-6%	-8%

Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33
Cost per Hour		1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-55.3%	50.0%	14.9%	9.9%	0.0%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973	\$ 1,486,161	\$ -				

***Solano County Transit***

TO: BOARD OF DIRECTORS
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR
SUBJECT: FARE POLICY AND PROPOSED FARE CHANGES
ACTION: MOTION

ISSUE:

Transit Operators are facing rising costs and flat revenue growth. Without another source of operating revenue, operators will be forced to cut service. Fare revenue is one funding source that has not kept pace with inflation. Historically fare revenue was required to be at least 20% of the operating budget. This is called farebox recovery and that rate has fallen precipitously since the pandemic. SolTrans just implemented a major service change after two years of study and outreach. This change was to maintain service levels in a way that would increase ridership and therefore increase fare revenue and other funding sources that are based on ridership. Now that this is complete, we need to look at increasing fare revenue to help bridge the funding gap as we work to increase ridership.

For local fares, the last fare increase was in 2019. This was intended to be the first of three increases, but the remaining increases were canceled due to the pandemic. The previous increase was in 2006 when the system was operated by the City of Vallejo prior to SolTrans taking over operations in July 2011.

Solano Express Fares have not increased since SolTrans began operations in July 2011 and have in fact decreased with the addition of the intra-county fare in 2019 and the lowering of the Route 82 fare after the pandemic in response to the ferry lowering their fare temporarily.

SolTrans has a Board-approved fare policy that provides guidelines for setting fares. Staff is requesting direction from the Board on changes to the Fare Policy and potential fare changes for Local and Solano Express Service. Following the initial presentation to the Board in July, Staff has continued to evaluate fare options, revenue impacts, implementation timing, and equity considerations. This report provides an update to the Board regarding the ongoing fare analysis and potential fare increase scenarios. Staff presented fare information on Solano Express to the Intercity Consortium in August and received feedback. The group determined it wanted to further discuss this in a separate meeting of the Intercity Transit Funding Working Group.

DISCUSSION:**Fare Policy**

Staff are proposing an update to the SolTrans Fare Policy (Attachment A) to ensure that the policy remains current, clearly reflects existing practices, and provides an appropriate framework for SolTrans' future fare structure. The fare policy has not been updated since the November 2018 amendment. Staff have identified proposed revisions by type to distinguish housekeeping updates from substantive policy changes. The substantive changes require feedback and direction to Staff. The Fare Policy Proposed Changes are shown in Attachment B.

Staff will present the proposed revised policy based on the September 17th Board of Directors discussion at the October Board meeting, with attention to identifying any provisions that warrant additional considerations or further analysis prior to adoption. The updated Fare Policy will provide a clearer and current framework for administering fares and supporting upcoming fare decisions.

Local Service

Analysis of Need

SolTrans staff presented the 10-year forecast to the Board in March 2026. This forecast assumed local fare revenue would have a slight increase for FY 27 due to the service change and then remain flat for the next nine years. However, with the rise in costs, the amount of TDA needed to balance the budget for local and paratransit service increases each year. For FY 27 and FY 28, the increase is more significant since we are using LCTOP funds to fund youth ride free and to help fund the service change for the first two years until we can increase ridership, address fares, or find an alternative source of operating revenue.

The amount of additional TDA needed in FY 28 is \$550,000 and jumps to \$850,000 in FY 29 due to the assumption there is no additional LCTOP funding. The remaining years need about \$350,000 more each year, compounded. This is due to costs increasing at a rate of 5% based on inflation, the transit contract escalations and contingencies.

To keep pace with same or increased farebox recovery level, and growing costs, fare revenue would need to double initially and then increase at a rate that is not sustainable to cover all costs. However, additional fare revenue would help to offset the cost increases, lower the need to cut service, and buy us time to find other revenue sources. Modest increases in local fares result in very little fare revenue in total unless we increase ridership and increase fare compliance. A 25-cent increase would result in an average increase across all riders of less than \$0.12 resulting in total additional revenue of \$50,000 based on current ridership. This is less than 1% of operating costs. The average local fare collected for FY 26 was \$0.56 per rider. If you back out youth ridership that is free, the average fare of paying riders is \$0.87. This is based on our current adult fare of \$2.00 with seniors and disabled paying \$1.00. If riders accumulate enough rides for a day or monthly pass, then their average fare declines.

Historically and prior to the suspended requirement, TDA required that the farebox recovery ratio be at least 20%. Currently the local farebox recovery ratio is 4%, which includes youth ridership that is driving the percentage lower. In FY 19, local farebox recovery was 12%.

Local Fares

This chart shows local fares for neighboring agencies and whether or not they have a difference in price between cash and Clipper. The single adult ride fare ranges from \$1.50 to \$3.00 with the mean being \$2.00. However, the mid-sized East Bay agencies located closer to the bay have increased fares to \$2.50.

Agency & Last Fare Increase Date	SolTrans 7/1/2019	NVTA 7/01/2024	FAST 7/1/2023	City Coach 2/1/2023	WestCAT	Tri-Delta 2015	County Connection 3/10/2019	LAVTA 4/1/2026	AC Transit 7/1/2026
Adult Fare Categories	2026 Fare Costs								
CASH									
Single Ride	\$ 2.00	\$ 2.00		\$ 1.50	\$ 1.75	\$ 2.00	\$ 2.50	\$ 2.50	\$ 3.00
Day Pass - Local	\$ 4.50	\$ 7.00	No Cash	\$ 3.25	\$ 3.50	\$ 3.75		\$ 4.00	\$ 6.50
CLIPPER									
Local	\$ 2.00	\$ 2.00	\$ 2.00	\$ 1.50	\$ 1.75	\$ 2.00	\$ 2.00	\$ 2.50	\$ 2.75
Day Pass - Local	\$ 4.50	\$ 7.00		\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 6.00
31-DAY PASS: Clipper/Cash varies by Agency									
	\$ 60.00	\$ 55.00	\$ 80.00	\$ 36.00	\$ 40.00	\$ 57.00	\$ 60.00	\$ 70.00	\$ 99.00
<i>* Clipper fare lower than Cash fare</i>									

Local Fare Proposed Increase by 2030

SolTrans is proposing to increase Local and Day Pass fares. Below is a chart of the proposed increase.

