SOLANO TRANSPORTATION AUTHORITY

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

Solano Transportation Authority
. . . working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, November 18, 2026 (earlier date)

STA Office – 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

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

MEETING AGENDA

ITEM	STAFF PERSON
1. **CALL TO ORDER**	Nick Burton
2. **APPROVAL OF AGENDA**	
3. **OPPORTUNITY FOR PUBLIC COMMENT**	
4. **REPORTS FROM MTC, STA, AND OTHER AGENCIES** - None	
5. **CONSENT CALENDAR** (1:35 – 1:40 p.m.) Recommendation: Approve the following consent items in one motion.	
A. **Minutes of the TAC Meeting of September 30, 2026** Recommendation: Approve TAC Meeting Minutes of September 30, 2026. **Pg. 5**	Sheila Ernst
B. **Fiscal Year (FY) 2026-27 Transportation Development Act (TDA)Matrix – December 2026, which includes the TDA Claim for the Citiesof Dixon, and Fairfield** **Recommendation:** Forward a recommendation to the STA Board to approve the December 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Dixon and the City of Fairfield, as shown in Attachment B. **Pg. 11**	Ron Grassi

TAC MEMBERS

Neil Leary	Christopher Fong	Sanjay Mishra	Greg Malcolm	Nouae Vue	Brian Oxley	Leonard Job	Matt Tuggle
City of Benicia	**City of Dixon**	**City of Fairfield**	**City of Rio Vista**	**City of Suisun City**	**City of Vacaville**	**City of Vallejo**	**County of Solano**
							Nick Burton **STA**

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

C. **Solano Priority Production Area (PPA) Plan – Final Report** — Kathrina Gregana
Recommendation: Forward a recommendation to the STA Board to approve the Solano Priority Production Area (PPA) Plan Final Report as shown in Attachment A.
Pg. 17

6. **ACTION FINANCIAL - None**

7. **ACTION NON-FINANCIAL**

A. **Legislative Update and Schedule of Legislative Platform for2027** — Sean Person
Recommendation: Forward a recommendation to the STA Board to release the STA's Draft 2027 Legislative Platform and Priorities for 30-day public review and comment.
(1:40 – 1:45 p.m.)
Pg. 19

B. **Solano Express Proposed Fare Policy and Fare Increase** — Kristina Botsford
Recommendations:
1. Provide feedback on the draft Solano Express Fare Policy; and
2. Provide feedback on next steps and set meetings for Intercity Funding working group for December and January.

(1:45 – 1:50 p.m.)
Pg. 45

C. **Regional Transportation Impact Fee Working Group Summary** — Leslie Gould
Recommendation: Forward a recommendation to the STA Board to adopt the 13th RTIF Annual Report for FY 2024-25 as shown in Attachment E and authorize the STA Executive Director to transmit this report to the County Board of Supervisors.
Pg. 51

8. **INFORMATIONAL ITEMS – DISCUSSION** (1:50 – 2:05 p.m.)

A. **Solano Express Route 30 Pilot Program Update** — Ron Grassi, Lorene Garrett
Recommendation: Informational.
Pg. 69

B. **Solano Mobility Program – Employer Commuter & Student 4th Quarter Report for FY 2025-26** — Lorene Garrett
Recommendation: Informational.
Pg. 77

C. **Solano Express Study Session Follow-up** — Robert Guerrero
Recommendation: Informational.
Pg. 99

D. **Pilot Year for Joining the Bicycle and Pedestrian Advisory Committee to the Active Transportation AdvisoryCommittee (ATAC)** — Dulce Jimenez
Recommendation: Informational.
Pg. 101

E. Solano Express Q1 System Performance Report — Kristina Botsford
Recommendation: Informational.
Pg. 109

9. NO DISCUSSION

A. Fiscal Year (FY) 2025-26 Abandoned Vehicle Abatement (AVA) Program Report — Ishpreet Kaur
Pg. 111

B. Funding Opportunities — Jasper Alve
Pg. 115

10. FUTURE AGENDA TOPICS

December 2026

1. RTIF Working Group Recommendations
2. Solano Transportation Resiliency Plan Update

11. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, December 16, 2026,** at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2027

1:30 p.m., Wed., January 27, 2027
1:30 p.m., Wed., February 24, 2027
1:30 p.m., Wed., March 31, 2027
1:30 p.m., Wed., April 28, 2027
1:30 p.m., Wed., May 26, 2027
1:30 p.m., Wed., June 30, 2027
No Meeting in July – Summer Recess
1:30 p.m., Wed., August 25, 2027
1:30 p.m., Wed., September 29, 2027
No Meeting in October
1:30 p.m., Wed., November 17, 2027 (Earlier Date)
1:30 p.m., Wed., December 15, 2027 (Earlier Date)

This page intentionally left blank.

Agenda Item 5.A

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.

Agenda Item 5.B
November 18, 2026

DATE: November 7, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – December 2026, which includes the TDA Claim for the Cities of Dixon, and Fairfield

---

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature 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 the Cities of Dixon and Fairfield is within the parameters of available TDA funds and is being brought forward for review:

City of Dixon (Dixon Readi-Ride) TDA for FY 2026-27

The City of Dixon is claiming a total of $1,075,039 in FY 2026-27 TDA funds, with $1,026,072 from the City of Dixon TDA and $48,967 claimed from Suisun City TDA for an LCTOP funding swap. The $1,075,039 in TDA funds will support operations and maintenance of the Dixon Readi-Ride transit service.

MTC estimates that the City of Dixon is eligible for $1.17 million of TDA revenue in FY 2026-27. The City's total TDA fund balance available for allocation is $4.57 million. Any remaining TDA balance not utilized during the fiscal year returns to the City's TDA account for future replacement of transit vehicles and the ongoing maintenance of transit facilities and infrastructure. The December TDA matrix includes the City of Dixon TDA claim amounts, as shown in Attachment B.

City of Fairfield (FAST) TDA for FY 2026-27
The City of Fairfield is claiming a total of $6,226,468 in FY 2026-27 TDA funds for operating expenses. The City of Fairfield is also claiming $50,000 in capital funding. Additionally, the City of Fairfield agreed to swap $254,751 of TDA funds with the City of Vacaville for LCTOP, which is reflected in the December TDA Matrix

MTC estimates that the City of Fairfield is eligible for $7 million of TDA revenue in FY 2026-27. The City's total TDA fund balance available for allocation is $7 million. Any remaining TDA balance not utilized during the fiscal year returns to the City's TDA account for future replacement of transit vehicles and the ongoing maintenance of transit facilities and infrastructure. The December TDA matrix includes the City of Fairfield TDA claim amounts, as shown in Attachment B.

Fiscal Impact:
The fiscal impact is described above, and the claim amounts match the City of Dixon and the City of Fairfield's FY 2026-27 Budget. The STA Board's approval of the December 2026 TDA matrix provides the guidance MTC needs to process the City of Dixon and the City of Fairfield's TDA claims.

Recommendation:
Forward a recommendation to the STA Board to approve the December 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Dixon and the City of Fairfield, as shown in Attachment B.

Attachments:
A. FY 2026-27 Metropolitan Transportation Commission TDA Fund Estimate dated August 2026
B. FY 2026-27 TDA Matrix – December 2026, which includes the TDA Claim for the City of Dixon and the City of Fairfield.

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

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	28,521,091	
2. Actual Revenue (August, 26)	26,357,044	
3. Revenue Adjustment (Lines 2-1)		(2,164,047)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(10,820)	
5. County Administration (Up to 0.5% of Line 3)	(10,820)	
6. MTC Planning (3.0% of Line 3)	(64,921)	
7. Total Charges (Lines 4+5+6)		(86,561)
8. STA Planning (2.7%)	(56,092)	
9. Adjusted Generations Less Charges (Lines 3-7-8)		(2,021,394)
FY2025-26 TDA Adjustment By Article		
10. Article 3 Adjustment (2.0% of line 9)	(40,428)	
11. Funds Remaining (Lines 9-10)		(1,980,966)
12. Article 4.5 Adjustment (5.0% of Line 11)	-	
13. Article 4 Adjustment (Lines 11-12)		(1,980,966)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		28,508,356
FY2026-27 Planning and Administration Charges		
15. MTC Administration (0.5% of Line 14)	142,542	
16. County Administration (0.5% of Line 14)	142,542	
17. MTC Planning (3.0% of Line 14)	855,251	
18. Total Charges (Lines 15+16+17)		1,140,335
19. Solano Transportation Authority Planning (2.7% of Line 14-18)[3]	738,937	
20. TDA Generations Less Charges (Lines 14-18-19)		26,629,084
FY2026-27 TDA Apportionment By Article		
21. Article 3.0 (2.0% of Line 20)	532,582	
22. Funds Remaining (Lines 20-21)		26,096,502
23. Article 4.5 (5.0% of Line 22)	0	
24. TDA Article 4 (Lines 22-23)		26,096,502

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	(40,428)	514,906	532,582	1,047,488
Article 4.5										
SUBTOTAL	**1,587,226**	**88,068**	**1,675,294**	**(1,652,780)**	**-**	**532,820**	**(40,428)**	**514,906**	**532,582**	**1,047,488**
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(1,360,873)	-	1,134,738	(86,099)	3,403,627	1,170,354	4,573,981
Fairfield	1,711,415	147,435	1,858,850	(8,362,600)	-	7,037,740	(533,991)	-	7,003,327	7,003,327
Rio Vista	2,005,476	93,172	2,098,648	(736,190)	-	585,060	(44,392)	1,903,127	599,738	2,502,865
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(80,210)	1,588,908	1,043,538	2,632,446
Suisun City	1,341,923	63,767	1,405,691	(1,758,275)	-	1,686,639	(127,974)	1,206,080	1,684,465	2,890,545
Vacaville	10,799,522	642,355	11,441,877	(12,166,481)	-	5,975,344	(453,381)	4,797,359	5,985,838	10,783,197
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,989,406)	-	8,631,508	(654,919)	1,114,614	8,609,243	9,723,857
SUBTOTAL	**30,187,623**	**1,776,257**	**31,963,880**	**(42,077,361)**	**-**	**26,108,161**	**(1,980,966)**	**14,013,715**	**26,096,502**	**40,110,217**
GRAND TOTAL	**$31,774,848**	**$1,864,326**	**$33,639,174**	**($43,730,141)**	**$0**	**$26,640,981**	**($2,021,394)**	**$14,528,621**	**$26,629,084**	**$41,157,705**

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 06/30/26.

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 - December 2026

Attachment B

Date Prepared November 9, 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		$ 2,515,347	$ 1,691,200	$ 5,323,932	$ 1,805,708	$ 1,668,646	*$ 17,402,012*
	Available for Allocation per MTC	1	$ 5,567,533	$ 7,003,327	$ 3,115,085	$ 3,375,665	$ 11,309,770	$ 10,414,951	$ 2,712,184	*$ 43,498,515*
	FY25-26 Allocations/Transfers/Refunds	1	$ (907,960)		$ (568,090)	$ (77,898)		$ (40,000)		*$ (1,593,948)*
	Total TDA Revenue Available for Allocation		**$ 4,659,573**	**$ 7,003,327**	**$ 2,546,995**	**$ 3,297,767**	**$ 11,309,770**	**$ 10,374,951**	**$ 2,712,184**	**$ 41,904,567**
USES										
Paratransit										
	Intercity Taxi Scrip	2	$ 50	$ 14,175	$ 400	$ 13,575	$ 18,125	$ 28,175	$ 345,500	*$ 420,000*
	Paratransit	3		$ 2,220,306				$ 1,602,378	$ 220,000	*$ 4,042,684*
	Microtransit	3								*$ -*
	Local Taxi Scrip, Local 1st/Last Mile, Go-Go, **Benicia LYFT**	3				$ 230,000			$ 315,000	*$ 545,000*
	Subtotal Paratransit		*$ 50*	*$ 2,234,481*	*$ 400*	*$ 243,575*	*$ 18,125*	*$ 1,630,553*	*$ 880,500*	*$ 5,007,684*
Local Transit Service (Fixed Route) & Administration		3	$ 1,026,072	$ 3,919,956		$ 986,500	$ 3,638,826	$ 4,507,826		*$ 14,079,180*
SolanoExpress Intercity Bus										
	To SolTrans	4	$ 39,460	$ 547,146	$ -	$ 129,153	$ 343,053	$ 1,902,119	$ 206,892	*$ 3,167,823*
	Subtotal SolanoExpress Intercity Bus		*$ 39,460*	*$ 547,146*	*$ -*	*$ 129,153*	*$ 343,053*	*$ 1,902,119*	*$ 206,892*	*$ 3,167,823*
Transit Capital	Claimed by each agency	3		$ 50,000			$ 4,330,000	$ 378,250		*$ 4,758,250*
STA Planning	Claimed by STA (2.7%)	6								
Swaps / Other										
	LCTOP swap (FY25-26 Pop& Rev funds): Dixon to claim from Suisun City	7				$ 48,967				*$ 48,967*
	LCTOP swap (FY25-26 Population funds): STA to claim for Solano County from Suisun City	7				$ 46,354				
	LCTOP swap (FY25-26 Pop& Rev funds): Rio Vista to claim from Suisun City	7				$ 25,455				
	LCTOP swap (FY25-26 Pop & Rev funds): Vacaville to claim from Fairfield			$ 254,751						*$ 254,751*
	Fairfield-Vacaville Train Station claimed by FAST for FY26-27 costs	11					$ 86,206			*$ 86,206*
	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*
	Subtotal Swaps / Other		*$ 328,031*	*$ 254,751*	*$ -*	*$ 438,776*	*$ 570,467*	*$ -*	*$ 85,000*	*$ 1,605,216*
Total To Be Claimed by All Agencies			**$ 1,393,613**	**$ 7,006,334**	**$ 400**	**$ 1,798,004**	**$ 8,900,471**	**$ 8,418,748**	**$ 1,172,392**	**$ 28,618,153**
Balance			**$ 3,265,960**	**$ (3,007)**	**$ 2,546,595**	**$ 1,499,763**	**$ 2,409,299**	**$ 1,956,203**	**$ 1,539,792**	**$ 13,286,414**

FY 2026-27 TDA Matrix - December 2026

Attachment B

Date Prepared November 9, 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 jurisdition; 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

This page intentionally left blank.

Agenda Item 5.C
November 18, 2026

DATE: November 5, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
Robert Guerrero, Interim Executive Director
RE: Solano Priority Production Area (PPA) Plan – Final Report

---

Background:

In 2023, the STA, in partnership with Solano EDC, was awarded a $500,000 Growth Framework Implementation Grant from the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) to develop the Solano Priority Production Area (PPA) Plan.

The purpose of the Solano PPA Plan is to support and advance PPAs throughout Solano County by attracting advanced manufacturing industries that can generate more middle-wage jobs for Solano residents. The Plan will identify public infrastructure needs, as well as policies and strategies to encourage advanced manufacturing and strengthen energy resilience to support these industrial sectors across Solano County.

PPAs are locally nominated growth geography areas approved by MTC/ABAG that identify clusters of industrial zones prioritized for economic development investments. There are eight PPAs in Solano County across the six Solano cities.

Discussion:

Development of the Solano PPA Plan began in early 2025. A Project Leadership Team (PLT) was established to guide the planning process and included Economic Development Directors and Planning Directors representing the eight Solano member agencies. The PLT met every other month to provide input and feedback at key milestones throughout the development of the Plan.

The primary objectives of the Solano PPA Plan were to:

- Identify priority industrial initiatives in Solano County and develop a comprehensive strategy to support and attract these industries, with a focus on advanced manufacturing and green technology manufacturing.
- Prepare a policy and planning level assessment of the infrastructure needs within Solano County's industrial areas, including water, sewer, roads (including road widening), flood control, broadband, and energy;
- Identify potential funding sources and opportunities to support recommended infrastructure upgrades or improvements needed to accommodate business growth in industrial areas across Solano County;
- Evaluate opportunities and the feasibility of green energy and microgrids to support industrial areas

The Solano PPA Plan provides an industrial economic roadmap for Solano County with the overarching goal of attracting more middle wage jobs in Solano County. Building upon the

County's existing assets and economic strengths, the Plan identifies five strategic initiatives:

(1) Industrial Energy Resilience;
(2) Maritime Industrial Base;
(3) Life Sciences & Ag Tech Industrial Base;
(4) Advanced Air Mobility Industrial Base and
(5) Next Generation Battery Manufacturing Hub

The report also outlines implementation strategies to move these initiatives forward, including building coalitions of diverse public and private partners and leveraging funding from multiple sources to establish capital stacks for necessary infrastructure investments.