Fare Type	Current Fare	Increase Amount	Proposed Fare by 2030	Total Fare Increase %
Local Single Ride	\$2.00	\$0.75	\$2.75	37.5%
Local Day Pass/Daily Max	\$4.50	\$1.00	\$5.50	22.2%
31-Day Pass/Monthly Max	\$60.00	TBD	TBD based on policy	TBD

<i>Accelerated 3-Year Increase</i>		
<i>Year of Increase</i>	<i>Local Single Ride</i>	<i>Local Day Pass/Daily Max</i>
Year 1 (FY28)	\$2.50	\$5.00
Year 2 (FY 29)	\$2.50 (no change)	\$5.00 (no change)
Year 3 (FY 30)	\$2.75	\$5.50

<i>Gradual 3-Year Increase</i>		
<i>Year of Increase</i>	<i>Local Single Ride</i>	<i>Local Day Pass/Daily Max</i>
Year 1 (FY28)	\$2.25	\$4.75
Year 2 (FY 29)	\$2.50	\$5.00
Year 3 (FY 30)	\$2.75	\$5.50

The proposed increase would increase our fare revenue in 2030 by at least \$100,000 annually, assuming no ridership growth and we were able to increase fare adherence.

Fare Discount Programs

There are several discount programs through Clipper for riders to utilize, as well as federally-mandated fares to help alleviate the cost of transit. The programs are detailed below:

1. Federally-mandated reduced fare for seniors/disabled are set at 50% of the adult fare
2. Clipper Start program – 50% off adult fares for qualifying low-income riders
3. Clipper BayPass Program – discounts for certain riders using multiple systems around the Bay Area
4. Clipper transfer discounts – pilot program offering up to \$2.85 discount when you transfer between systems (i.e. BART to Solano Express) within a two-hour window. This program began December 10, 2025 and runs for 18 or 24 months depending on available funding.
5. Clipper fare accumulator – riders can tap Clipper card and once they reach the day or monthly pass dollar limit, they will not be charged for any trips beyond that set dollar limit.

Solano Express

Analysis of Need

As operating costs continue to increase and a pending fiscal cliff continues to remain a reality, a reasonable fare increase helps to ensure that Solano Express remains reliable, safe, and financially

Ratio of Solano Express Fares: Bridge Toll Increase											
Fare Type	Current Fare	Pre-2022 Bridge Toll*	% of Fare: Bridge Toll	2027 Bridge Toll	% of Fare: Bridge Toll	2028 Bridge Toll	% of Fare: Bridge Toll	2029 Bridge Toll	% of Fare: Bridge Toll	2030 Bridge Toll	% of Fare: Bridge Toll
Out of County	\$ 5.00	\$ 6.00	83.33%	\$ 9.00	55.6%	\$ 9.50	52.6%	\$ 10.00	50.0%	\$ 10.50	47.6%
Route 82**	\$ 6.00	\$ 11.00	54.55%	\$ 17.00	35.3%	\$ 18.00	33.3%	\$ 19.00	31.6%	\$ 20.00	30.0%

**Before the RM3 toll increase took effect on January 1, 2022, the regular tolls for the seven state-owned Bay Area bridges were \$6 for two-axle vehicles (cars, trucks, and motorcycles).*

***Multi-Bridge Discount: If you travel over more than one state-owned bridge per day during peak commute hours and pay bridge tolls with a FasTrak toll tag or License Plate Account, you will receive a \$1.00 discount off your second toll (\$0.50 for carpools).*

Staff then looked at the cost to the rider for taking the bus and then BART to San Francisco vs the ferry.

Cost of Taking Bus then BART to San Francisco vs SF Bay Ferry*									
Single Ride									
Routes 40 & 70	BART N.CON - EMB	TOTAL with Transfer Discount	Routes 40 & 70	BART CON - EMB	TOTAL with Transfer Discount	Routes 60 & 90	BART ECDN - EMB	TOTAL with Transfer Discount	SF Bay Ferry VAL-SF
\$5.00	\$7.95	\$12.95 (\$2.50) \$10.45	\$5.00	\$7.70	\$12.70 (\$2.50) \$10.20	\$5.00	\$5.90	\$10.90 (\$2.50) \$8.40	\$10.00

**This chart is reflective if a rider pays cash and then uses Clipper on BART. If a rider uses Clipper for both modes, there is currently a transfer discount pilot program. Clipper riders transferring from one transit agency to another will receive a discount of up to \$2.85 on their second ride if that ride happens within two hours of the first ride. We have estimated the discount.*

The transfer discount pilot program is only funded through July 2027 and may be extended to December 2027. At that time, if no additional funding is identified by the region, operators will be asked if they wish to absorb the cost of the discounted fares. Fares are already so low compared to cost that most operators will probably not be able to absorb the lost fare revenue unless we see a large increase in ridership over the next year.

Solano Express Proposed Increase

SolTrans is proposing to increase both out-of-county and Route 82 fares. Below is a chart of the proposed increase amount:

Fare Type	Current Fare	Increase Amount	Proposed Fare by 2032	Total Fare Increase %
Out-of-County	\$5.00	\$2.00	\$7.00	40%
Route 82	\$6.00	\$5.00	\$11.00	83% (10% over pre-pandemic fare)

Multi-Year Increase

A multi-year transit fare increase, when tied to service improvements, rising expenses, and equity initiatives, can provide long-term financial stability and improved ridership while minimizing disruption. This will balance the need for higher fares with the need to keep transit affordable and accessible. This approach avoids the loss of operating revenue that occurs when fares are flat while costs rise, helping Solano Express meet farebox recovery targets.

Staff have evaluated what an increase would look like as a gradual three-year increase over five years, and what an annual increase would look like over five years, and an accelerated increase in three years. Below are charts for out-of-county and Route 82 fares based on each proposed increase amount and timeline.

3- Year Increase over 5 Years				
Year of Increase	Out of County	% of Change from Current Fare in that Year	Route 82	% of Change from Current Fare in that Year
Year 1 (FY28)	\$6.00	20.0%	\$9.00	50.0%
Year 2 (FY 30)	\$6.50	8.3%	\$10.00*	11.1%
Year 3 (FY 32)	\$7.00	7.7%	\$11.00	10.0%

**Note: Route 82 fare pre-pandemic*

Gradual 5 Year Increase		
Year of Increase	Out of County	Route 82
Year 1 (FY28)	\$6.00	\$9.00
Year 2 (FY 29)	\$6.25	\$9.50
Year 3 (FY 30)	\$6.50	\$10.00
Year 4 (FY 31)	\$6.75	\$10.50
Year 5 (FY 32)	\$7.00	\$11.00

Accelerated 3-Year Increase		
Year of Increase	Out of County	Route 82
Year 1 (FY28)	\$6.00	\$9.00
Year 2 (FY 29)	\$6.50	\$10.00
Year 3 (FY 30)	\$7.00	\$11.00

There are multiple factors to consider as we determine the fare and the scenarios of how to get there including the rider perspective on total cost of travel and ease of understanding, staff time to implement each change, and outreach efforts for each change.

Feedback from Funding Partners

On August 25, 2026, SolTrans discussed the proposed fare increase and timeline with the Solano County Intercity Transit Consortium. The feedback consisted of the following:

1. A concern regarding a fare increase after a service change
2. Request for ridership data since the implementation of the service change
3. Request for additional meeting times with the Intercity Transit Funding Working Group to discuss the fare increase

All parties agreed that a fare increase requires additional conversations and, if need be, additional times to meet should be scheduled to keep the conversation moving forward.

Fare Increase Timing

There are several agencies that have had service changes and fare increases. These increases are a response to several factors such as inflation and post-pandemic recovery. The planned fare increases in response to service changes are not a new concept, and they are meant to address projected funding gaps to protect service.

AC Transit had a two-phase fare increase approved in 2025. The July 1, 2026, hike increased local cash fares and day passes, with Clipper/contactless fares and Transbay fares remaining the same. On August 10, 2025, it updated its service as a part of its Realign Network Launch with 84% of bus lines being updated with changes to routes, schedules, frequency, hours of operation or replacement.

On January 1, 2026, BART raised fares by 6.2% (about \$0.30 average), to keep pace with inflation. On August 10, 2026, it launched new schedules to improve headways and transfers.

Timeline

As previously noted, a fare increase will require input from the SolTrans Board, SolTrans PAC, transit agency funding partners (for Solano Express), the STA Board, and the public. Proposed fare changes will need to be determined and approved by the Board for public comment. The Board will open a public comment period with a public hearing held at least 30 days later. Once final fare changes are approved, the implementation process will begin and a marketing campaign to educate will commence.

MTC requires a minimum of 90-day notice to change fares on Clipper and accepts them on a quarterly basis with implementation on the 1st of the next quarter. Staff have determined the earliest potential effective date with July 1, 2027, as the next opportunity. The tentative timeline for an effective date of July 1, 2027 is shown in Attachment C.

Next Steps

1. Staff will meet with the Intercity Transit Funding Working Group in October to continue the fare increase conversation and will return with feedback to the October SolTrans Board meeting.
2. Staff will return in October with a revised Fare Policy.
3. Staff will return in October with a revised proposal for fare increases for the Board's comments and further direction to staff.
4. SolTrans and STA Boards meet October 14th to discuss authority over changes to Solano Express.
5. Additional Fare Decisions once the base adult fare is determined:
 - a. Day Pass and 31-day Pass/fare capping maximum prices
 - b. Solano Express intra-county fares
 - c. Paratransit one-way fare & 10-ride pass
 - d. Paratransit fare for out of service area and for possible regional service
 - e. Discontinuation of day passes on the bus (Clipper or mobile app only)

FISCAL IMPACT:

There is no fiscal impact related to this informational report.

PERFORMANCE GOAL:

Goal 2: Operational Support – Enhance Agency and personnel resources to remain effective, relevant and sustainable; **Objective D** - Finance and long-term financial sustainability; **Strategy iv:** Evaluate fares and fare payment and collection systems to increase and reduce costs.

RECOMMENDATION:

- 1) Provide feedback to staff on Fare Policy changes;
- 2) Provide feedback and direction to staff on local proposed fare change; and
- 3) Provide feedback and direction to staff on Solano Express proposed fare change.

Attachments:

- A. Fare Policy
- B. Proposed Fare Policy Changes
- C. Proposed Fare Change Timeline



Fare Policy

Adopted: 12-17-15

Amended: 11-15-18

Purpose

The purpose of this Board Policy is to set forth the guiding principles and goals for Solano County Transit's (SolTrans) Fare Policy. This policy further serves to codify actions taken regarding fares, fare structure and fare adjustments.

1. General Principles

Generally, fares are required to generate revenue to offset operating expenses as defined by the State of California's Transportation Development Act (TDA) as part of a sustainable, long-term Financial Plan. The following principles guide the establishment, management and collection of SolTrans' fare revenue:

- a. Promote Ridership:** SolTrans seeks to encourage, facilitate, and grow transit ridership within SolTrans' service area.
- b. Equitable Fares:** Fares and the fare structure should be fair for all passengers. To be equitable, fares must take into account the needs of SolTrans' riders as well as the cost and value of the service provided by SolTrans. Services that cost more to operate or provide additional value to riders compared with local bus service are considered premium services and may be priced higher than local bus service. Premium services include express buses and Americans with Disabilities Act (ADA) paratransit services.
- c. Simplicity:** SolTrans' fare structure and range of fare media shall be easy for the riders to understand and to move through the system with ease; fares shall be easily applied by transit operating employees and simple enough to minimize the costs associated with fare collection, fare media distribution and revenue processing.
- d. Policy Supportiveness:** Fares and the fare structure should be supportive of other Agency goals – service, land use, and social goals – and compliant with other regulatory mandates.
- e. Sustainability:** SolTrans seeks to set fares that create a sustainable service for the communities of Vallejo and Benicia.

2. Farebox Recovery

Transit fares collected offset operating expenses for providing transit services. The ratio of fares to total operating expenses is the farebox recovery ratio. TDA requires that the farebox recovery ratio be at least 20%. The SolTrans Board may at any time set a goal for a higher farebox recovery rate, and fares should be structured to meet that goal.

3. Fare Structure

a. Local Fares

- i. Adult Fare – The adult local fare shall be the base fare upon which other fares and pass prices are calculated
- ii. Youth Fare – Youth (ages 6-18) may be lower than the adult fare
- iii. Seniors(age 65+)/Disabled/Medicare(SDM) Local Fare – SDM fare shall be no more than 50% of the adult local fare, rounded down to the nearest \$.05, in compliance with the Federal Transportation Administration's (FTA's) Half Fare requirement
- iv. Child Fare – Up to two children, age 5 and under, may ride free with any fare paying rider. Additional children shall pay the Youth fare
- v. Adult & Youth Day Pass – shall be equivalent to at least 2 single fares
- vi. SDM Day Pass – shall be no more than 50% of the adult day pass rate, rounded down to the nearest \$.05 if necessary
- vii. 10 Ride Passes – shall be equivalent to the cost of 10 rides less a discount of no more than 20%
- viii. 31 Day Passes – shall be priced to provide commuters with a discount but shall be, at a minimum, 20 times more than the cost of the cash fare
- ix. Fare for ADA certified accompanying personal care attendant may be set at the discretion of Staff with the Board's approval, within FTA and TDA guidelines.

b. Solano Express Fares

Solano Express Fares will follow the same guidelines as Local fares with the following exceptions:

- i. Day Passes – shall be equivalent to at least 2 single fares
- ii. 31 Day Passes – Shall be priced to provide commuters with a discount but shall be, at a minimum, 15 times more than the cost of the cash fare
- iii. Solano Express fares shall be developed in consultation with the Solano Transportation Authority and other Solano Express partners.

c. Transfers

- i. Transfers shall be charged at the full fare rate
- ii. Inter-agency Transfers – To the extent that SolTrans has executed Inter-Agency Transfer agreements, such Transfers would be governed by Inter-agency Transfer agreements and SolTrans will accept appropriate fare media from other agencies.

d. Paratransit Fares

In compliance with the Americans with Disabilities Act of 1990 and the implementing FTA regulations, ADA Complementary Paratransit fares will equal twice the regular fixed route fare for the same trip. If paratransit provides service beyond or in addition to the federally defined ADA Complementary Paratransit service, a higher fare shall be charged for that service.