Moving forward, STA will continue working with Solano EDC and the eight Solano member agencies to initiate implementation efforts and advance the industrial initiatives identified in the Plan.

This report was presented as an informational item to the STA TAC and Board at their meetings in June and July, respectively.

Fiscal Impact:
None.

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

Attachment:

A. ***Click here for immediate review and printing:***
Solano Priority Production Area Plan Final Report

Agenda Item 7.A
November 18, 2026

DATE: November 18, 2026
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update and Schedule of Legislative Platform for 2027

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 federal government is currently operating under a continuing resolution (CR), enacted September 2, 2026, which extends federal funding through December 11, 2026. Congress has not yet enacted any of the 12 regular Fiscal Year (FY) 2027 appropriations bills. Although the House Appropriations Committee has advanced all 12 bills, the full House has passed only three, and the Senate has not reported any. Congress will need to reach an agreement on the FY 2027 appropriations bills or approve another short-term funding extension to avoid a potential funding gap beginning December 12. The continuing resolution also extends most federal highway, transit, and related surface transportation programs through December 11.

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

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. Staff requests that the Solano Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) review the Draft 2027 Legislative Platform for comment at their meetings in November 2026. The Final Draft of the STA's 2027 Legislative Platform will be recommended on the December 2026 agenda of the Consortium and TAC for approval by the STA Board at their January 13, 2027 meeting.

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

Updates on the following are detailed in Attachment A:
- Legislative Update
- Ballot Measures
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- Fiscal Year 2027 Appropriations
- Department of Transportation
- Bills of Interest

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to release the STA's Draft 2027 Legislative Platform and Priorities for 30-day public review and comment.

Attachments:

A. State Legislative Update
B. Federal Legislative Update
C. STA's Draft 2027 Legislative Platform and Priorities with Tracked Changes

Shaw
Yoder
Antwih
Schmelzer
& Lange

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

October 21, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: NOVEMBER 2026 STATE LEGISLATIVE UPDATE

General Update

The Governor's bill signing period ended on September 30, 2026.

Of the 1,160 bills sent to Governor Newsom this year, he signed 1,040 and vetoed 120. 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.

On November 3, 2026, California will elect a new Governor, a host of constitutional officers, all 80 Assemblymembers, and 20 State Senators. With 21 seats considered "open," new members will account for at least 18% of the incoming Legislature. Voters will also decide on 14 statewide propositions. For the full list of propositions, click here.

This November, one member of STA's legislative delegation, Assemblymember Lori Wilson (D-Suisun City), is running for re-election. Assemblymember Wilson led the primary with 65.3% of the vote and will face Jenny Callison (NPP). 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.

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.

Ballot Measures to Watch

Regional Transit Measure (RTM): Create Sales Tax to Fund Regional Transportation Systems

Although Measure RTM is not on the ballot for Solano County, it is a relevant regional transportation measure. This initiative would issue a sales tax of 0.5% in Alameda, Contra

Costa, San Mateo, and Santa Clara counties and 1% in San Francisco for 14 years to fund public transportation systems in the Bay Area.

Proposition 1: Authorizes Bonds for Housing Affordability Programs
This measure would issue $11.25 billion in bonds to fund programs that support affordable housing, homeownership assistance, and solutions to homelessness. $10 billion would be allocated towards income-qualified state housing programs, and the remaining $1.25 billion would be dedicated to the state veteran home loan program.

Proposition 37: Creates Loan Program for Middle-Income Buyers of Qualified New Homes
This initiative would authorize the California Housing Finance Agency to issue up to $25 billion in bonds to offer second mortgage loans to qualified buyers. Qualified buyers are defined as state residents of at least one year who earn at or below 200% of the area median income for a similar-sized family in the county or city where the home is located, and provide a down payment of at least 3% of the purchase price.

Proposition 43: Limit's Voters' Ability to Raise Revenues for Local Government Services
This constitutional amendment would require that local ballot measures proposing, extending, or increasing special taxes initiated by citizens receive a two-thirds vote to be enacted. It would also prohibit any local government from levying ad valorem taxes on real property, including by initiative, except for those authorized under the state constitution.

Proposition 45: Modifies Environmental Review for Certain Projects
This initiative would amend the California Environmental Quality Act (CEQA) and the Permit Streamlining Act by shortening the review process for essential projects, such as housing, improvements to water supply, transportation, energy, and facilities for health and public safety. It would provide agencies 365 business days to complete environmental review of essential projects and require courts to resolve cases within 270 calendar days.

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. ***Signed by Governor on September 30.***

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. ***Signed by Governor on September 20.***

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. ***Signed by Governor on September 30.***

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. ***Signed by Governor on September 30.***

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. ***Signed by Governor on September 27.***

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. ***Signed by Governor on September 27.***

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. ***Signed by Governor on September 27.***

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. ***Signed by Governor on September 30.***

For a matrix of all the bills STA tracked during the 2025-26 Legislative Session, please click here.

Akin

M E M O R A N D U M

October 19, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: October Report

In October, Akin tracked developments in Washington that impact Solano Transportation Authority, including fiscal year (FY) 2027 appropriations, surface transportation reauthorization, federal funding opportunities, and relevant legislation introduced in the House and Senate. Congress recessed for the November elections with the continuing resolution (CR) in effect, leaving full-year FY 2027 appropriations and long-term surface transportation reauthorization to the post-election lame-duck session.

Fiscal Year 2027 Appropriations

As noted in our September report, the CR enacted on September 2 (H.R. 6500) extends federal funding through December 11; it took effect on October 1, the start of FY 2027. Congress has not enacted any of the 12 regular FY 2027 appropriations bills. The House Appropriations Committee has reported all 12 bills, and the full House has passed three, while the Senate Appropriations Committee has not reported any of its bills. The central question is whether lawmakers can complete FY 2027 appropriations during the lame-duck session or will need to pass another short-term funding measure. If Congress does not enact the regular appropriations bills or another CR by December 11, a funding gap could begin on December 12. We note that earmarks do not become available until Congress passes and the President signs into law an appropriations bill.

Of note, the CR temporarily blocks the Office of Management and Budget (OMB) from implementing its proposed changes to the Uniform Guidance governing federal grants, or any substantially similar rule, while the CR is in effect. Separately, on September 25, the White House transmitted eleven proposed rescissions totaling $810 million, which the Administration characterized as a “pocket rescission.” On September 29, the Government Accountability Office (GAO) concluded that the proposal did not permit the Administration to withhold the affected funds beyond the end of FY 2026, and on September 30, California and six other states filed suit challenging the withholding. These disputes are likely to carry into year-end appropriations negotiations.

Department of Transportation Update

On September 30, FHWA announced up to $26 million in FY 2025 and FY 2026 funding through the Prioritization Process Pilot Program (PPPP) Competitive Grant Program. State governments and metropolitan planning organizations serving urban areas with populations over 200,000 are eligible to apply for funding to develop and implement data-driven prioritization processes that support transportation investment decision-making. FHWA expects to award up to 100 grants, with individual awards of up to $2 million and a federal cost share of up to 100 percent. Applications are due on October 30.

On September 30, DOT announced $80 million for the FY 2026 Wildlife Crossings Pilot Program. The program seeks to improve the safety of the traveling public by reducing wildlife-vehicle collisions and, in doing so, to improve habitat connectivity for terrestrial and aquatic species. State, city, and county governments are eligible to apply, and DOT expects to award eight grants. Applications are due on November 16.

On September 24, the FAA announced up to $100 million in FY 2027 Airport Infrastructure Grant funding through the Infrastructure Investment and Jobs Act (IIJA) FAA Contract Tower (FCT) Competitive Grant Program. Eligible airport sponsors participating in the FAA's Contract Tower Program or Contract Tower Cost Share Program may apply for funding to sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate airport-owned air traffic control towers, including related air traffic control and communications equipment. Applications are due on October 19.

Surface Transportation Legislation

As reported in September, the Surface Transportation Extension Act of 2026 (Division C of H.R. 6500) continues most federal highway, transit, and related surface transportation authorities through December 11, preventing a lapse after their scheduled September 30 expiration. Since then, Congress has not taken significant public action toward a long-term reauthorization. Notably, the extension does not continue the Infrastructure Investment and Jobs Act's advance appropriations for several transit, passenger rail, bridge, and electric-vehicle infrastructure programs.

Several key legislative and funding issues remain unresolved. On May 22, the House Transportation and Infrastructure Committee voted 62-2 to advance the amended, bipartisan five-year BUILD America 250 Act (H.R. 8870), introduced by Chairman Sam Graves (R-MO) and cosponsored by Ranking Member Rick Larsen (D-WA). The full House has not passed the bill, although the Congressional Budget Office released a cost estimate on September 30. The Senate committees of jurisdiction have not released comparable text. With the extension expiring on

December 11, lawmakers will have limited time after the November elections to complete a multiyear reauthorization, and Congress may need to pass another short-term extension while negotiations continue.

Bills of Interest

On September 21, Rep. Steve Cohen (D-TN) introduced the Forbidding Airlines from Imposing Ridiculous Fees (FAIR Fees) Act of 2026 (H.R. 10516). The bill would bar air carriers from charging fees that are not reasonable and proportional to the costs the carriers incur. The bill has two cosponsors and was referred to the House Committee on Transportation and Infrastructure.

On September 22, the Senate Committee on Commerce, Science, and Transportation filed its report (No. 119-146) on the Connected Vehicle Security Act of 2026 (S.4429). Sen. Bernie Moreno (R-OH) introduced the bill on April 29. It would prohibit importing, manufacturing, selling, reselling, or introducing into U.S. interstate commerce connected vehicles and related software and hardware associated with China, Russia, Iran, or North Korea. This would expand the existing Bureau of Industry and Security (BIS) connected vehicles rule, which covers only China and Russia. The bill would also cover certain artificial intelligence components. It would require BIS to publish a list of authorized items by January 1, 2027, and to assess civil penalties for violations. The bill has 57 cosponsors. It was placed on the Senate Legislative Calendar under General Orders (Calendar No. 671) on September 22.

On September 23, Sen. John Kennedy (R-LA) introduced the TWICE Act (S. 5487). The bill would require the Administrator of the Transportation Security Administration to develop guidelines to improve access to the Transportation Worker Identification Credential program. The bill has no cosponsors and was referred to the Senate Committee on Commerce, Science, and Transportation.

On September 30, Sen. Angus King (I-ME) introduced S. 5652. The bill would clarify the evidentiary treatment of documentation generated under a qualifying process standard for purposes of compliance with the Build America, Buy America Act. The bill has three cosponsors and was referred to the Senate Committee on Banking, Housing, and Urban Affairs.

On September 30, Sen. Shelley Moore Capito (R-WV) introduced the Bipartisan American Affordability and Jobs Act of 2026 (S. 5653). The bill would make permitting reforms. The bill has three cosponsors and was referred to the Senate Committee on Energy and Natural Resources.

On October 1, Rep. Mark DeSaulnier (D-CA) introduced the Better Transit for Riders Act (H.R. 10662). The bill would direct the Administrator of the Federal Transit Administration to convene a task force on establishing benchmarks for transit operations and coordination. The bill has no cosponsors and was referred to the House Committee on Transportation and Infrastructure.

On October 1, Rep. Alexandria Ocasio-Cortez (D-NY) introduced the Ban Flock Act (H.R. 10691). The bill would prohibit the federal government from using automatic license plate readers without explicit statutory authorization, withhold certain federal grants from state and local governments that use automatic license plate readers, and prohibit the use of federal funds to purchase such readers. The bill has no cosponsors and was referred to the House Committees on Oversight and Government Reform, the Judiciary, Transportation and Infrastructure, Energy and Commerce, Education and Workforce, Ways and Means, Natural Resources, Financial Services, and Homeland Security. This bill follows H.R. 10366, the license plate reader bill included in our September report.

Solano Transportation Authority
2026 Legislative Platform

PROJECTS AND FUNDING PRIORITIES

Pursue and seek funding for the following priority projects:

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Express Lanes Project Initiation Document (PID) (I-505 to Yolo County Line)
- Access to Travis Air Force Base
  - Jepson Parkway/North Gate Segment 2C (Vacaville)
  - South Entrance
  - Creed Rd / Branscombe Rd
- Canon Rd Overcrossing (Fairfield)
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
  - Interim Project Segment B (Mare Island to Sears Point)
  - Mare Island Interchange Supplemental PID
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- I-680 Interchange and Bay Shore Road Improvements (Benicia)
- Active Transportation (bike, ped, SR2S, PDA, PCA)
  - Solano Rail Hub Pedestrian Crossing
  - Vacaville Ulatis Creek Bike Path (Connecting Vacaville Transit Center to Downtown)
  - Benicia Road Complete Streets Project
- Safe Routes to Transit Projects
-

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
  - I-80/I-680/SR 12 Interchange Package 3, 4, 6, and 7
  - I-80 Express Lanes Environmental Impact Report (EIR) (SR 37 to Carquinez Bridge)
- SR 37 Corridor Improvements:
  Flood Protection and Adaptation Improvements for Segments B & C
- Zero-Emission of Utility and Municipal Vehicles
- Freight Electrification on I-80
- EV Charger Infrastructure

Transit, Rail, and Mass Transportation:

Priority Tier 1:

- Zero-Emission of ALL Transit Operators
- California State Rail Plan: Solano County Rail Hub at the Suisun/Fairfield Amtrak Station (Public Access and Americans with Disabilities Act)

- Fairfield-Vacaville Hannigan Train Station, (building/ solar panels/electric vehicle charging stations)

Transit Centers/Capital:

Priority Tier 1:

- SR 37/Fairgrounds Mobility Hub (Solano County/Vallejo)
- Funding for dredging for Carquinez Strait in the City of Vallejo

Priority Tier 2:

- Vallejo Station Parking Structure Phase B

Programs:

Priority Tier 1:

- Solano Mobility Programs
- Safe Routes to School
- SolanoExpress – operating funds to sustain service
- Support implementation of Clipper 2.0 in coordination with County's transit operators

Priority Tier 2:

- Support Bay Area Housing Finance Authority (BAHFA) housing funds for affordable housing production located in Priority Development Areas (PDA) located adjacent to regional transit services
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various Senate Bill 1 (SB 1) transportation funding programs. Seek grant funding through SB 1 competitive programs for:

    a. I-80 Express Lanes in Dixon (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
    b. I-80 Express Lanes in Vallejo (Solutions for Congested Corridors/Trade Corridor Enhancement Program)
    c. I-80/680/12 Interchange Construction Package 5 (Solutions for Congested Corridors/Local Partnership Program)
    d. Jepson Parkway (Local Partnership Program)
    e. I-80/Hiddenbrooke Interchange Project (Local Partnership Program)

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

3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:

    a. Transit Emissions, Capital, and Operating Improvements
    b. Other eligible clean air projects (e.g., alternative fuel, including hydrogen, and active transportation projects)

4. Seek funding for the design and construction of the Solano County Rail Hub intermodal station as put forth in the draft 2023 CA State Rail Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGISLATIVE PLATFORM

I. Active Transportation/Land Use/Housing/Jobs

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.

2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing in Transit Oriented Communities (TOC) locations and Priority Development Areas (PDAs).

3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.

4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state, and regional funding related to MTC's Transit Oriented Communities (TOC) policy. Monitor MTC to ensure that development projects and transit standards for MTC's TOC policy can be reasonably met in Solano County's suburban communities.

5. Recognize Solano County's housing affordability at the regional context (i.e., Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program through the STA's County Collaborative on Housing.

6. Monitor legislation and oppose any caps to County Development Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.

7. Monitor the implementation of the San Francisco Bay Area Housing Finance Authority and subsequent efforts to develop and pass a regional funding measure to support housing.

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation. This includes agency regulations such as the State's Climate Action Plan for Transportation Infrastructure (CAPTI), California Air Resources Board (CARB) greenhouse gas reduction target setting and the extension of the Cap-and-Trade program beyond 2030, and the Advanced Clean Cars II Regulations.