- i. Cash Fare – twice the fixed route local cash fare
- ii. Solano Express ADA Paratransit Fare – standard cash fare plus minimum \$2.50 upgrade.

e. General Public Dial-a-Ride Fares

- i. Adult Fare – shall be ~~equal~~ equivalent to at least 2 Adult Local Fares to reflect the demand-responsive nature of the service
- ii. Concession Fares – Reduced fares may be offered to Youth, Senior, Disabled, Medicare, and/or ADA-Certified at the discretion of the Board, including at specific times of the day and/or days of the week.
- iii. Multi-Ride Tickets/Passes – Multi-ride tickets (e.g. 10-Ride Ticket) and/or period passes (e.g. 31-Day Pass) may be offered either at a discount of no more than 20% or at the equivalent of full cash fare at the discretion of the Board.

4. Fare Media

- a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include:
 - i. Cash – bills, coins, or as cash loaded on a Clipper Card
 - ii. Day Pass – paper punch or magnetic-stripe pass which can be purchased on the bus at the time of the first boarding of the day
 - iii. 10 Ride Pass – paper punch or magnetic-stripe pass
 - iv. 31-Day Pass – paper punch or magnetic-stripe pass or as a pass loaded onto a Clipper Card
- b. All Passes vary in Color and Type to differentiate between Local and Solano Express, as well as to differentiate between Adult, Youth or SDM

5. Promotions and Special Events

- a. Fare Promotions, including special event fares, may be used to attract riders to SolTrans service, to facilitate and promote regional transit, and to provide support for community events.
- b. Fare promotions may be priced higher or lower than SolTrans' regular fares.
- c. Fare promotions are not required to include a specific fare for seniors, persons with disabilities or Medicare cardholders (SDMs), however the rates charged SDMs during off-peak hours must not exceed one-half the rates generally applicable to other persons at peak hours as required by FTA regulations.

- d. Fare promotions must be able to be implemented within the capabilities of the current fare collection equipment
- e. Fare promotions shall not exceed 6 months in duration without renewal via Board action.

6. Fare Adjustments

The need to consider fare adjustments should be done annually during the budget process or while preparing financial projections for SolTrans total operations. At a minimum, an analysis of SolTrans' fare structure and fare revenue projections will be done every 3 years and presented to the board no later than the April board meeting when the draft budget is presented for the next fiscal year. Fare adjustments should be done incrementally on a gradual basis to avoid a dire situation in which SolTrans is forced to increase fares substantially in one year. Any proposed fare adjustments will be presented to the SolTrans Public Advisory Committee and the SolTrans Technical Advisory committee for feedback prior to SolTrans staff presenting a final recommendation to the Board for consideration.

- a. Fare Adjustments should be considered under the following scenarios:
 - i. After presenting the annual budget, SolTrans projects that it will fail the required farebox recovery ratio and/or fail to meet operating obligations
 - ii. After presenting the annual audited financial statements to the Board, SolTrans has failed to meet the required farebox recovery ratio
 - iii. Financial projections show a failure to meet the required farebox recovery ratio and for maintenance of the board approved operating reserve.
- b. Prior to making a recommendation to increase fares, Staff shall consider the following factors:
 - i. Analyze alternatives to meeting farebox recovery before increasing fares
 - ii. Review the Consumer Price Index for All Urban Consumers for the San Francisco-Oakland region and assess the cumulative increase since the last fare adjustment
 - iii. Analyze the impact on disadvantaged communities and low-income individuals in SolTrans' service area in compliance with SolTrans' Title VI Policy
 - iv. Staff shall solicit and consider public comment in compliance with Federal Transit Law - 49 USC Chapter 53, as may be amended, and the applicable FTA Circular at the time
 - v. Staff shall review the fare structures and any planned fare increases of neighboring agencies
 - vi. Staff shall consider the timing of implementing a fare increase based on economic factors
 - vii. Any changes to fares should be rounded to the nearest \$.05

Guiding Principle #	Policy Area	Section	Current	Issue	Proposed	Change Type
	2 Farebox Recovery	-	TDA requires that the farebox recovery ratio be at least 20%.	Suspended	Remove from policy until reinstated	Substantive
	3 Fare Structure	a. Local Fares	vii. 10 Ride Passes - shall be equivalent to the cost of 10 rides less a discount of no more than 20%	10 Ride passes have been eliminated	Remove from policy	Housekeeping
	3 Fare Structure	a. Local Fares	viii. 31 Day Passes - shall be priced to provide commuters with a discount but shall be, at a minimum, 20 times more than the cost of cash fare	Additional analysis required to ensure proposed fare aligns with the guideline.	TBD	Substantive
	3 Fare Structure	b. Solano Express Fares	Solano Express Fares will follow the same guidelines as Local fares with the following exceptions: i. Day Passes – shall be equivalent to at least 2 single fares ii. 31 Day Passes – Shall be priced to provide commuters with a discount but shall be, at a minimum, 15 times more than the cost of the cash fare iii. Solano Express fares shall be developed in consultation with the Solano Transportation Authority and other Solano Express partners.	Additional analysis is required to ensure fare aligns with the Guidelines; Define Consultation with STA and funding partners	TBD	Substantive
	3 Fare Structure	Local and Solano Express Fares on Clipper	Clipper Fares same as cash fares currently	Determine if fares should be lower on clipper with a higher fare if cash is used to discourage use of cash; the cost of cash collections is increasing as a percentage of the actual cash collected.	TBD	Substantive
	3 Fare Structure	c. Transfers	i. Transfers shall be charged at the full fare rate ii. Inter-agency Transfers – To the extent that SolTrans has executed Inter-Agency Transfer agreements, such Transfers would be governed by Interagency Transfer agreements and SolTrans will accept appropriate fare media from other agencies.	Missing Clipper Transfer information; SolTrans doesn't have transfer agreements outside of Clipper	Keep language vague since the clipper transfer policy is a pilot program and may change; refer to MOUs that the SolTrans Board signs with MTC for these programs	Housekeeping