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

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

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

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

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

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

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

10. Support TIRCP Funds that fund zero-emission transit, and overall reduction of GHG.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions, including litigation and transit funding impacted by PEPRA/13(c). Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers' compensation that impacts employee benefits, control of costs, and changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84, and 113.

2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, fires, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Highways, Freeways, and Routes of Regional Significance. (Objective #5)

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements (Section II Climate Change/Air Quality, #6).

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.

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

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

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

V. Water Transport

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

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

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

VI. Funding

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

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

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

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

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

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

7. Protect Solano County's statutory portions of state highway and transit funding programs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26. Monitor MTC's development of legislation by the Transportation Revenue Select Committee to address the region's transit operators' fiscal cliff, and oppose diversion of transit funding from Solano County operators to backfill the fiscal cliff.

VII. Project Delivery

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

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

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

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

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

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

VIII. Rail

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

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

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

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

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

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

IX. Safety

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

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

3. Support legislation that promotes the safety of electric active transportation vehicles (e-bike, e-scooter, etc.)

X. Transit

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

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

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

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

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

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

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

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

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

Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs.

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

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

XI. Travel Demand Management (TDM)/Microtransit

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

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

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

XII. Movement of Goods

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

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

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

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

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

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

This page intentionally left blank.

DATE: November 17, 2026
TO: STA TAC
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Solano Express Proposed Fare Policy and Fare Increase

Background:
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 for local service. Solano Express had a board approved farebox recovery ratio target of 50%. The farebox recovery 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.

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.

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. At that meeting, the committee decided focusing on a fare policy first was the priority. SolTrans has a Board-approved fare policy that provides guidelines for setting fares. Staff is presenting to the Solano County Intercity Transit Consortium a draft Solano Express Fare policy for discussion.

Discussion:

Draft Solano Express Fare Policy

SolTrans has an existing fare policy approved by their board that includes Solano Express fares. Staff is working on revising and updating the policy. Additionally, after discussions with this committee, it was determined that Solano Express needs their own policy that all funding partners and the Board can agree upon. SolTrans staff has drafted a Solano Express Fare Policy as shown in Attachment A. The Fare Policy will provide a clear and current framework for setting and administering fares. However, there are a number of issues that need to be discussed prior to a final draft being submitted to the STA board for review.

Fare Increase Timeline

As previously noted, a fare increase for Solano Express will require input from the SolTrans Board, transit agency funding partners, 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 effective date is July 1, 2027, as the next opportunity which requires the fare changes to be approved by all boards by March 31, 2027.

Next Steps

The following is a suggested timeline to ensure the final approval date of March 31st for a potential July 1 fare change. Having 2 boards simultaneously approve these changes, to allow for the appropriate public comment period and public hearing, will be challenging.

1. SolTrans Staff will return in December to finalize the Fare Policy for Board Approval in January.
2. SolTrans Staff will bring a proposed Solano Express Fare Increase item to consortium in December for further discussion.
3. Fare Increase draft proposals and discussion item brought to the STA Board (January 13th) and the SolTrans board (January 21st)
4. Consortium votes on fare increase proposal January 26th and on additional fare decisions once the base adult fare is determined:
    a. Day Pass and 31-day Pass/fare capping maximum prices
    b. Potential discounted fare for clipper use
    c. Solano Express intra-county fares
    d. Discontinuation of day passes printed on the bus (Clipper or mobile app only)
5. Fare Increase final proposal brought to the February 10th STA board meeting for approval and for authority for SolTrans to complete the public outreach process.
6. Fare Increase brought to the SolTrans board February 18th for approval and to open public comment and bring to the SolTrans Public Advisory Committee for input.
7. SolTrans closes Public comment and holds public hearing March 18th and approves final fare changes assuming no major issues from public comment and from the SolTrans PAC.
8. Results of the March 18th SolTrans board meeting brought to Consortium March 30th and to the STA board April 14th
    a. Note that we may be able to get an extension from MTC/Cubic if we submit fare media changes prior to April 1 and actual fares by April 15th.

Fiscal Impact:
None. Discussion item only.

Recommendations:

1. Provide feedback on the draft Solano Express Fare Policy; and
2. Provide feedback on next steps and set meetings for Intercity Funding working group for December and January.

Attachment:

A. Draft Solano Express Fare Policy

Fare Policy

Draft: 11-19-26

Purpose

The purpose of this Policy is to set forth the guiding principles and goals for Solano Express 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 Solano Express fare revenue:

a. **Promote Ridership**: Solano Express seeks to encourage, facilitate, and grow transit ridership throughout Solano County.
~~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 Solano Express riders as well as the cost and value of the service provided by the operator. 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, and future growth services such as same day microtransit and ADA premium services outside the required service area (within the city and outside the city).
c. **Simplicity**: Solano Express 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 interagency goals; regional goals set by MTC and compliant with other regulatory mandates.
e. **Sustainability:** Solano Express seeks to set fares that create a sustainable service for the communities of Solano County.

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%. This requirement has been suspended since 2020 due to the pandemic, and the suspension is set to expire June 30, 2027. The governing body may at any

Commented [KC1]: Define SE recovery ratio with funding partners

Commented [KB1R2]: This rate may be just for local. Historically we wanted Express recovery to be 50% - not sure if that ever happened.

time set a goal for a higher farebox recovery rate, and fares should be structured to meet that goal.

3. Fare Structure

a. Solano Express Fares

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 by the operator in consultation with the Solano Transportation Authority and Solano Express Funding partners.

b. Transfers

i. Transfers shall be charged at the full fare rate
ii. Riders using Clipper may receive transfer discounts in accordance with Agency agreements
iii. Inter-agency Transfers – To the extent that the operator has executed Inter-Agency Transfer agreements, such Transfers would be governed by Inter-agency Transfer agreements and the operator will accept appropriate fare media from other agencies.

c. Fare Discount Programs

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.

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 – magnetic-stripe pass which can be purchased on the bus at the time of the first boarding of the day or a pass loaded on to a Clipper Card
   iii. 31-Day Pass – pass loaded onto a Clipper Card

Commented [KB2]: SolTrans would like to eliminate Day passes printed on the bus and allow day passes on clipper or token transit only

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 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 and systems
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 Solano Express total operations. At a minimum, an analysis of Solano Express fare structure and fare revenue projections will be done every 3 years and presented to the Operator's board and Solano Transportation Authority Boards 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 Solano Express is forced to increase fares substantially in one year. Any proposed fare adjustments will be presented to the Operator's Public Advisory Committee and Solano County Intercity Transit Consortium, which is compiled of Solano Express funding partners, for feedback prior to the Operator's staff presenting a final recommendation to the appropriate governing body for consideration.

a. Fare Adjustments should be considered under the following scenarios:
    i. After presenting the annual budget, the Operator 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, the Operator 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 the service area in compliance with the Operator's 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

7. Process for approving Fare Changes

Commented [KB3]: We need to determine the steps, what levels of approval needed for each type of change, which boards need to approve and when

DATE: November 18, 2026
TO: STA TAC
FROM: Leslie Gould, Project Manager
RE: Fiscal Year 2025-26 Regional Transportation Impact Fee (RTIF) – Fourth Quarter Revenue and Annual Report

---

Background:

The STA and the County of Solano coordinate with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF) Program, which is a transportation component of the County's Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF Program on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF Program collects impact fees in the County from five geographic RTIF districts as shown in Attachment A. Each district is governed by a working group. These working groups, which are comprised of City and County staff, make recommendations to the STA Board for projects to be funded with revenue from the RTIF. RTIF revenues are distributed to the five geographic districts, as well as two additional districts that are specifically for regional transit and county road improvements. The transit working group (District 6) is comprised of staff from local transit operators, while the county road improvements working group (District 7) is comprised only of County staff members. The working groups are required to meet at least once a year.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires the County to update the Nexus Study of the PFF Program every five years. The most recent update to this Study was completed in April of 2019. Included in this update was a recommendation presented by County staff to increase the amount collected for the RTIF from $1,500 to $2,500 for each dwelling unit equivalent (DUE). This increase to $2,500 per DUE was projected to raise the average annual revenue of the RTIF from $1.2 million to over $2 million per year. The County of Solano, in partnership with the seven cities in the county, approved the new RTIF fee schedule, which went into effect starting on October 6, 2019. Since the RTIF Program was established in 2013, the RTIF Program has generated a total of $28.875 million in revenue.

Discussion:

RTIF Fourth Quarter Revenue

The revenue generated for the fourth quarter of fiscal year (FY) 2025-26 equates to $606,737. As shown in Attachment B, District 1 (Jepson Corridor) generated the most revenue for the quarter with $418,569, followed by District 5 (State Route [SR] 113) with $75,397. The remaining other districts generated a combined revenue totaling $112,771.

Annual Revenue

The RTIF Program for FY 2025-26 generated $2.063 million in revenue. This year's revenue is lower compared to FY 2024-25 revenue ($2.591 million) by approximately 20 percent. Attachment C shows a graph of the annual RTIF revenue since the Program started collecting impact fees. Since the RTIF fee was increased to $2,500 per DUE (in FY 2019-20), the Program's average annual revenue has increased to just over $3.110 million.

Attachment B also depicts the amount of revenue generated from each RTIF district for the year. Most of the annual revenue (62 percent) came from District 1 at $1.288 million. Districts 2 and 5, combined, generated nearly 21 percent of the revenue at, respectively, $162,319 and $263,403, for a total of $425,722. The remaining four districts totaled $349,271, representing 17 percent of the revenue.

RTIF Annual Working Group Meeting
STA staff met with the working groups for RTIF Districts 2 and 4 on April 29,2026, to discuss additional RTIF funding commitments. The recommendations from these meetings are outlined below:

1. Program the loan of $100,000 of RTIF District 2 funds to District 4 for the North Connector West Project;
2. Reprogram $600,000 of RTIF District 2 funds from Railroad Avenue Extension to Solano Rail Hub Project;

These recommendations, along with authorization for funding agreements with the applicable cities, were approved by the STA Board on June 10, 2026. The approved changes are reflected in the funding information provided in Attachment D.

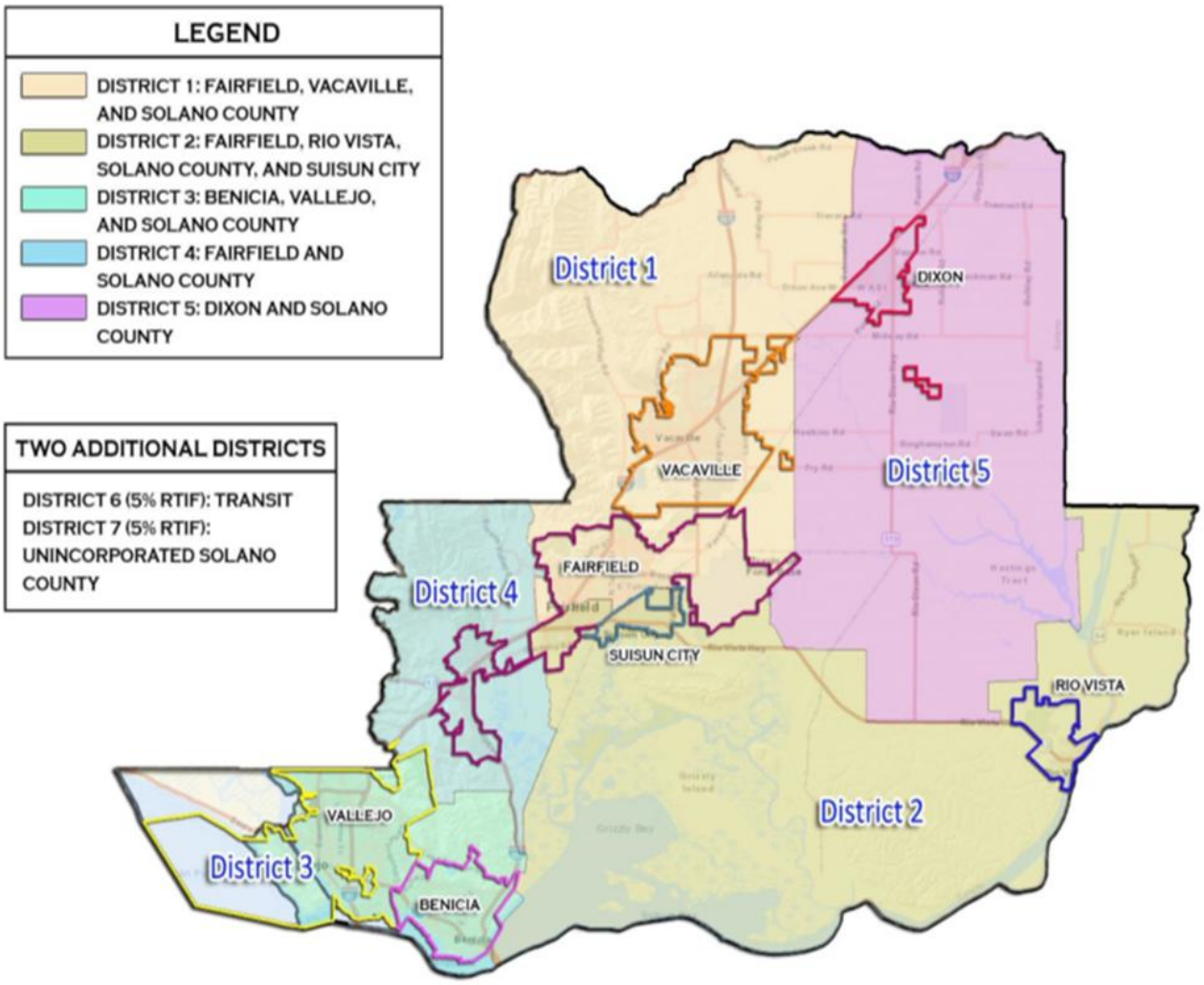
The STA staff met again with all the RTIF working groups on November 2, 9-10, and 17, 2026, These discussions are not included within FY 2025-26 RTIF Program Annual Report. The recommendations will be presented to the Technical Advisory Committee on January 27, 2027, to subsequently recommend to the STA Board for approval.

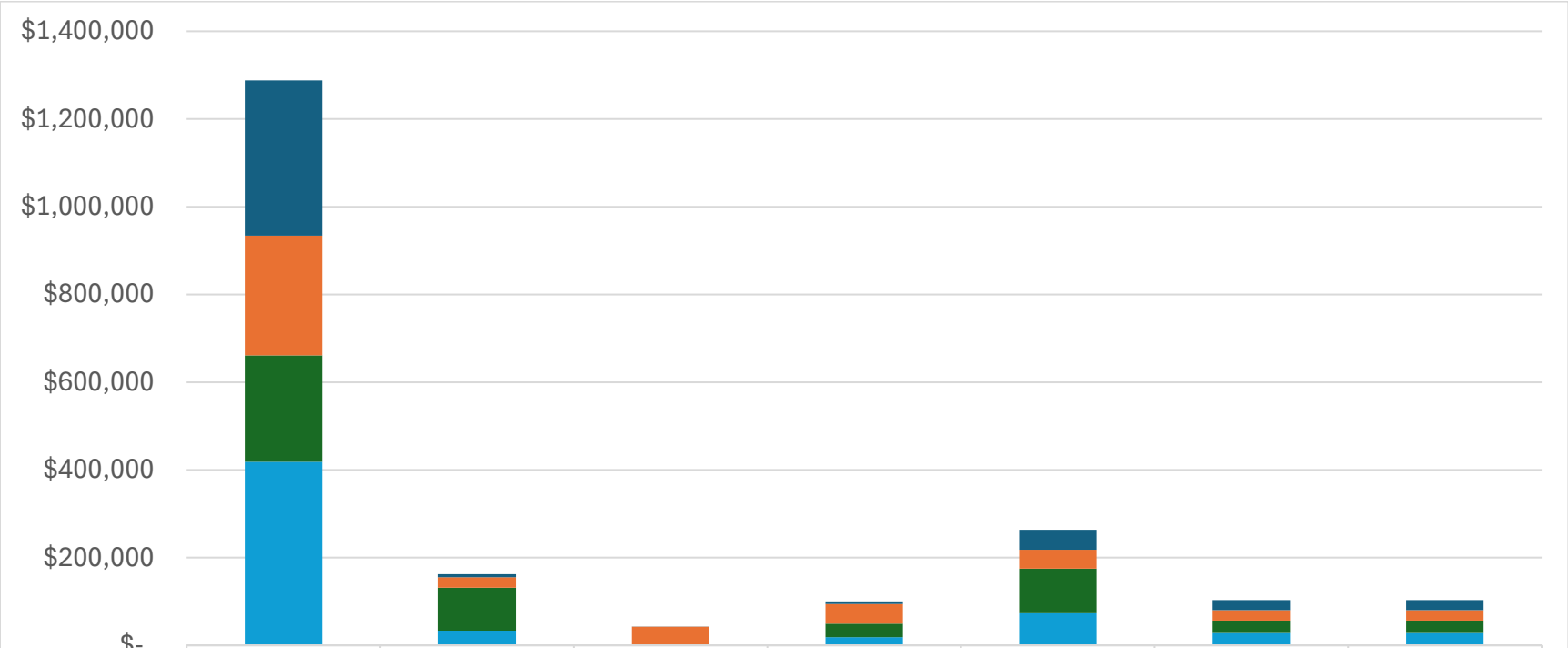
RTIF Funding Available
As shown in Attachment D, the amount of uncommitted funds is $1.597M. Most of these funds are from Districts 2 and 5 at $525,740 and $509,913, respectively. The amount of funding available should increase once first quarter revenue of FY 2026-27 is reported to the STA. Altogether, over 93 percent of the RTIF funds that have not been previously disbursed are already committed to eligible projects, which equate to $21.942 million.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to adopt the 13th RTIF Annual Report for FY 2024-25 as shown in Attachment E and authorize the STA Executive Director to transmit this report to the County Board of Supervisors.