3 Fare Structure	d1. Paratransit Fares	ii. Solano Express ADA Paratransit Fare - standard cash fare plus minimum \$2.50 upgrade	We currently don't have regional paratransit; need to address this fare	TBD	Substantive
	d2. Paratransit Fares	None	Policy doesn't address paratransit service outside our required local boundaries	TBD	Substantive
3 Fare Structure	e. General Public Dial-A-Ride	i. Adult Fare – shall be equal equivalent to at least 2 Adult Local Fares to reflect the demand-responsive nature of the service ii. Concession Fares – Reduced fares may be offered to Youth, Senior, Disabled, Medicare, and/or ADA-Certified at the discretion of the Board, including at specific times of the day and/or days of the week. iii. Multi-Ride Tickets/Passes – Multi-ride tickets (e.g. 10-Ride Ticket) and/or period passes (e.g. 31-Day Pass) may be offered either at a discount of no more than 20% or at the equivalent of full cash fare at the discretion of the Board.	As of March 31, 2019, this no longer exists	Remove from policy	Housekeeping
3 Fare Structure	NEW - e. Fare Discount Programs	N/A	Add to policy; all have been approved by the Board and are covered under various MOUs	i. Clipper START - Riders ages 19-64 with qualifying income can apply to the Clipper START program to receive 50% off single-ride bus, BART, rail and ferry transit fares. ii. Clipper Access - Formerly known as RTC, Clipper Access is a Bay Area transit discount card that riders under age 65 with qualifying disabilities can apply for. iii. Clipper BayPass - Discounts for certain riders using multiple systems around the Bay Area iv. Clipper Fare Accumulator - Riders can tap Clipper card and once they reach the day or monthly pass dollar limit, they will not be charged for any trips beyond the set dollar limit.	Housekeeping

4 Fare Media	-	a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include: i. Cash – bills, coins, or as cash loaded on a Clipper Card ii. Day Pass – paper punch or magnetic-stripe pass which can be purchased on the bus at the time of the first boarding of the day iii. 10 Ride Pass – paper punch or magnetic-stripe pass iv. 31-Day Pass – paper punch or magnetic-stripe pass or as a pass loaded onto a Clipper Card b. All Passes vary in Color and Type to differentiate between Local and Solano Express, as well as to differentiate between Adult, Youth or SDM	SolTrans sells no fare media except a 10 ride Paratransit pass; day passes are currently printed on the bus	a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include: i. Cash – bills or coins ii. Day Pass – magnetic-stripe pass can be purchased on the bus at the time of the first boarding of the day; Clipper maximums iii. 10 Ride Pass – available for Paratransit only iv. 31-Day Pass – pass loaded onto a Clipper Card or Token Transit b. Clipper Card and Token Transit are the preferred fare media types	Housekeeping
4 Fare Media	Day Passes		Eliminate Day passes printed on the bus and have available on Clipper or Token Transit only	TBD	Substantive
6 Fare Adjustments	-	Paragraph notes "...SolTrans Technical Advisory committee"	SolTrans TAC no longer exists	Remove committee from paragraph	Housekeeping

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July 1, 2027 Fare Increase Timeline

Month	Date	Year	Action
July	16	2026	Bring Fare Analysis to Board for Discussion
August	17	2026	Submit discussion packet to Consortium
August	25	2026	Bring SE to Consortium for discussion
September	9	2026	STA Board Meeting (board reports due Sept. 2)
September	17	2026	Bring Fare Increase Feedback from Consortium to Board for Discussion
September	29	2026	Consortium Meets
October		2026	No Consortium Meeting
October	15	2026	SolTrans Board Meeting
November		2026	No STA Board Meeting
November	17	2026	Option 2: Bring to Consortium & Vote on Increase
November	18	2026	SolTrans PAC Meeting
November	18	2026	Option 1: Public Outreach Bring to PAC*
November	19	2026	SolTrans Board Meeting
December	17	2026	Option 1: Bring to SolTrans Board to Open Public Comment Period (30-day)
January	21	2027	Option 1: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
January	21	2027	Option 2: Bring to SolTrans Board to Open Public Comment Period (30-day)
January	27	2027	Option 2: Public Outreach Bring to PAC*
February	18	2027	Option 2: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
February	18	2027	Option 3: Bring to SolTrans Board to Open Public Comment Period (30-day)
March	18	2027	Option 3: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
April	1	2027	Notify Clipper of Changes
April-June		2027	Marketing/Outreach Campaign
July	1	2027	Fare Increase Goes into Effect

*2027 SolTrans PAC meeting dates are not finalized

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DATE : October 1, 2026
TO: STA Board
FROM: Erika Dohina, Program Services Supervisor
RE: Solano Mobility Call Center Annual Report FY 2025-2026

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction.

In February 2014, the STA expanded its Mobility Program services to include the Solano Mobility Call Center. It was originally one of four Solano Mobility priorities identified in 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. The Mobility Call Center has since provided commuters and Solano County employers with information on a variety of transit services and incentive programs, as well as Older Adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For FY 2025-26, the Solano Mobility Call Center assisted 8,089 customers in person and over the phone. There were also 102,319 website hits. The approved FY 2025-26 budget for the One-Stop Call Center programs is \$400,000 funded through FTA 5310 (\$200,000) and State Transit Assistance Funds (STAF: \$188,908.60). Actual expenditure from July 1, 2025, through June 30, 2026, total \$388,908.60.

The Call Center Activity Summary:

- Assisted 388 walk in customers.
- Processed 443 applications received through Solano Mobility website
- Processed 37 Clipper Access (formerly known as RTC) Applications
- Processed 654 PEX cards (PEX: The Intercity Taxi card program can be used by ADA (American Disabilities Act) certified individuals to pay discounted taxi fare in Solano County)
- Attended 28 events and spoke with almost 1,000 Solano County residents

Geographical breakdown of City of Residence of callers:

<i>City</i>	<i>% of Calls</i>	<i># of calls</i>
Vallejo	34%	1343
Fairfield	23%	880
Suisun City	14%	544
Vacaville	14%	529
Benicia	6%	236
Rio Vista	3%	140
Dixon	2%	91
Other (outside of Solano County)	4%	145

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The Plan Guidelines, Performance Measures and Benchmarks are plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. All standards meet the criteria as defined in the evaluation methodology.

STA Connected Mobility Implementation Plan Guidelines, Performance Measures & Benchmark Goals and Objectives.

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility’s call center should be oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program should have customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.

Fiscal Impact:

No impact to STA’s approved budget.

Recommendation:

Informational.