Attachments:
A. Map of RTIF Districts
B. FY 2025-26 Fourth Quarter and Annual Revenue
C. RTIF Annual Revenue Comparison
D. RTIF Revenue Summary
E. 13th RTIF Program Annual Report for FY 2025-26 (forthcoming)

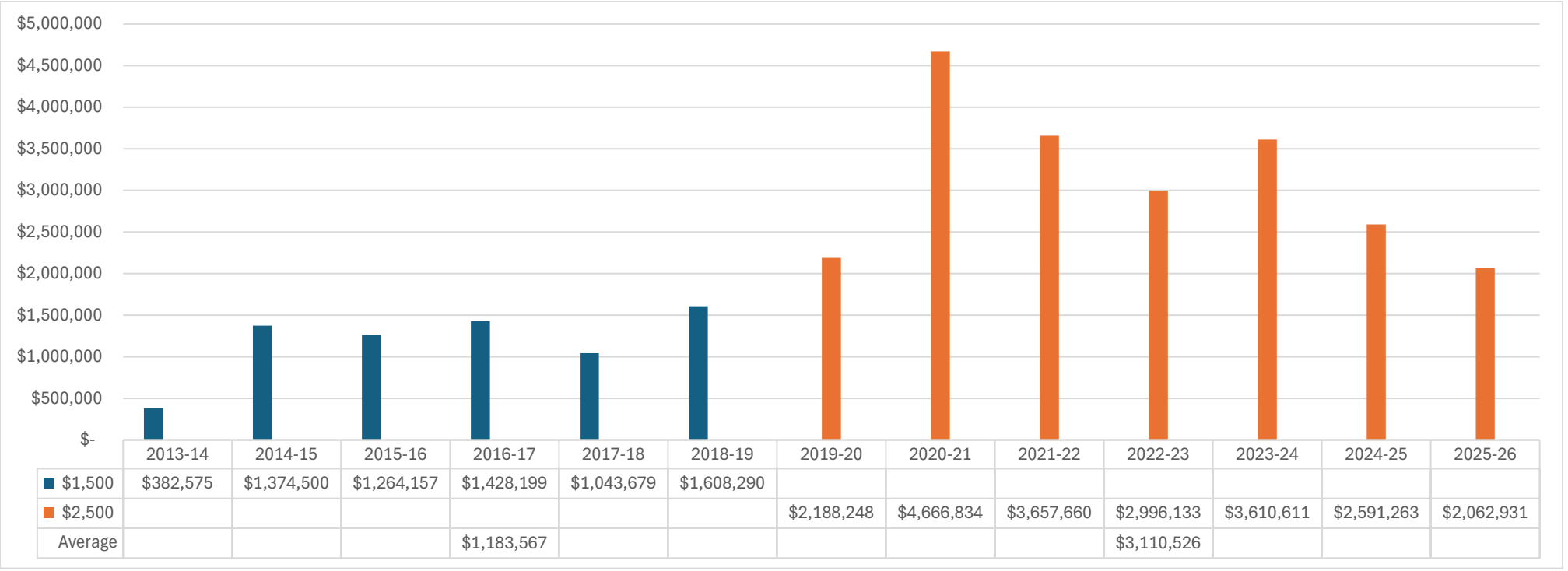

LEGEND
DISTRICT 1: FAIRFIELD, VACAVILLE, AND SOLANO COUNTY
DISTRICT 2: FAIRFIELD, RIO VISTA, SOLANO COUNTY, AND SUISUN CITY
DISTRICT 3: BENICIA, VALLEJO, AND SOLANO COUNTY
DISTRICT 4: FAIRFIELD AND SOLANO COUNTY
DISTRICT 5: DIXON AND SOLANO COUNTY
TWO ADDITIONAL DISTRICTS
DISTRICT 6 (5% RTIF): TRANSIT
DISTRICT 7 (5% RTIF): UNINCORPORATED SOLANO COUNTY
District 1
DIXON
VACAVILLE
District 5
FAIRFIELD
District 4
SUISUN CITY
RIO VISTA
District 2
VALLEJO
District 3
BENICIA



	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads
Q1	$353,781	$7,139	$293	$5,954	$45,465	$22,924	$22,924
Q2	$273,023	$23,768	$41,543	$44,565	$42,907	$23,656	$23,656
Q3	$242,565	$97,899	$1,062	$30,977	$99,634	$26,230	$26,230
Q4	$418,569	$33,514	$-	$18,583	$75,397	$30,337	$30,337
Total	$1,287,938	$162,319	$42,898	$100,079	$263,403	$103,147	$103,147

RTIF Annual Revenue Comparison

Attachment C



	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
$1,500	$382,575	$1,374,500	$1,264,157	$1,428,199	$1,043,679	$1,608,290							
$2,500							$2,188,248	$4,666,834	$3,657,660	$2,996,133	$3,610,611	$2,591,263	$2,062,931
Average				$1,183,567						$3,110,526			

RTIF District	Revenue	Expended	Available	Committed	Uncommitted
District 1 Jepson Corridor	$ 14,742,776	$ 1,668,137	$ 13,074,639	$ 12,691,014	$ 383,625
District 2 SR 12 Corridor	$ 3,334,539	$ 808,800	$ 2,525,740	$ 2,000,000	$ 525,740
District 3 South County	$ 1,316,578	$ 213,695	$ 1,102,884	$ 1,055,741	$ 47,142
District 4 Central County	$ 2,328,695	$ 2,025,000	$ 303,695	$ 200,000	$ 103,695
District 5 SR 113	$ 4,264,983	$ 305,070	$ 3,959,913	$ 3,450,000	$ 509,913
District 6 Transit	$ 1,443,754	$ 208,128	$ 1,235,626	$ 1,250,000	$ -
District 7 County Roads	$ 1,443,754	$ 121,760	$ 1,321,994	$ 1,294,867	$ 27,127
Total	**$ 28,875,080**	**$ 5,350,589**	**$ 23,524,491**	**$ 21,941,622**	**$ 1,597,243**

Solano Transportation Authority

. . . working for you!

Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

13th Annual Report
Fiscal Year 2025-26
November 2026



Solano County Regional Transportation Impact Fee (RTIF) Program
(A Component of the Solano County Public Facility Fee Program)
Annual Report for Fiscal Year 2025-26

Table of Contents

		Page
I.	Introduction	1
II.	RTIF Districts	1-2
III.	RTIF Working Groups	2
IV.	Project Progress Update	2-3
V.	Fiscal Year 2025-26 RTIF Revenue	3
VI.	RTIF District Revenue	3-4
VII.	RTIF Funds Available	4
VIII.	RTIF Funds Disbursed and Committed	5
IX.	Future of the RTIF Program	5-6

List of Figures

Figure A: RTIF Annual Revenue Comparison	3
Figure B: Year-to-Year RTIF District Revenue Comparison	4

List of Tables

Table 1: List of RTIF Districts and Jurisdictions	1
Table 2: Fiscal Year 2025-26 RTIF District Revenue	3
Table 3: Uncommitted RTIF Funds	4
Table 4: RTIF Funds Disbursed and Committed	5

List of Attachments

Attachment A: Map and List of RTIF Eligible Projects

Attachment B: RTIF Fee Schedule (Effective October 2019)

Attachment C: Map of RTIF Districts

I. Introduction

The Solano County Board of Supervisors, on December 3, 2013, established the Regional Transportation Impact Fee (RTIF) Program as part of the Solano County Public Facility Fee (PFF) Program. The establishment of the RTIF Program was in response to a recommendation and request by the Solano Transportation Authority (STA) Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts on local transportation infrastructure created by future developments. The STA Board's request was built upon several community and stakeholder meetings held during the development of the STA's RTIF Nexus Study.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires impact fee programs such as the RTIF Program to be supported by a nexus analysis. This analysis must establish that there is a reasonable relationship between the anticipated future developments in the County, the need for the new transportation infrastructure projects to support those developments, and the fees that will be assessed to help fund the costs of the new projects. Projects must be identified in a Nexus Study to be eligible to receive impact fee funding such as the RTIF Program. Attachment A shows the current STA Board approved list and location of projects in the County.

The Mitigation Fee Act also requires the County to update the Nexus Study of the PFF Program every five (5) years. The most recent update was completed in 2019, and it included a recommendation presented by County staff to increase the amount collected for the RTIF from $1,500 to $2,500 for each dwelling unit equivalent (DUE). This increase to $2,500 per DUE was projected to increase the average RTIF annual revenue to over $2M per year, rather than the $1.2M per year it had averaged since the program started. The County of Solano, in partnership with the seven (7) cities in the County, began collecting the new approved RTIF fee schedule shown in Attachment B on October 6, 2019.

II. RTIF Districts

The RTIF Program divides the County into five (5) geographic districts to collect the impact fee on new developments. Each district includes multiple local jurisdictions. Table 1 (below) shows the list of the districts along with their respective jurisdictions included within each district. Attachment C depicts a map of Districts 1 through 5 and notes the functions of Districts 6 and 7.

Table 1: List of RTIF Districts and Jurisdictions

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

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

III. RTIF Working Groups

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

STA staff met with the members of working groups for Districts 2 and 4 on April 29, 2026, to review project status and propose project recommendations for RTIF funding. These working groups are composed of members from Cities of Fairfield, Rio Vista, and Suisun City and the County of Solano. During these meetings the members collectively recommended the loan of $100,000 from District 2 to District 4 for the North Connector West Project 9, identified as Project 8 in Attachment A. The working group for District 2 also recommended reprogramming $600,000 from the Railroad Avenue Extension Project (Attachment A, Project 12) to the Solano Rail Hub Project, which is part of Attachment A, Project 17. These recommendations, along with authorization for funding agreements with the applicable cities, were approved by the STA Board on June 10, 2026.

Additional working group meetings for all RTIF Districts were convened in November 2026. The respective Groups' recommendations will be presented for approval by the STA Board in January 2027 and will be reflected in next year's RTIF Annual Report.

IV. Project Progress Update

The City of Fairfield completed its West Texas Complete Streets Project which had previously received $1.720 in RTIF funding from Districts 2 and 4. This Project, which is an outgrowth of the Heart of Fairfield Specific Plan, improved accessibility to the City's downtown area, as well as making the roadway safer for all users including bike and pedestrian traffic.

The State Route 37/Fairgrounds Drive Diverging Diamond Interchange Project was also completed in June 2026. This project had previously received $963,322 in RTIF funding from Districts 3, 6, and 7. The project constructed a new diverging diamond interchange. It improves traffic flow, access to regional transit, and roadway safety for all roadway users around the project area, which is located within a disadvantaged community in the City of Vallejo.

V. Fiscal Year 2025-26 RTIF Revenue

The amount of RTIF revenue collected for the fiscal year (FY), after deducting STA's two-percent administrative fee for managing the RTIF Program, totals nearly $2.063 million. As shown in the graph (Figure A) below, revenue has decreased over the last two years; but it is still consistent with the program's goal. In FY 2019-20, the RTIF fee increased from $1,500 to $2,500 per DUE to increase annual revenue from $1.2 million to more than $2.0 million. Since the increased fee, the average annual revenue has increased from $1.183 million to $3.110 million. Altogether, the RTIF Program has generated $28.875 million for eligible projects since its inception.

Figure A: RTIF Annual Revenue Comparison



	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
$1,500	$382,575	$1,374,500	$1,264,157	$1,428,199	$1,043,679	$1,608,290							
$2,500							$2,188,248	$4,666,834	$3,657,660	$2,996,133	$3,610,611	$2,591,263	$2,062,931
Average				$1,183,567						$3,110,526			

VI. RTIF District Revenue

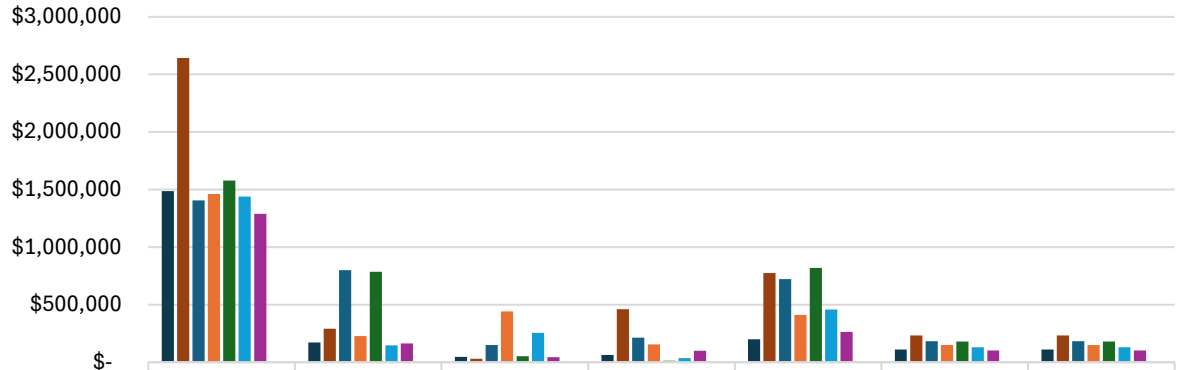
The amount of RTIF revenues received by each district during the year is shown in Table 2 (below). District 1 generated the most revenue for the year with approximately $1.288 million. Districts 5 and 2 followed with revenues totaling $263,403 and $162,319, respectively. Together, Districts 3 and 4 collected $142,798. Districts 6 and 7 each received $103,147.

Table 2: Fiscal Year 2025-26 RTIF District Revenue

Period	District 1 *Jepson Parkway*	District 2 *SR 12 Corridor*	District 3 *South County*	District 4 *Central County*	District 5 *SR 113 Corridor*	District 6 *Transit*	District 7 *County Roads*	Total
Q1	$353,781	$7,139	$293	$5,954	$45,465	$22,924	$22,924	$458,480
Q2	$273,023	$23,768	$41,543	$44,565	$42,907	$23,656	$23,656	$473,118
Q3	$242,565	$97,899	$1,062	$30,977	$99,634	$26,230	$26,230	$524,596
Q4	$418,569	$33,514	$ -	$18,583	$75,397	$30,337	$30,337	$606,737
Total	**$1,287,938**	**$162,319**	**$42,898**	**$100,079**	**$263,403**	**$103,147**	**$103,147**	**$2,062,931**

Year-over-year comparison of revenues from each RTIF district is depicted in Figure B (below). The graph shows district revenue since the RTIF fee per DUE was increased in FY 2019-20. The pattern of each district's annual revenue mirrors what is reflected in this year's totals. District 1's revenue continues to be strong, averaging about $1.614 million per year. This is, again, followed by Districts 5 and 2 with averages of $521,493 and $369,369, respectively. The combined average revenue for Districts 3 and 4 totals $294,217. With Districts 6 and 7 individually receiving five (5) percent of the collected RTIF fees, each averaged $155,526 annually. Overall, the RTIF program has generated $28.875 million in revenue. Approximately 75 percent ($21.773 million) of that total has been garnered after the increased RTIF fee per DUE.