Attachments:

- A. Call Center Activity Chart: Annual Comparisons

CALL CENTER ACTIVITY CHART

FY comparisons

		<u>FY 24/25</u>	<u>FY 25/26</u>
Public Transportation	Solano Express	715	393
	Local Routes	536	399
	Travel Training	61	188
	Trip Planning	363	192
ADA/ PT	ADA/Paratransit	690	744
Taxi/PEX	PEX Inquiry	1271	1059
	PEX Add	703	537
Private Transit	FIA, Partnership, Northbay	116	123
RTC/ Clipper	RTC	117	93
	Clipper	128	110
Programs	GGG	1477	1844
	Microtransit	506	433
	Commuter Incentives	423	537
	Veterans	77	101
Other	Other	554	877
	Amtrak/Greyhound	79	71
Calls 7+ minutes		1025	566 (10+ min)
Bilingual:		29	41
TOTAL CALLS:		7,816	7701
Walk-In	RTC App Submitted	40	37
	Clipper Senior/Youth	51	38
	POYNT Transaction	38	31
	SMT Transaction	7	5
	Clipper Transaction	0	0
	Other	295	276
TOTAL WALK-INS		431	388
*This year's website views are more accurate because Solano Mobility and STA websites are now reported separately.	TOTAL WEBSITE VIEWS:	167,716	102,319
	TOTAL STAFFED EVENTS:	17	28

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DATE: October 1, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: H.R.1 Transportation Support

Background:

H.R.1 is a federal law signed on July 4, 2025, that mandated changes to CalFresh (SNAP or food assistance) and Medi-Cal in California (Attachment A). Starting June 1, 2026, 'able-bodied' CalFresh recipients aged 18 - 64 must demonstrate 80 hours per month of work and community engagement requirements to retain their benefits (Attachment B). Similarly, starting January 1, 2027, 'able-bodied' Medi-Cal (Medicaid) recipients aged 19 – 64 must also demonstrate 80 hours per month of compliance with work and community engagement requirements to retain their benefits (Attachment C). Qualifying activities include paid employment, volunteer work or community service, job training or work programs, workfare, or education. Activities may be combined to meet the 20 hours per week or 80 hours monthly average requirement.

The Workforce Development Board estimates 7,000 – 8,000 people were impacted by the CalFresh mandate starting June 1st, and 30,000 will be impacted by the Medi-Cal mandate starting January 1st of, 2027.

Discussion:

Solano County Health and Social Services (H&SS) and the Workforce Development Board (WDB) of Solano County requested STA staff's assistance in exploring transportation support for Solano County residents impacted by H.R.1.

Many individuals affected by the new mandates will not have transportation to travel to their new work or community engagement activities. In addition, the loss of major employers in Solano County has significantly increased the unemployment rate. The WDB indicated that Solano County had approximately 11,000 unemployed individuals in June and 2,500 jobs listed. An August 12 review of jobs on Indeed.com indicated only 315 Solano County jobs were listed. With the lack of employment opportunities, many of the potential 30,000 H.R.1-impacted individuals will need to fulfill the new mandate through volunteer work, community service, job training, work programs, or education (attachment D). Individuals who cannot meet the mandate will lose access to food and medical insurance.

On September 15, 2026, H&SS, WDB, the Transit Operators, and STA staff met at an Intercity Transit Funding Working Group meeting to discuss transportation services, assess the magnitude of assistance needed, and identify solutions to support the residents impacted by HR1.

HR1 Assistance for impacted residents

STA's current programs can provide Call Center access to existing program information, program enrollment, trip planning, and support for transportation options. Partial reimbursement for commuter bike purchases is available for students and employees who are age 18+. The First/Last Mile program provides in-county transit connections for working commuters.

However, given the potential magnitude of the issue, additional solutions and resources may be needed. The transit operators also suggested that these residents would qualify for the Clipper START Program. The Clipper START is a means-based fare discount program administered by the Metropolitan Transportation Commission (MTC). It helps reduce transportation costs for low-income riders across the San Francisco Bay Area by offering a uniform 50% discount on single-ride fares. The City of Fairfield and Vacaville also suggested offering a limited number of bus passes to individuals with the greatest need. Guidelines and an implementation plan still need to be developed.

In summary, the support that can be provided by STA and the Transit Operators includes:

- STA: Call Center Trip Planning and Travel Training
- MTC: Clipper Start Program
- City of Vacaville: a limited number of local transit passes
- City of Fairfield: a limited number of local transit passes

STA is committed to working with Workforce Development and Health and Social Services staff to ensure the agencies are aware of all of the Mobility Programs and Services offered to assist their clients.

Fiscal Impact:

The Fiscal Impact is unknown at this time, but it could be substantial based on the number of low-income residents affected.

Recommendation:

Informational.

Attachments:

- A. [H.R.1 - 119th Congress \(2025-2026\): An act to provide for reconciliation pursuant to title II of H. Con. Res. 14. | Congress.gov | Library of Congress](#)
- B. [H.R.1 & CalFresh: Frequently Asked Questions](#)
- C. [DHCS Department PowerPoint Template](#)
- D. [Officials fear impacted residents not ready for 'Big Beautiful Bill' | News | dailyrepublic.com](#)



DATE: October 1, 2026
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 14, 2026, the STA Board approved its 2026 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2026.

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

Discussion:

The California Legislature concluded the second year of the 2025-26 Legislative Session on September 1, 2026, sending more than 900 bills to the Governor. The Governor has until September 30 to sign or veto legislation passed during the final weeks of the session. The Legislature and Governor reached agreement on the Fiscal Year 2026-27 Greenhouse Gas Reduction Fund (GGRF) spending plan, including \$230 million for the Zero-Emission Transit Capital Program, \$48 million for the Low Carbon Transit Operations Program (LCTOP), \$95 million for the Transit and Intercity Rail Capital Program (TIRCP), and \$107 million for Sustainable Communities.

Additionally, Senate Bill (SB) 1087 (Cabaldon) was moved to the Governor's desk. Supported by the STA, SB 1087 aims to modernize the Sustainable Communities Strategy framework and make changes to Regional Transportation Plan/Sustainable Communities Strategy requirements, greenhouse gas reduction targets, and regional planning. Other transportation measures being monitored include legislation addressing transit bus-lane enforcement cameras, zero-emission bus axle weights, pedestrian and bicycle facilities, vehicle-miles-traveled mitigation, and e-bike safety.

At the federal level, Congress continued work on Fiscal Year 2027 appropriations and surface transportation reauthorization. The Senate passed H.R. 6500, a Continuing Resolution (CR) that would extend federal government funding through December 11, 2026, including a temporary extension of federal surface transportation programs and related Highway Trust Fund expenditure authority. Longer-term surface transportation reauthorization remains under development in both the House and Senate. In addition, the U.S. Department of Transportation announced several competitive grant opportunities, including \$588.9 million for the Low or No Emission Program, \$21.6 million for Buses and Bus Facilities, and \$20 million for innovative traffic safety enforcement.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- Cap-and-Invest Update
- Ballot Propositions
- Bills with Positions

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- 2026/2027 Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update



September 23, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **OCTOBER 2026 STATE LEGISLATIVE UPDATE**

General Update

The Legislature entered “final recess” for the second year of the two-year 2025-26 Legislative Session on September 1, 2026, after sending nearly 1,000 bills to Governor Newsom for his consideration in the final two weeks of session. The Governor will have until September 30 to sign or veto these bills.