Figure B: Year-to-Year RTIF District Revenue Comparison



	District 1 Jepson Parkway	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113 Corridor	District 6 Transit	District 7 County Roads
FY 2019-20	$1,487,747	$170,244	$47,333	$63,621	$200,478	$109,412	$109,412
FY 2020-21	$2,642,535	$292,180	$30,327	$460,016	$775,094	$233,342	$233,342
FY 2021-22	$1,405,790	$799,579	$150,456	$214,065	$722,004	$182,883	$182,883
FY 2022-23	$1,461,140	$227,835	$442,504	$154,312	$410,729	$149,807	$149,807
FY 2023-24	$1,577,791	$786,874	$50,952	$14,385	$819,548	$180,531	$180,531
FY 2024-25	$1,437,812	$146,554	$254,356	$34,215	$459,199	$129,563	$129,563
FY 2025-26	$1,287,938	$162,319	$42,898	$100,079	$263,403	$103,147	$103,147
Average	$1,614,394	$369,369	$145,547	$148,671	$521,493	$155,526	$155,526

VII. RTIF Funds Available

The amount of uncommitted RTIF funds for each district is identified in Table 3 (below). Total funds available are $1.597 million. Most of these funds are from Districts 2 and 5 at $525,740 and $509,913, respectively. As shown, District 6 has utilized all available. The RTIF Working Groups have aptly used 93 percent of the revenue generated.

Table 3: Uncommitted RTIF Funds

District 1 *Jepson Parkway*	**District 2** *SR 12 Corridor*	**District 3** *South County*	**District 4** *Central County*	**District 5** *SR 113 Corridor*	**District 6** *Transit*	**District 1** *County Roads*	**Total**
$383,625	$525,740	$47,142	$103,695	$509,913	$ -	$27,127	$1,597,243

VIII. RTIF Funds Disbursed and Committed

The total amount of RTIF funds that have been disbursed and committed to eligible projects are listed in Table 4 (below). The table shows that District 6 has disbursed and committed all of its collected fees of $1.443 million, plus a commitment of future revenue totaling $14,374. Districts 1, 3, and 7 have each disbursed or committed over 95 percent of their respective revenues, while Districts 2, 4, and 7 are building their resources for future phases of eligible projects. Altogether, the RTIF Working Groups have aptly used 93 percent of the revenue generated by the program.

Table 4: RTIF Funds Disbursed and Committed

District	Revenue	Disbursed	Balance	Funding Commitment	
				Existing Revenue	Future Revenue
District 1 *Jepson Parkway*	$14,742,776	$1,668,137	$13,074,639	$12,691,014	$ -
District 2 *SR 12 Corridor*	$3,334,539	$808,800	$2,525,740	$2,000,000	$ -
District 3 *South County*	$1,316,578	$213,695	$1,102,884	$1,055,741	$ -
District 4 *Central County*	$2,328,695	$2,025,000	$303,695	$200,000	$ -
District 5 *SR 113 Corridor*	$4,264,983	$305,070	$3,959,913	$3,450,000	$ -
District 6 *Transit*	$1,443,754	$208,128	$1,235,626	$1,235,626	$14,374
District 7 *County Roads*	$1,443,754	$121,760	$1,321,994	$1,294,867	$ -
Total	**$28,875,080**	**$5,350,589**	**$23,524,491**	**$21,927,248**	**$14,374**

IX. Future of the RTIF Program

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

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

inflation related to material and labor costs. The U.S. Burean of Labor Statistics (BLS) special index for construction materials increased 11 percent from September 2025 to September 2026.[1]

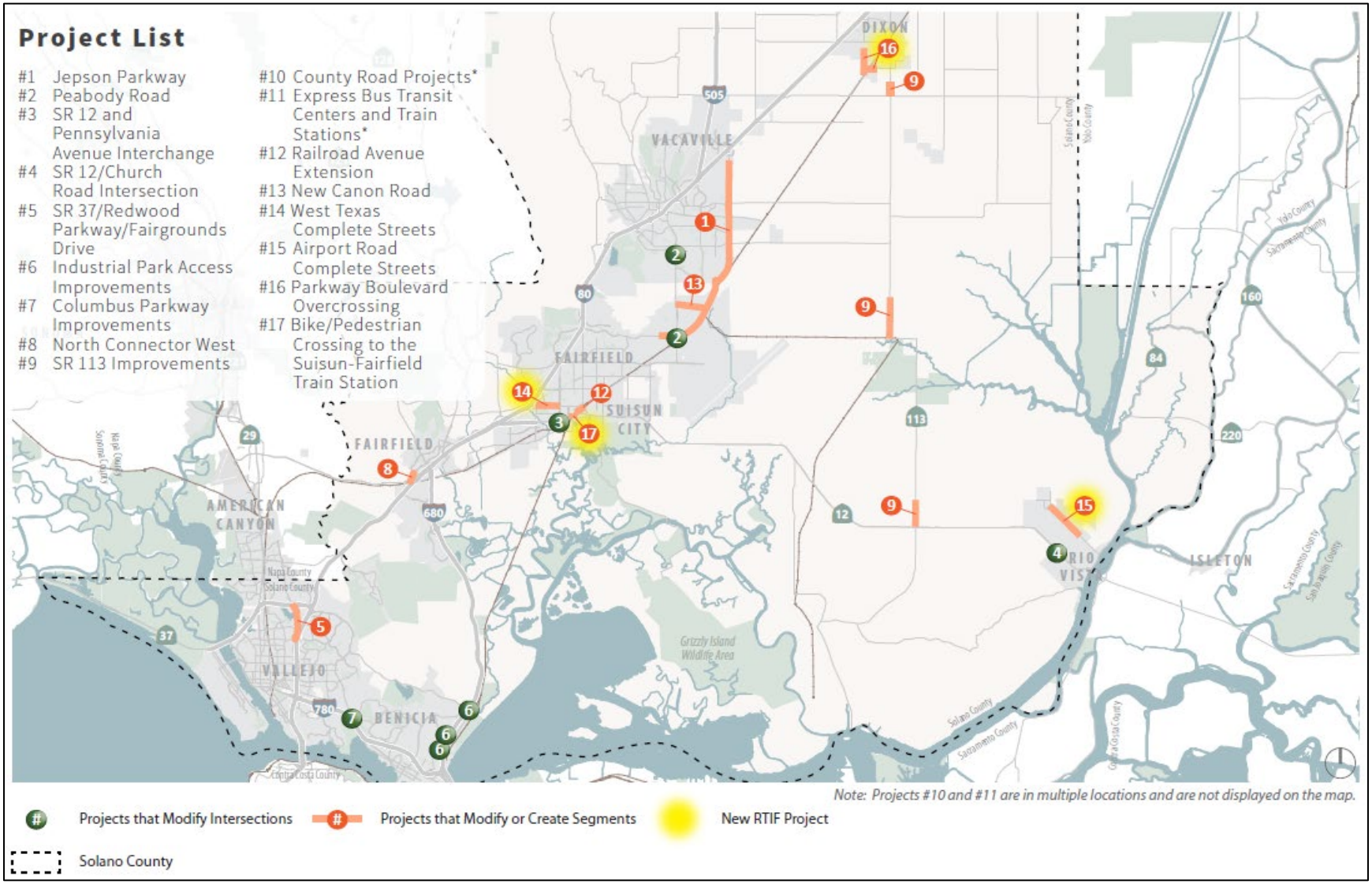
A favorable element that might impact future revenue of the Program is the increased cost of fuel. According to the BLS, fuel costs have risen over 37 percent since October 2026.[2] The additional taxation of these items will have a positive effect on contribution to transportation funding. Please refer to the 2025 Transportation Funding in California publication for additional information.[3]

[1] **2026 Construction Material Cost Report** available online at https://buildermuse.com/economy/construction-material-cost-report-2026/

[2] **Consumer Price Index Summary** available online at https://www.bls.gov/news.release/cpi.nr0.htm

[3] **2025 Transportation Funding in California** available online at https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning/transportation-economics/transportation-funding-in-ca

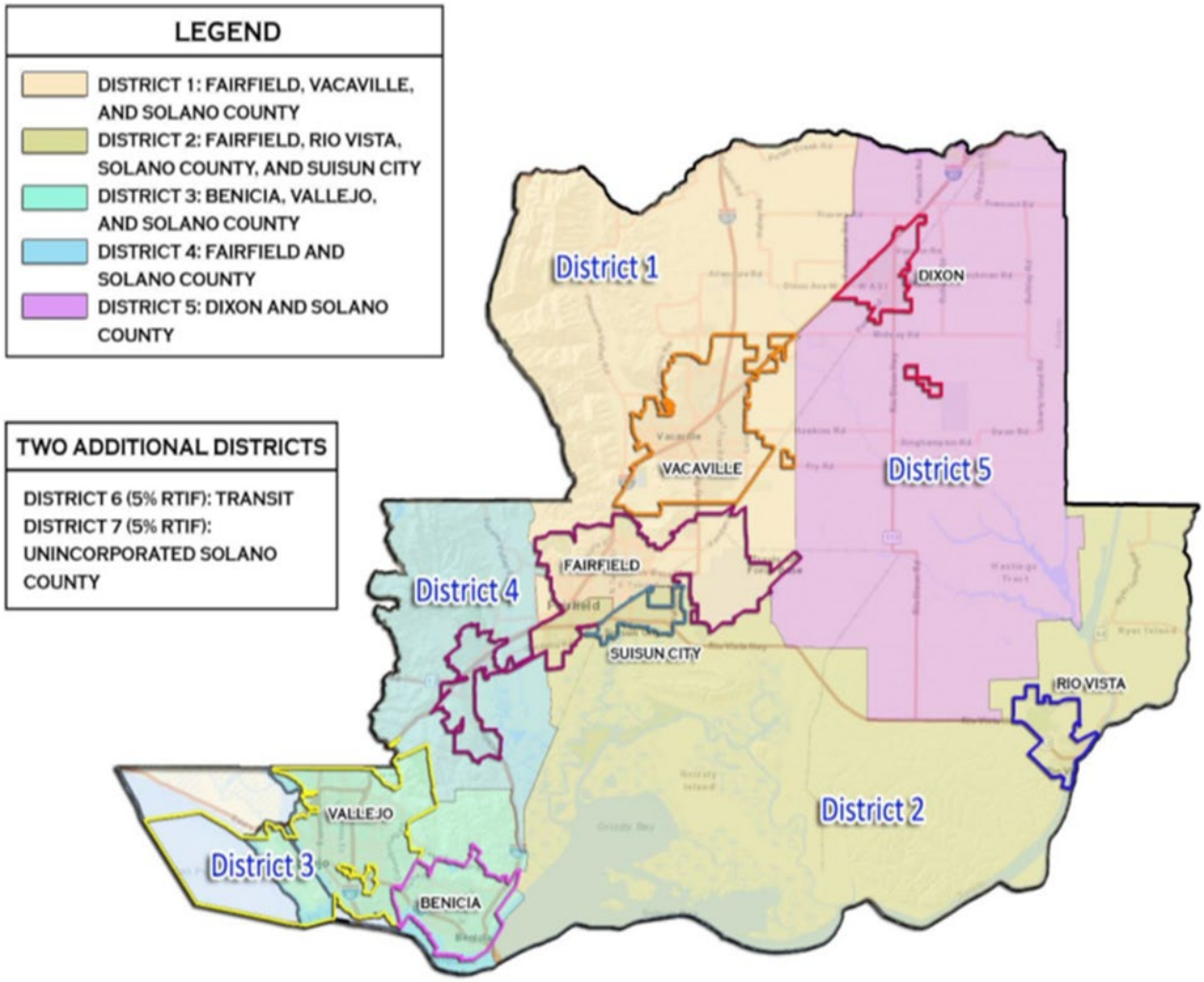
Attachment A: Map and List of RTIF Eligible Projects



Attachment B: RTIF Fee Schedule (Effective October 2019)

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

Attachment C: Map of RTIF Districts



This page intentionally left blank.

Agenda Item 8.A
November 17, 2026

DATE: November 6, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
Steven Lowe, Program Coordinator II
Isaiah Burton, Intern
RE: Solano Mobility Spotlight Series - Solano Express Route 30 Pilot Program

Background:
Due to the 2025 SolTrans Comprehensive Operations Analysis (COA), Solano Express service to UC Davis was discontinued on August 2nd, 2026. In preparation, STA Board's Transit Subcommittee committed to finding a replacement for service to Davis's Memorial Union on February 2, 2026. At their meeting on February 11, 2026, the STA Board directed STA staff to work with the Cities of Dixon and Vacaville to develop an implementation plan to expand the Solano Mobility Express Vanpool Program to include service between Dixon, Vacaville, and UC Davis's Memorial Union, and to present the implementation plan to the STA Board's Transit Subcommittee and STA Board at their March meetings. On March 11th, 2026, the STA Board authorized STA staff to implement 7,922 hours of service on August 3rd, 2026, for a total operating cost of $1,004,268 for $126.76/revenue hour. The Board approved a one-year pilot with the option to renew for 1 year.

In addition, the STA Board approved the lease/purchase of 7- 32' cutaway buses with wheelchair access. Subsequently, the City of Vacaville agreed to purchase 2 buses and the City of Dixon agreed to purchase 1 bus.

Discussion:
This staff report presents an update on the Solano Express Route 30 Pilot Program launched on August 3rd, 2026. STA staff partnered with experts from the cities of Dixon and Vacaville, a Senior Manager at Transportation Management and Design (TMD), Inc, and Propark Mobility, the service operator, to successfully launch the pilot program. While there have been challenges, the team has pivoted as needed and implemented workarounds to grow the ridership.

Vehicles
STA staff evaluated leasing versus purchasing buses. A twelve-month lease would cost $236,834 while the base cost for the Ford F550 was $226,255.19. With the City of Vacaville and Dixon purchasing 3 buses, a direct purchase was deemed less complex and more economical.

Buses were purchased through the California Association for Coordinated Transportation (CALACT) purchasing cooperative and expected to arrive for the launch of Routes 30S to Sacramento and 30 D to UC Davis (Memorial Union) on August 3rd. Unfortunately, the buses

did not arrive in time for the launch. They arrived at the dealership in Sacramento in September. Further, the late arrival of auxiliary items and the necessity of completing an inspector list of punch items pushed bus delivery to November. Three buses are expected to go into service on November 12th. To meet the planned launch on August 3rd, the 14-passenger rental vans used for the express vanpool were kept in service. In addition, a wheelchair accessible van was made available on request.

Vans are parked at the Dixon Park and Ride. Buses with be parked across the street from Dixon Public Works at the "Boneyard" Lot. An agreement is in place to park the buses and allow the drivers to access the Dixon breakroom. Maintenance will be completed by DuPratt Ford's mobile unit. They are warranty providers. A mobile wash company will be selected when the buses arrive.

Schedules

The UC Davis schedule was developed by TMD to match the UC Davis class schedules and pulse with most Unitrans routes for access to Davis, Woodland, West Sacramento, Sacramento Airport, and mid-day access to Downtown Sacramento throughout the day. The Sacramento schedule matched previous express vanpool times (morning and afternoon commute hours only) and balanced headways with UC Davis trips to achieve service about every 30 minutes between Vacaville and Dixon.

After launch the schedule was adjusted to allow the first afternoon Sacramento route to deadhead to Sacramento and avoid potential traffic on the causeway. The schedule was adjusted again to pulse with Solano Express Route 40. The current schedule is included as attachment A.

Ridership

The pilot program began during UC Davis's summer quarter and ridership was limited by van size. Initial ridership compared to the Sacramento vanpool route the first week but steadily grew as State workers returned to work in stages and students returned to UC Davis. The increase in ridership speaks to the program's success in the midst of challenges the program has faced. Ridership is expected to continue to increase with deployment of the buses and subsequent increase in outreach. See attachment C for weekly ridership.

Cost

The Cost to continue the Sacramento service in July and to operate the pilot program in August and September was $316,665. The August and September costs were higher than planned due to the extension of van rentals, the need to operate an overflow van, and have a WAV driver on standby. The total cost per revenue hour was $130.19. Costs are expected to decrease with the deployment of the buses. Including the Solano Mobility Express Vanpool operations in July and the pilot program operation in August and September, there were 49,788 vehicle miles traveled for 2, 432.3 revenue hours.