Signed bills will go into effect on January 1, 2027, unless they contain an “urgency clause,” which means the measure takes effect immediately upon signature by the Governor. The General Election will occur on November 3, 2026. This election, one member of STA’s legislative delegation, Assembly Member Lori Wilson (D-Suisun City). Senator Christopher Cabaldon (D-West Sacramento) will stand for re-election – should he choose to run – in 2028. That said, the Legislature will see turnover in the upcoming 2027-28 Legislative Session, as legislators term out, seek higher office, or elect to not pursue another term. There are nine Senate and 13 Assembly seats that are considered “open” heading into November.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026, for the swearing-in of members and will then enter recess until early January.

Bills with Positions

SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – SUPPORT

This bill is co-sponsored by MTC-ABAG and seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. This bill makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and

how GHG reduction strategies are evaluated. It also extends GHG reduction targets to 2045. **Governor's Desk.**

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – SUPPORT

This bill requires the California Transportation Commission (CTC), in partnership with the Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The report would be due to the Legislature by January 1, 2027. ***This bill was held in the Senate.***

Other Bills of Interest

SB 741 (Blakespear) LCTOP Reform – SUPPORT

Sponsored by the California Transit Association, this bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the GGRF and directs millions of dollars annually to transit agencies around the state on a formula basis. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB 741 would simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects. ***Signed by Governor on September 18.***

SB 1250 (Cortese) Wildlife Connectivity – WATCH

This bill would require Caltrans to include wildlife connectivity assets (wildlife crossings on the state highways system, improved culverts and bridges, habitat corridors, and fencing guiding animals to crossings) in its asset management plan and to targets and goals in this regard. Caltrans would also be required to work with the California Department of Fish and Wildlife to establish an inventory of wildlife connectivity needs on the state highway system where these assets could reduce wildlife-vehicle collisions or enhance wildlife connectivity. ***Governor's Desk.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require Caltrans to create an online registry of all transit stops in California and would further obligate all transit operators to ensure that each of their transit stops are accurately reflected in the registry. Recent amendments require that Caltrans engage with transit operators during the development of the registry, limit the information that must be reported by transit agencies, and ensure agencies won't need to change their own unique identifying numbers for their respective transit stops. ***Signed by Governor on September 18.***

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – WATCH

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to

combat the issue of cars parked in bus lanes and help ensure transit reliability until January 1, 2034. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. **Governor's Desk.**

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Also sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. **Governor's Desk.**

AB 1976 (Wicks) Streets and highways: pedestrian and bicycle facilities – WATCH

This bill would add pedestrian malls (city streets restricting vehicular traffic) to the list of projects statutorily exempt from the California Environmental Quality Act. This bill would also prohibit a city or county in California from soliciting public input on a proposed pedestrian or bicycle safety project after the project is approved and in development and a local agency may not terminate a project unless certain findings are made. This bill also makes changes to the Pedestrian Mall Law of 1960. **Governor's Desk.**

AB 2002 (Solache) Regional Early Action Planning – WATCH

This bill codifies the Regional Early Action Planning grant program (REAP 1.0) to support future RHNA implementation and local planning. If funded by the legislature through a one-time allocation, the bill proposes distributing funding on a population basis to support regional governments' Regional Housing Needs Assessment (RHNA) responsibilities. **This bill was held in the Senate.**

AB 2051 (Wicks) Coastal Resilience Permitting Working Group – WATCH

This bill directs the California Natural Resources Agency (CNRA), in consultation with the California Environmental Protection Agency (CalEPA), to convene an interagency Coastal Resilience Permitting Working Group to identify administrative actions and legislative recommendations to streamline and accelerate permitting for coastal resilience and sea level rise adaptation projects. **Governor's Desk.**

AB 2059 (Wilson) Vehicle Miles Traveled Mitigation Costs – WATCH

This bill specifies that transportation projects are presumed to have a less-than-significant transportation impact as determined by the vehicle-miles-traveled metric if at least 70% of the project lies within one or more non-metropolitan counties. This bill would also require Caltrans to develop guidance on VMT mitigation measures for transportation projects in nonmetropolitan counties. **Governor's Desk.**

AB 2346 (Wilson) Safer E-Bikes, Safer Communities Act – WATCH

This bill makes lower-speed electric bicycles (class 1 and 2 e-bikes) safer by requiring speedometers and integrated lights on all e-bikes. This bill also provides local governments with the authority to impose e-bike speed limits and sets a state-wide speed limit of 15 mph for minors under 15 years old operating any device. Lastly, AB 2346 requires manufacturers and retailers of e-bikes to provide consumers with disclosures on the type of bike and a clear summary of e-bikes laws and regulations. **Governor's Desk.**

For a matrix of all the bills STA tracked during the 2025-26 Legislative Session, please click [here](#).

MEMORANDUM

September 17, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: September Report

In September, Akin tracked developments in Washington that impact Solano Transportation Authority, including fiscal year 2027 appropriations bills, surface transportation reauthorization and federal funding opportunities.

Fiscal Year 2027 Appropriations

On September 1, the House [passed](#) the Senate's Continuing Resolution (CR) to fund the federal government through December 11 by a vote of 370-48. President Trump [signed](#) the CR into law on September 2, officially extending funding through December 11. Looking ahead, the central question is no longer whether Congress will avoid a government shutdown in the immediate term, but whether lawmakers can clear the decks on FY 2027 appropriations before the end of the year. While the CR has provided additional time for negotiations, substantial differences remain. Congress could use the lame-duck session after the elections to resolve outstanding issues and complete the appropriations process, but a further reliance on short-term funding measures remains a possibility. We note that earmarks do not become available until Congress passes and the President signs into law an appropriations bill.

Department of Transportation Update

On August 17, DOT [announced](#) \$34 million for the FY25 and FY26 Advanced Digital Construction Management Systems Program. State Departments of Transportation are eligible to apply for funding to promote, implement, deploy, demonstrate, showcase, support, and document the application of new technology in construction projects at a program level. DOT expects to award 10 grants and applications are due on September 16.

On August 27, DOT [announced](#) \$787 million for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Competitive Grant Program. State, city and county governments are eligible to apply for funding to improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. DOT expects to award 80 grants and applications are due on October 9.

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On September 3, 2026, Secretary Duffy [unveiled](#) a revised national strategic plan for automated vehicles (AVs). The strategy is built around four core objectives: (1) prioritizing safety by establishing standards for AV competency; (2) providing regulatory certainty by modernizing existing regulations and removing unnecessary barriers; (3) promoting American innovation by expanding commercial availability for passenger and freight applications; and (4) facilitating interoperable corridors to promote seamless cross-state operations. Transportation authorities should monitor this strategy closely, as it may affect local and regional AV deployment initiatives and transit planning.