Fares

STA staff worked with the City of Vacaville and MTC to use handheld Clipper Card machines to collect fares. Unfortunately, the business rules change to allow the use of Clipper could not be released until January 1, 2027. In addition, the handheld machines were not available, and

current users have noted there are extensive problems with collecting fares. Staff continues to work with MTC to obtain the handheld Clipper Card readers, however, given the challenges, staff may have to investigate alternative methods for fare collection.

Free fares have been implemented through the end of the calendar year. However, STA staff secured a $75,000 YSAQMD Clean Air Fund grant to cover the cost of fares.

When fares are collected, the Pilot Program will utilize the Solano Express fare structure established by SolTrans.

Within Solano County Passes*:* Valid for travel within and between Solano County cities (Vacaville, Dixon, and Davis) on Solano Express Route 30 Pilot Program.

Outside Solano County Passes*:* Valid for travel both outside and within Solano County on Solano Express Route 30 Pilot Program

Software

SHARE Mobility contracted with the operator, Propark Mobility, to provide the software for route guidance, metrics, etc. Unfortunately, their business closed on July 10th. Propark mobilized quickly, setting up demos with two software companies. One was prepared to meet the August 3rd launch date; the other was not. Propark with STA staff endorsement selected the software that could meet the launch date. Since launch there have been a multitude of software issues. The software company acquired Automatic Passenger Counters (APCs). After installation, all of the batteries were drained. At this time the APCs are disconnected, and hand tallies of ridership continues. Metrics to include performance measures and passenger counts are incorrect. Propark is working with the software provider to address the issues.

Signage and GTFS

STA staff worked with MTC's mapping and wayfinding team to design bus stop flags for the routes. Designs are complete, however MTC is still in the process of determining physical specifications to manufacturer the flags. They expect to release the specifications soon. In the meantime, STA staff deployed A-Frames with poster signage to mark the stops.

STA staff also worked with the National Rural Transit Assistance Program (National RTAP) and to develop the General Transit Feed Specification (GTFS) data to ensure Route 30 Pilot Program is included in trip planning apps. STA staff worked with MTC to incorporate the data on 511.org.

Outreach

The route website can be found here: https://solanomobility.org/program/route30/.
Riders/interested parties can sign up for the newsletter to be notified of pilot program updates. In addition, riders can download the schedule, track vehicle location, and download a route map. A riders guide will be release shortly. STA staff is focused on ensuring a great rider experience.

In person outreach focused on tabling within Vacaville, Dixon, UC Davis, and Sacramento for the program launch as ridership capacity was limited by van size. With the deployment of buses,

the STA team will initiate a strategic outreach plan that will include all of Solano County while ramping up outreach to UC Davis and Sacramento. The program was also promoted in print media such as the City of Vacaville water bills, social media, and on KUIC.

Fiscal Impact:
$1,204,268.00 (allocated in the FY 26-27 budget) for operating costs in State Transit Assistance Funds (STAF). $965,974 allocated in State Transit Assistance funds to purchase 4 buses. The City of Vacaville purchased 2 buses, and the City of Dixon purchased 1 bus.

Recommendation:
Informational

Attachments:
A. Solano Mobility Express Pilot Program Schedule
B. Solano Mobility Express Pilot Program Flyer
C. Solano Mobility Express Pilot Program Ridership by Week

Attachment A

Solano Express

Route 30S and 30D Schedule

Effective October 12, 2026

Free to Ride through December 2026

Route 30S

Vacaville, Dixon, and Sacramento - Weekday

Eastbound						Westbound					
Vacaville Transport. Center	Dixon Park & Ride	Capitol at Front St	8th & Capitol	9th & L St.	Sacramento Valley Station (arrive)	Sacramento Valley Station (depart)	9th & L St.	Capitol & 7th St.	Capitol at Front St	Dixon Park & Ride	Vacaville Transport. Center
6:30	6:45	7:09*	7:12*	7:15*	7:20	7:33	7:38	7:40	7:43	8:08	8:24
6:50	7:05	7:29*	7:32*	7:35*	7:40	7:48	7:53	7:55	7:58	8:23	8:39
7:30	7:45	8:09*	8:12*	8:15*	8:20	8:33	8:38	8:40	8:43	9:08	9:24
-	-	-	-	-	-	**4:33**	**4:38**	**4:40**	**4:43**	**5:08**	**5:24**
3:45	**4:00**	-	-	-	**4:35**	**5:05**	**5:10**	**5:12**	**5:15**	**5:40**	**5:56**
4:30	**4:45**	-	-	-	**5:20**	**5:45**	**5:50**	**5:52**	**5:55**	**6:20**	**6:36**

Route 30D

Vacaville, Dixon, and UC Davis Memorial Union - Weekday

Eastbound			Westbound		
Vacaville Transportation Center	Dixon Park & Ride	UC Davis Memorial Union (arrival)	UC Davis Memorial Union (depart)	Dixon Park & Ride	Vacaville Transportation Center
6:15	6:30	6:50	7:11	7:38	7:54
7:15	7:30	7:50	8:11	8:38	8:54
8:15	8:30	8:50	9:11	9:38	9:54
9:15	9:30	9:50	10:11	10:38	10:54
11:20	11:35	11:55	**12:11**	**12:38**	**12:54**
1:20	**1:35**	**1:55**	**2:11**	**2:38**	**2:54**
2:20	**2:35**	**2:55**	**3:11**	**3:38**	**3:54**
3:20	**3:35**	**3:55**	**4:11**	**4:38**	**4:54**
4:20	**4:35**	**4:55**	**5:11**	**5:38**	**5:54**
5:20	**5:35**	**5:55**	**6:11**	**6:38**	**6:54**

*Drop Off Only Bold = PM Departure Dash = No Stop

No service on weekends and holidays.

Call (800) 535-6883 or visit www.SolanoMobility.org/Route30 for more information.

Visita www.SolanoMobility.org/Route30 para más información.

Attachment B



Attachment C

Week	Ridership
1	95
2	154
3	192
4	209
5	226
6	193
7	243
8	310
9	344
10	381
11	349
12	314
13	341
Total	*3351*

This page intentionally left blank.

Agenda Item 8.B
November 18, 2026

DATE: November 6, 2026
TO: STA TAC
FROM: Lorene Garrett, Senior Transit Mobility Coordinator
Steven Lowe, Program Coordinator II
Julie Davidson, Program Coordinator I
Eavan Swanson, Intern
Isaiah Burton, Intern
RE: Solano Mobility Programs Annual Report for FY 2025-26 - Employer, Commuter, and Student Programs

---

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans to manage countywide and regional rideshare programs in Solano County, and to provide air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Today, the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engage businesses, homeowner associations, community clubs, and organizations to promote commuter benefits.

Discussion:

STA's Solano Mobility provided commuter incentives and subsidies to residents and employees of Solano County through the twelve countywide and three local programs as listed below:

Countywide Programs	
1.	Bucks for Bikes (B4B)
2.	Capitol Corridor + Lyft
3.	Commute Solano (RideAmigos)
4.	Equitable Access to Justice Pilot
5.	First/Last Mile
6.	Guaranteed Ride Home
7.	Solano Community College Falcon Flyer Vanpool
8.	Solano Express 2 for 1
9.	Solano Express Guaranteed Ride
10.	Solano Mobility Express Vanpool
11.	Traditional Vanpool
12.	Vehicle Share
Local Programs	
1.	Benicia Lyft
2.	Suisun City Lyft
3.	Miscellaneous Lyft Programs (Benicia and Vallejo)

A full description and update for each program active in the fourth quarter of FY 2025-26 is included as Attachment A. Program participation for the fourth quarter of FY 2025-26 is included in Attachment B.

Outreach

During the fourth quarter of FY 2025-26, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff led/tabled/attended 18 events reaching 2,778 commuters and businesses. During FY 2025-2026, EDC and STA staff tabled/attended 53 events reaching 4,914 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the second most viewed page on the Solano Mobility website (Monster Analytics) during the fourth quarter. There were approximately 72,535 views of social media content (X, Facebook and Instagram) during FY 2025-26. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology.

FY 2025-26 Highlights

- Provided 172,894 rides, providing transit connections, filling critical transit gaps, reducing greenhouse gases and making alternative transportation affordable. The average cost/ride was $14.46.
- Program staff developed and planned the Solano Express Route 30 implementation to expand the existing Solano Mobility Express Vanpool program and add service to UC Davis's Memorial Union.
- Program staff successfully redesigned the Vehicle Share program, creating a comprehensive orientation and training session for non-profits interested in reserving an accessible van.
- Program staff expanded Mobile Mobility Information Station Outreach to meet and introduce commuters to Solano Mobility commuter programs adding afternoon commutes. Staff noted an increase in registrations after each of these events.
- The Employer Commuter program received a competitive YSAQMD grant for $75,000 for FY 2026-27 for the Solano Express Route 30 service between Vacaville, Dixon, UC Davis (Memorial Union) and Sacramento.
- The Employer Commuter program received a BAAMD grant for $273,597 for commuter incentives for FY 2026-27.

- Program staff "sunseted" the Guaranteed Ride and 2-for-1 Solano Express programs at the end of the fourth quarter.
- Program staff successfully grew Solano County participation in the annual Bay Area Bike to Work Day as part of the 2026 Bike to Wherever Days celebration. Energizer stations were hosted in each Solano County city with 14 stations operating on Bike to Work Day. Two new sponsors participated.
- STA Staff participated in Sustainable Transportation Fairs in Sacramento to successfully increase Solano Mobility Express Vanpool Ridership.

FY 2026-27 Goals

- Continue reduction of greenhouse gases and increase in filling transit gaps by growing programs. Continue to provide affordability for alternative transportation options.
- Grow Solano Express Route 30 Pilot Program ridership. Provide a great rider experience via apps, rider communication, and MTC wayfinding signage. Continue partnership with the City of Vacaville, City of Dixon, and UC Davis.
- Strengthen and promote STA's TDM program through the MTC Regional TDM Roadmap Development.
- Reengage with Solano County Chambers of Commerce and directly contact Solano County businesses to promote the Employer program benefits through the EDC. Increase Employer participation in the Employer program in partnership with the Solano County EDC through their revamped business retention and marketing outreach.
- Implement monthly challenges to increase participation in the Commute Rewards program.
- Grow presence by tabling at UC Davis to increase ridership on Solano Express Route 30 Pilot Program.
- Continue to participate in Sustainable Transportation Fairs in Sacramento to increase Solano Express Route 30 Pilot Program ridership.
- Increase participation in the Vehicle Share program through targeted non-profit outreach.
- Increase program impact on Active Transportation through the Bucks for Bike program, Commute Rewards, and the Bay Area Bike to Wherever Days.
- Partner with transit agencies, Solano County Health and Social Services, and Solano County Workforce Development Board to support transportation needs of residents impacted by H.R.1.
- Further marketing of the Employer, Commuter, and Student Program through the release of an updated cohesive brochure packet.
- Update local Lyft programs for the City of Benicia and City of Suisun at their direction.

Fiscal Impact:

STA's Solano Mobility Employer Commuter Program is funded by: One Bay Area Grant 3 Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air District (BAAD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement. Attachment D provides a budget summary related to the STA's Solano Mobility Program.

STA's Solano Mobility Employer Commuter Program FY 2025-26 approved budget:

- The Employer/Commuters/First Last Mile Program in the amount of $1 million is funded through, including $725,000 of State Transit Assistance Funds, $175,000 of Bay Area Air District Funding (TFCA), and $100,000 of One Bay Area Grant 3 (OBAG 3). This account funds 5 Countywide Commuter Programs. The First/Last Mile Program, with a $750,000 budget, is the most popular commuter program. $200,000 is allocated for Commuter Rewards, Bucks for Bikes, and Capital Corridor Plus Lyft. The Traditional Vanpool program is funded with $50,000 in State Transit Assistance Funds matched with $500/van from MTC. The $100,000 in OBAG Funds is used for Salaries and Overhead.
- Equitable Access to Justice Pilot - $50,000 with $40,000 funded by Solano County TDA and matched with $10,000 in Grant Funds provided by Solano Superior Courts.
- Solano Mobility Express Vanpool Pilot - $606,840 funded with State Transit Assistance Funds and $50,000 in YSAQMD grant.
- SCC Falcon Flyer Program - $400,000 funded by Solano Community College District
- Solano Express Guaranteed Ride Program - $250,000 funded with State Transit Assistance Funds
- Suisun Lyft Program - $200,000 funded with the City of Suisun City TDA
- Benicia Lyft Program - $160,000 for FY 2025-26 and FY 2026-27 funded with the City of Benicia/SolTrans TDA
- Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo - $30,000 in State Transit Assistance Funds.

Recommendation:
Informational.

Attachments:

A. STA Countywide Commuter Programs, Employer Program, Local Programs, and Student Programs Summary
B. Commuter Program Participation Fiscal Year Comparison
C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives
D. STA's Solano Mobility Employer Commuter Program Budget Summary

ATTACHMENT A

STA Countywide Commuter Programs, Employer Program, Local Programs and Students Programs Summary

Countywide Commuter Programs

Bucks for Bikes (B4B) (Funded by Bay Area Air District)
The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to $300. Riders are encouraged to log their trips on the Commute Solano (RideAmigos) platform to earn additional incentives.

7 reimbursements for a total of $2,100.00 were provided during the fourth quarter. During FY 25-26 staff provided 16 reimbursements (5,700 rides based on applications) for a total of $4,599.17 at an average cost of $.81/ride. See Attachments B.1 and B.2 for participation comparisons.

Capitol Corridor Lyft (CC+L) (Funded by Capitol Corridor JPA)
The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For $20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to $25). Participants must be residents of or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

34 passes for $4,481 at an average cost of $13.18/ride were purchased during the fourth quarter of FY 25-26. Fifteen new commuters enrolled in the program in the fourth quarter, increasing the total enrollment to 211 participants since the start of the program in 2019. During FY 25-26, 105 passes (1,050 rides) were purchased for a total of $14,158.88 at an average cost of $134.85 per pass or $13.48 per ride. See Attachments B.1 and B.2 for fiscal year participation comparisons.

Commute Solano (Rideamigos) Online Platform (Bay Area Air District Funds)
The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the fourth quarter, 106 active commuters logged 3,900 alternative commute trips for 90,897.1 miles and an estimated savings of 30.5 tons of CO2. 75 new users joined during the fourth quarter. During FY 25-26 there were 547 active users with 436 new accounts created. 18,000 alternative trips were logged for 405,872.5 mi, saving 129.7 tons of CO2. See Attachment B.1 and B.2 for fiscal year comparisons.

Equitable Access to Justice (County TDA, Solano Superior Courts)
In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 609 rides for $ $11,866.02 for an average cost of $19.48 per ride during the fourth quarter. In FY 25-26, 1,770 rides were provided for $43,081.88 at an average cost of $24.34 per ride. County TDA provided 80% of the cost ($34,513.51) with 20% provided by Solano County Courts.

First/Last Mile (FLM) (Bay Area Air District, State Transit Assistance Funds)
The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of $20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the fourth quarter of this fiscal year, 59 commuters registered for the First/Last Mile program, increasing program registration to 2,021 commuters. During FY 25-26, 163 commuters registered for the First/Last Mile program, and 51,151 rides for $520,254.01 were provided. The average cost per ride was $10.17. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the second quarter.

Guaranteed Ride Home (GRH) (State Transit Assistance Funds)
The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to $100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

6 commuters received GRH reimbursements for $373.98 during the fourth quarter of this year. During FY 25-26, 30 commuters received GRH reimbursements for a total of $1,657.23 for an average of $55.24 per ride. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Express 2-for-1 Incentive (State Transit Assistance Funds)
To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at $125 with the purchase of a monthly or daily pass.

There was one 2- for-1 incentive redeemed by Solano Express riders during the fourth quarter. During FY 25-26 four 2-for-1 incentives were redeemed by Solano Express riders for a total of $500. The program ended June 30, 2026. See Attachments B.1 and B.2 for fiscal year

comparisons.

Solano Express Guaranteed Ride (GR) (State Transit Assistance Funds)
The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who cannot afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route cancellation, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the fourth quarter of this fiscal year, 4 Solano Express Riders registered to receive Uber Vouchers. During the fourth quarter 1,451 rides were provided for $61,861.13 at an average cost of $42.63/ride. During FY 25-26, 68 Solano Express Riders registered to receive Uber Vouchers, bringing the total number of program registrants to 772. 5,195 rides were provided at a cost of $249,365.17 with the average cost per ride of $48.00. The program ended June 30, 2026. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

Traditional Vanpool Program (VP) (State Transit Assistance Funds with $500/van matching from MTC)
STA's Solano Mobility provides a $200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) $500 subsidy for a total of $700 per month to help offset the cost of new vanpools.

STA subsidized 13 vanpools in April, 13 vanpools in May and 19 in June for $9,000 in subsidies during the quarter. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 2025-26, $35,400 in subsidies (177 individual subsidies) were provided. STA subsidized a maximum of 20 vans, providing 55,161 passenger trips and traveling 371,001 vehicle revenue miles during 7,834 vehicle revenue hours in FY 2025-26. An average of 125 riders participated each month. During the fourth quarter, 68 Commute with Enterprise vanpools traveled to, from, or through Solano County (see attachment B.9).

Vehicle Share (State Transit Assistance Funds with Capital Funds from Yocha Dehe Wintun Nation)
In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for $1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects was to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. $100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans unveiled to the public in June 2019 for the Vehicle Share Program. The Vehicle Share Program allows vehicles to be shared amongst multiple non-profits, the public, or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. Since the unveiling, eight Community Based Organizations

(CBOs)/Non-profit organizations have used the vans to transport their clients. In addition, the STA and City of Suisun City have used vehicles to transport students and ADA eligible riders on an emergency basis when a micro transit vehicle was inoperable. Currently 4 organizations are enrolling in the program.

Regional/Countywide Transit Programs

Solano Mobility Express Vanpool Program (State Transit Assistance Funds and YSAQMD Grant)
This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is no more than $50/month. Solano Express Blue Line riders transfer for free.

1,021 rides were provided during the fourth quarter. There were no runs missed during FY 25-26. 12,728 rides were provided from the beginning of the program to the end of FY 25-26. The program expended $612,925.29 for 4,944.84 hours for the year. The cost per revenue hour was $123.95. During FY 25-26, there were 41 unique vanpool riders. 4,191 rides were provided in FY 2025-26. See Attachment B.4 for ridership data.

Solano Community College Falcon Flyer (Solano Community College)
In November of 2024 the Solano Community College District (SCCD) asked STA to partner in piloting an Intercampus Vanpool Program to connect the Vacaville, Fairfield, and Vallejo campuses to meet a critical need and one of the major initiatives of the college's three-year Student Equity and Achievement Plan. This initiative assists students with transportation challenges, allowing them to stay engaged and graduate in a timely manner by providing access to courses at campuses outside their home location. In addition, the vanpool facilitates student access to essential resources and participation in extra-curricular activities across campuses. The program launched April 14, 2025.

During the fourth quarter, the Falcon Flyer vanpool program provided 625 rides. In FY 2025-26, the Falcon Flyer vanpool program provided 3,519 rides. The program was renewed for another fiscal year by the STA Board at the request of SCC.

Local Transit Replacement Programs

Benicia Lyft (The City of Benicia)
The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride 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, or $3 one-way 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. Residents must contact the Call Center to sign up.

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 ¾ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The $5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for $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.

During the fourth quarter, the Benicia Lyft, and $5 Benicia Lyft programs provided 4,425 rides for $32,750.81 at an average cost of $7.40/ride. During FY 25-26, the Benicia Lyft and $5 Benicia Lyft programs provided 16,471 rides for $129,774.74 at an average of $7.88 per ride. See attachment B.6 for fiscal year comparisons.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

Suisun Lyft (The City of Suisun City)
The Suisun City $2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City $3 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling to 5 locations in Fairfield: Sutter Health, North Bay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app. In January 2025, the Suisun City Council approved the addition of Rush Ranch to the geofence for the Suisun City $3 Lyft program.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for $1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the fourth quarter, 7,341 Suisun City Lyft rides for $64,503.18 for an average cost of $8.79/ride were provided. During FY 25-26, the Suisun Lyft program provided 26,084 rides for $236,492.97 at an average of $9.06 per ride. See attachment B.7 for fiscal year comparisons.

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo (State Transit Assistance Funds)
The Vallejo/Benicia Lyft programs (started in 2019) provide subsidized one-way Lyft rides for residents traveling to/from 9 locations in Vallejo and Benicia. Riders pay 20% of Lyft fares plus the difference in fares over $20. Designated locations: Vallejo Transit Center

to/from Carquinez Mobile Home Park, Vallejo Ferry Center to/from Carquinez Mobile Home Park, Vallejo Transit Center to/from Cal Maritime Academy, Vallejo Ferry Terminal to/from Cal Maritime Academy, Benicia City Park to/from Gateway Plaza, Benicia Bus Hub to/from Gateway Plaza, Vallejo Transit Center to/from Mare Island, and Vallejo Ferry Terminal to/from Mare Island. There is no signup required. The program is open to residents and visitors.

During the fourth quarter, 777 Vallejo/Benicia Lyft rides were provided for $6,967.21 at an average cost of $8.97/ride. During FY 25-26, the Vallejo/Benicia Lyft program provided 2,587 rides for $25,447.00 at an average of $9.84 per ride. See attachment B.8.

Employer Program (Bay Area Air District)

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

During the fourth quarter, Solano EDC attended 5 chamber/business events speaking with 26 employers, and Solano Mobility attended 9 events speaking with 2,696 residents/commuters. During the FY 25-26, Solano EDC attended 32 chamber/business events speaking with 186 employers, and Solano Mobility attended 17 events speaking with 4,672 residents. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

Solano Community College (SCC) Transportation Fee (Solano Community College)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county. SCC students can also ride free on NVTA buses with a recently established reciprocal agreement.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. $235,410.50 was provided to the transit operators in June 2026. $1,440,159.50 has been disbursed to the transit operators since FY 2017-18.

ATTACHMENT B.1

COMMUTER PROGRAM FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON					
PROGRAM	**FY 21-22**	**FY 22-23**	**FY 23-24**	**FY 24-25**	**FY 25-26**
Bucks for Bikes (B4B) Reimbursements/Rides	**12/3,500[1]**	**12/3,900[2]**	**11/4,600**	**18/5,650**	**16/5,700**
Capitol Corridor + Lyft (CC+L) Rides	**70**	**460**	**730**	**700**	**1,050**
Commute Solano Active Participants/Alternative Trips	**421/15k**	**733/16k**	**639/18k**	**685/17k**	**547/18k**
First/ Last Mile (FLM) Rides	**7,115**	**26,479**	**54,393**	**49,540**	**51,151**
Guaranteed Ride Home (GRH) Redemptions	**5**	**20**	**7**	**24**	**30**
Solano Express Guaranteed Ride (GR) Total Registrants/Rides	**--**	**276/2,365**	**526/5,657**	**704/7,280**	**772/5,235**
Solano Express 2-for-1 Redemptions	**67**	**65**	**62**	**6**	**4**
Vanpools Subsidized/Passenger Trips	**12**	**23**	**9**	**16**	**19/55,161**
Solano Mobility Express Vanpool Rides	**--**	**--**	**3,946**	**4,591**	**4,191**
SCC Falcon Flyer Rides	**--**	**--**	**--**	**170**	**3,519**
Equitable Access to Justice Completed Rides			**602**	**2,141**	**1,770**

[1] Rider data available for 9 reimbursements
[2] Rider data available for 10 reimbursements

COMMUTER PROGRAM PARTICIPATION COMPARISON

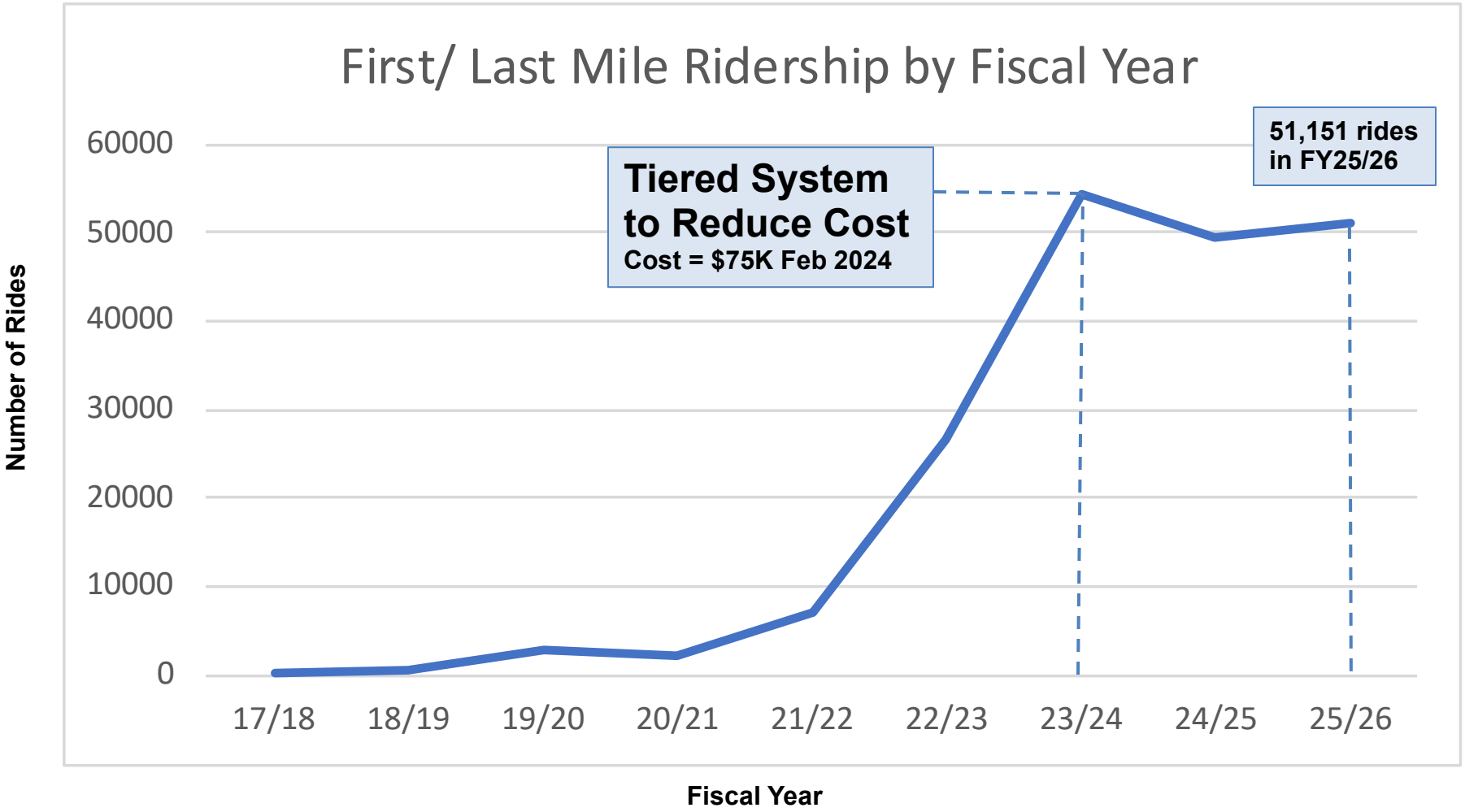
Participation by City FY 2025-26

Origin	2 for 1	B4B	CC+L	FLM*	GRH	GR*	Vanpool
Benicia	0	2	2	11	0	1	1
Dixon	0	1	1	3	0	0	1
Fairfield	1	4	12	30	4	17	7
Rio Vista	0	0	1	2	0	0	0
Suisun City	0	1	8	16	1	8	1
Vacaville	0	4	14	20	4	14	6
Vallejo	2	2	4	51	3	24	3
Other	1	2	12	13	6	4	0
Total:	**4**	**16**	**54**	**146**	**18**	**68**	**19**

Destination	2 for 1	B4B	CC+L	FLM*	GRH	GR*	Vanpool
Benicia	0	1	0	5	1	1	0
Dixon	0	1	0	0	0	1	0
Fairfield	0	5	6	20	2	4	0
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	3	2	1	0	0
Vacaville	0	2	3	6	1	3	0
Vallejo	1	2	0	14	0	5	0
Other	3	5	42	99	13	54	19
Total:	**4**	**16**	**54**	**146**	**18**	**68**	**19**

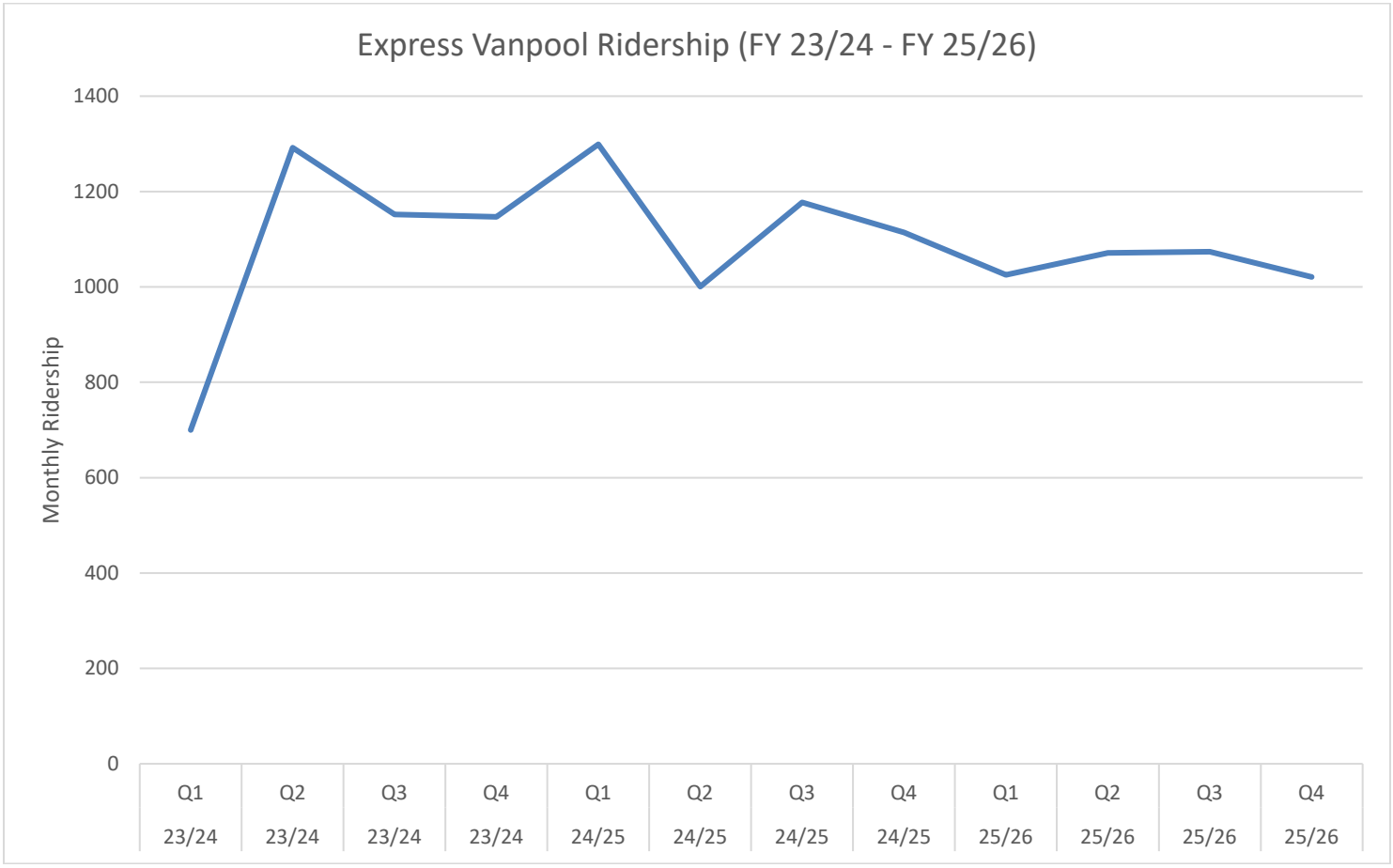
*New Participants

First/Last Mile Program Ridership



ATTACHMENT B.4

Solano Mobility Express Vanpool Ridership



ATTACHMENT B.5

Solano Express Guaranteed Ride

(Based on Invoice)