On September 10, the DOT held a monthly meeting through its Office of Intergovernmental Affairs. Key updates included:

- Multimodal Roadway Safety Initiative Exposition: On September 18, USDOT will host its inaugural multimodal roadway safety exposition at the Department's headquarters in Washington, DC. It is open to the public, and this event will highlight cutting-edge highway safety technologies through engaging demonstrations and interactive experiences.
- FTA's Transit Innovation Showcase: On August 30, FTA posted a SAM.gov announcement seeking statements of interest from industry to participate in FTA's Transit Innovation Showcase scheduled for December 2026. Responses are due by October 16.
- Federal Transit Administration Grants: The FTA has two competitive grants open to advance community mobility and upgrade transit equipment. These include [\\$610 million](#) for bus and bus facilities, which closes on September 21, and [\\$10 million](#) dedicated to bus safety, accessibility, and innovation, which closes on September 28.
- Additional Funding: DOT is reviewing the applications for the Innovative Coordinated Access and Mobility (ICAM) Pilot Program, Tribal Transit Program, and All Stations Accessibility Program. DOT hopes to have selections posted soon. Additionally, all transit agencies must update their transit asset management.

Surface Transportation Legislation

The CR includes the Surface Transportation Extension Act of 2026, which cleanly extends federal surface transportation programs until December 11, 2026, and extends related Highway Trust Fund expenditure authority through December 12, 2026, preventing current surface transportation authorities from expiring on September 30 while providing Congress additional time to complete work on a longer-term reauthorization package.

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Meanwhile, Senate Environment and Public Works Committee Chair Shelley Moore Capito (R-WV) has stated that the Committee will not release its surface transportation bill until after the elections and the Senate Commerce, Science and Transportation (rail) and Senate Banking (transit) Committees have not indicated progress on their respective bills. While the House Transportation and Infrastructure, Energy and Commerce, and Science, Space, and Technology Committees each advanced their respective portions of the House proposal earlier this year, the Ways and Means Committee has yet to act on revenue provisions needed to support the package. Although the recently enacted Surface Transportation Extension Act of 2026 provides additional time for negotiations by extending most surface transportation programs and authorities through December 11, 2026, completion of a comprehensive reauthorization package before the end of the year appears increasingly unlikely. As a result, Congress may ultimately need to consider an additional short-term extension while negotiations continue.

Bills of Interest

On August 27, Rep. Nikema Williams (D-GA) introduced the Care is an Economic Development Strategy (CEDS) Act ([H.R. 10182](#)). The bill would amend the Public Works and Economic Development Act of 1965 to require certain grant recipients to develop comprehensive economic development strategies that directly or indirectly increase access to affordable, quality care-based services. The bill has four Democratic cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Financial Services.

On August 27, Rep. James Gallagher (R-CA) introduced the Protect America from CARB Act of 2026 ([H.R. 10154](#)). The bill would amend the Clean Air Act to impose concurrence requirements prior to the adoption and enforcement of certain State emissions standards. There are no cosponsors of the bill. The bill was referred to the Committee on Energy and Commerce.

On August 27, Rep. Josh Harder (D-CA) introduced the Better Jobs through Evidence and Innovation Act ([H.R. 10156](#)). The bill would authorize workforce development innovation grants for the implementation, expansion, and evaluation of evidence-based workforce programs. Rep. Lucy McBath (D-GA) is cosponsoring the bill. The bill was referred to the Committee on Education and Workforce.

On August 27, Rep. Tim Kennedy (D-NY) introduced the Stormwater Treatment Optimization, Resilience, and Management With Academic Technological Expertise and Research (STORMWATER) Act ([H.R. 10162](#)). The bill would extend the authorization for the centers of excellence for stormwater control infrastructure technologies and related matters. The bill has one Democratic and one Republican cosponsor. The bill was referred to the Committees on Science, Space, and Technology and Transportation and Infrastructure.

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On August 31, Rep. Tom McClintock (R-CA) introduced the GRANT Reform Act of 2026 ([H.R. 10192](#)). The bill would require the Comptroller General to submit a report to Congress on grants. There are no cosponsors of the bill. The bill was referred to the Committee on Oversight and Government Reform.

On September 1, Rep. Brittany Pettersen (D-CO) introduced [H.R.10216](#). The bill would amend title 49, United States Code, to require recipients of assistance under chapter 53 (the transit title) to display suicide prevention hotline information on public transportation owned or operated by the recipient. There are [12 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On September 14, Rep. Raja Krishnamoorthi (D-IL) introduced [H.R.10366](#). The bill would require the Secretary of Transportation to withhold apportioned surface transportation funding from States that fail to enact certain prohibitions relating to the use of automated license plate readers. Rep. Michael Cloud (R-TX) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.



DATE: October 1, 2026
TO: STA Board
FROM: Jasper Alve, Senior Projects Manager
RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 Buses and Bus Facilities Program	\$21.690M	September 21, 2026
	https://simpler.grants.gov/opportunity/a3c4d6ca-08b3-44e1-a334-9f15d7605031		
2.	Fiscal Year 2026 Low or No Emission Program	\$588.971M	September 21, 2026
	https://simpler.grants.gov/opportunity/ce5bd4c5-9911-4f2c-ba1b-15dfd9337d55		
State			
1.	Transformative Climate Communities Round 6 Project Development Grant	\$15M	September 30, 226
	https://www.grants.ca.gov/grants/transformative-climate-communities-round-6-project-development-grant-fy-25-26/		
2.	Local Highway Safety Improvements Program (HSIP)	\$370M	November 2, 2026
	https://www.grants.ca.gov/grants/local-highway-safety-improvement-program-hsip-3/		
Regional			
1.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	October 5, 2026
	https://mtc.ca.gov/funding/funding-opportunities/regional-measure-3-safe-routes-transit-bay-trail-program		

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: October 1, 2026
TO: STA Board
FROM: Sheila Ernst, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendars for 2026

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



STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2026

STA Board:
Consortium:
TAC:
BAC:
PAC:
PCC
SR2S-AC

Meets 2nd Wednesday of Every Month
Meets *Last* Tuesday of Every Month
Meets *Last* Wednesday of Every Month
Meets 1st Thursday of every *Odd* Month
Meets 1st Thursday of every *Even* Month
Meets 3rd Thursday of every *Odd* Month
Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 11	4:00 p.m.	Transit and Rideshare Committee	423 Main Street, Suisun City	Confirmed
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 12 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	4:00 p.m.	SR 113 Corridor Subcommittee	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
(No Meeting) SUMMER RECESS		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
(No Meeting) SUMMER RECESS		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	4:00 pm	SR 12/SR 113 Corridor Joint Subcommittee	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	4:00 p.m.	Special Board Meeting: Solano Express Study Session	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	7:00 p.m.	City-County Coordinating Council (CCCCs) Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		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
Wed., Nov. 4	4:30 p.m.	STA's 29th Annual Awards, Joseph Nelson Center	611 Village Dr., Suisun City	Confirmed
Tues., Nov. 17	1:30 p.m.	Solano County Intercity Transit Consortium (Earlier Date)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 18	1:30 p.m.	Technical Advisory Committee (TAC) (Earlier Date)	423 Main Street, Suisun City	Confirmed
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
Wed., Dec. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
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