2022				
Month	**Missed Trips**	**# Rides**	**Cost**	**# Riders**
August	**230**			
September		28	$1,039.67	15
October		136	$5,101.41	49
November		203	$9,376.43	66
December		270	$11,214.70	77
TOTAL		**637**	**$26,732.21**	
2023				
January		333	$12,547.41	103
February	**89**	339	$12,880.77	100
March	**35**	319	$12,503.24	97
April	**60**	236	$8,851.88	87
May	**83**	220	$8,538.91	75
June	**200**	281	$11,224.55	95
July	**88**	332	$12,917.23	119
August		315	$12,524.57	117
September		406	$16,615.17	132
October		392	$16,391.97	146
November		386	$15,211.45	130
December		512	$21,842.83	162
TOTAL		**4,071**	**$162,049.98**	
2024				
January		494	$18,923.65	158
February		513	$21,384.16	155
March		644	$27,914.64	189
April		565	$25,860.39	181
May	**28 (2 weeks)**	549	$24,630.42	183
June		549	$25,089.28	181
July	**18**	514	$24,403.93	180

2024 (Continued)				
Month	**Missed Trips**	**# Rides**	**Cost**	**# Riders**
August	**35**	528	$25,202.74	176
September	**8**	543	$25,155.14	185
October	**48**	574	$25,978.17	191
November	**44**	575	$26,886.99	200
December	**74**	653	$30,922.29	223
TOTAL		**6,703**	**$302,350.80**	
2025				
January	**29**	593	$26,374.53	198
February	**21**	578	$28,029.84	194
March	**13**	702	$33,914.99	226
April	**6**	685	$33,495.24	214
May	**3**	678	$33,939.72	224
June	**3**	657	$34,034.57	212
July	**11**	697	$36,225.34	226
August	**9**	494	$25,104.03	187
September	**5**	431	$21,116.34	161
October	**6**	383	$19,239.16	142
November	**10**	339	$16,710.32	121
December		377	$18,596.04	137
TOTAL		**6,191**	**$310,069.80**	
2026				
January		366	$16,876.72	157
February		325	$15,719.51	117
March		372	$17,916.58	134
April		496	$20,345.00	140
May		497	$20,981.82	144
June		458	$20,534.31	132
TOTAL		**2,514**	**$112,373.94**	

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	13395
5Benicia UBER					25
Total Trips	**314**	**2084**	**6293**	**9611**	**16446**

	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	$ 102,507.55
Total Cost	**$ 7,622.52**	**$ 16,009.81**	**$ 43,191.58**	**$ 76,607.01**	**$ 129,587.23**

ATTACHMENT B.7

Suisun City Lyft Ridership by Fiscal Year

Suisun City Lyft Program

Program RIDES	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26
Lyft $3	228	692	3288	6431	7932
Lyft $2	403	2842	6726	12060	15051
Lyft $1.50	35	252	769	1675	3101
Total Rides	**706**	**3786**	**10783**	**20166**	**26084**

Program COST	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26
Lyft $3	$ 3,194.20	$ 8,868.37	$ 39,949.47	$ 75,733.60	$83,408.46
Lyft $2	$ 4,662.97	$ 25,309.28	$ 56,956.15	$ 99,196.84	$124,265.21
Lyft $1.50	$ 558.03	$ 3,775.00	$ 9,454.90	$ 16,456.10	$28,819.30
Total Costs	**$ 8,415.20**	**$ 37,952.65**	**$ 106,360.52**	**$191,386.54**	**$236,492.97**

ATTACHMENT B.8

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo

FY 23-24 Totals		
	Rides	Cost
Gateway	458	$ 4,817.89
Carquinez	83	$ 804.16
Mare Island	272	$ 2,772.48
Total	**813**	**$ 8,394.53**

FY 24-25 Totals		
	Rides	Cost
Gateway	1773	$ 21,987.17
Carquinez	98	$ 878.17
Mare Island	486	$ 4,401.42
Total	2357	$ 27,266.76

FY 25-26 Totals		
	Rides	Cost
Gateway	1658	$ 15,479.13
Carquinez	265	$ 2,788.39
Mare Island	664	$ 7,179.48
Total	2587	$ 25,447.00

ATTACHMENT B.9

Traditional Vanpools Traveling To/From and Through Solano County
4th Quarter FY 2025-26

Home City	Number of Vans
Benicia	2
Dixon	1
Fairfield	24
Suisun	1
Vacaville	15
Vallejo	10
Rio Vista	1
Work City	**Number of Vans**
Fairfield	3
Dixon	2
Through County	**Number of Vans**
Carmichael- Berkeley	1
West Sac -San Quentin	1
West Sac- Vallejo-Alameda	1
Sacramento - Fremont	5
Sacramento- Fremont	1
Total	**68**

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

Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.

Solano Mobility's Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.

Solano Mobility's Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

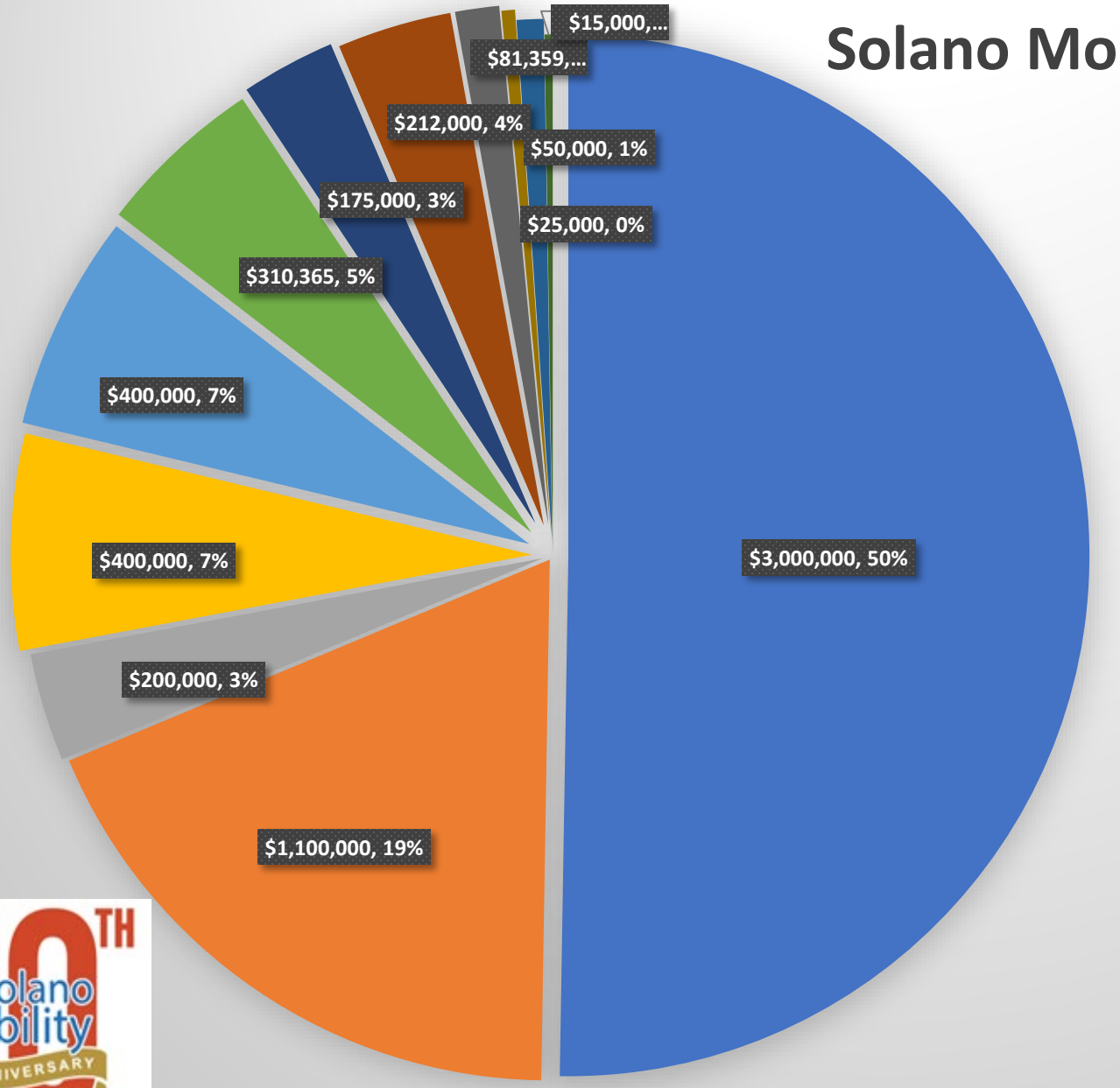
Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.

Solano Mobility's Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Program Funding



- STAF Population Based Funds
- Solano County Transportation Development Act
- MTC OBAG 3 (Quick Strike)
- FTA 5310
- Solano Community College
- Solano County OBAG 3
- Bay Area Air Quality Management District (BAQMD)
- California Public Utilities Commission: Local Agency Access for All (LAFA)
- Transit Agencies Transportation Development Act
- Kaiser Grant
- Yolo Solano Air Quality Management District (YSAQMD)
- Capital Corridor Joint Powers Authority (CCJPA)

10TH Solano Mobility ANNIVERSARY

Agenda Item 8.C
November 18, 2026

DATE: November 6, 2026
TO: STA TAC
FROM: Robert Guerrero, Interim STA Deputy Executive Director
RE: Solano Express Study Session Follow-up

Background:
The Solano Express Bus service is funded by the cities of Dixon, Fairfield, Suisun City, Vacaville, the County of Solano, Solano Transportation Authority (STA) and SolTrans (representing Vallejo and Benicia). The STA and the funding partners contract with SolTrans to operate the Solano Express Bus service through the Solano Express Intercity Transit Fund Agreement.

At the July 8, 2026, STA Board meeting, the STA Board agreed to hold a joint study session on the Solano Express with the SolTrans Board. The Solano Express Study Session was held on October service with in October 14, 2026. The Solano Express Study Session can be viewed online via the follow digital link: Solano Express Study Session Link. The digital recording can also be accessed through the STA's website by navigating to the meetings and agenda tab and then filter the search for the October 14th Study Session.

Discussion:
The two topics agendized for the Solano Express Study Session included the following:
1) Solano Express Decision Making and Service Goals
2) Solano Express Fare Adjustment

The STA Board and SolTrans Board members spent the majority of the study session focusing on the Solano Express Decision Making and Service Goals. The Solano Express Fare Adjustment item was not discussed due to time constraints.

The key issue raised was regarding SolTrans desire to make Solano Express service decisions without STA Board or its respective committees input or approval. The major factor cited included the STA process for decisions and recommendations takes time which may delay SolTrans' ability to act immediately when opportunities to improve the service presents itself. Several comments and ideas were provided by members of the STA Board and SolTrans Board. TAC members are encouraged to review the meeting recording to discuss next steps at the November 18, 2026, TAC meeting.

Fiscal impact:
None at this time.

Recommendation:
Informational.

This page intentionally left blank.

Agenda Item 8.D
November 18, 2026

Solano Transportation Authority
. . . working for you!

DATE: November 6, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Pilot Year for Joining the Bicycle and Pedestrian Advisory Committee to the Active Transportation Advisory Committee (ATAC)

Background:
The STA is the only CTA in the Bay Area that has two distinct citizen advisory committees for active transportation, separated between bicycle and pedestrian issues. All other CTAs in the region have one consolidated Bicycle and Pedestrian Advisory Committee (BPAC), with members representing both pedestrian and bicycle-related issues. Historically, the BAC and PAC have annually convened joint meetings to review projects seeking funding through the Transportation Development Act Article 3 (TDA-3) funds. Accordingly, an established process for conducting these joint meetings is already in place and will be carried forward into the Active Transportation Advisory Committee structure.

Discussion:
At the September 3, 2026 Joint BAC/PAC meeting, STA staff introduced the goal of joining the BAC/PAC committees starting in 2027. The joint meetings will be renamed the BAC & PAC Active Transportation Advisory Committee (ATAC). Attachment A provided a detailed summary of the approach for the pilot year of the ATAC.

The joining of BAC and PAC will not only become consistent with the committee structure at the regional level, but also at the local level by aligning with the adopted 2020 Countywide Active Transportation Plan, which consolidated STA's separate Countywide Bicycle and Pedestrian plans into one cohesive plan.

Recognizing that the transition to the BAC & PAC Active Transportation Advisory Committee is a new effort, the first year of the committee will serve as a pilot year. At the end of the pilot year, STA staff will revisit the ATAC structure and, at that time, adjust the committee to reflect the needs and priorities of the STA Board. Currently, the long-term goal is to retain the BAC/PAC committees joined through the ATAC well after the completion of the pilot year.

The draft approach for the pilot year of the ATAC was presented at the November 5th BAC meeting, and subsequently it will be presented at the December 3rd PAC meeting.

Recommendation:
Informational.

Attachments:

A. Draft Approach to the BAC & PAC ATAC Structure

RE: Pilot Year for Joining the STA Bicycle and Pedestrian Advisory Committee to the Active Transportation Advisory Committee (ATAC).

Proposal:
STA staff is proposing to join the BAC and PAC into one committee starting in 2027. The two joined committees' meetings will be renamed the BAC & PAC Active Transportation Advisory Committee (ATAC).

The joining of BAC and PAC into the ATAC will not only become consistent with the committee structure at the regional level, but also at the local level by aligning with the adopted 2020 Countywide Active Transportation Plan, which consolidated STA's separate Countywide Bicycle and Pedestrian plans into one cohesive plan.

Recognizing that the transition to the BAC & PAC Active Transportation Advisory Committee is a new effort, the first year of the committee will serve as a pilot year. At the end of the pilot year, STA staff will revisit the ATAC structure and, at that time, adjust the committee to reflect the needs and priorities of the STA Board. The long-term goal is to retain the BAC/PAC committees joined through the ATAC well after the pilot year is completed.

Background:
Solano Transportation Authority (STA) currently has two citizen advisory committees, the Bicycle Advisory Committee (BAC), established in 2002 following the 2001 Countywide Bicycle Plan. Subsequently, the STA adopted the 2002 Solano Countywide Trails Plan that led to the establishment of the Pedestrian Advisory Committee (PAC) in 2004. The STA BAC and PAC were dedicated to providing funding and policy recommendations to the STA Board on bicycle and pedestrian-related issues.

Committee meetings are held from 6:00-7:30 p.m., and attendees may participate either through Zoom and/or in-person.

BAC/PAC representatives of the seven Solano cities are required to reside in the respective city they represent. All participants of the BAC/PAC are required to be residents of Solano.

- BAC has a total of nine (9) positions that include seven (7) positions representing the seven Solano cities, one (1) for the unincorporated County of Solano and one (1) Member-at-Large.
- PAC has a total of eleven (11) positions that include seven (7) positions representing the seven Solano cities, one (1) for the unincorporated County of Solano and three (3) Member-at-Large.

Each County Transportation Agency (CTA) in the nine-county Bay Area region has access to Transportation Development Act (TDA) funds, in which the TDA Article 3 (TDA-3) funds are for the exclusive use of pedestrian and bicycle projects. Per MTC Resolution 4108, projects must be reviewed by the city or county BAC/PAC to be eligible recipients of TDA-3 funds each year. Through a joint meeting, the STA BAC and PAC annually review TDA-3 projects in the Spring or Summer for submission to MTC by their November deadline.

The STA is the only CTA in the Bay Area that has two distinct citizen advisory committees for active transportation, separated between bicycle and pedestrian issues. All other CTAs in the region have one consolidated Bicycle and Pedestrian Advisory Committee (BPACs), with members representing both pedestrian and bicycle-related issues.

Challenges with Current Committee Structure:

The joining of the BAC and PAC into the ATAC is intended to improve staff efficiency, reduce duplication of effort, and promote a more integrated approach to bicycle and pedestrian issues.

- The union of the BAC and PAC recognizes the interconnected nature of bicycle and pedestrian issues. While the BAC and PAC have historically addressed bicycle and pedestrian matters separately, these topics frequently overlap and benefit from a coordinated discussion. Bringing both areas of focus together will encourage collaboration and facilitate the integration of bike and pedestrian issues into a broader multimodal approach to transportation.
- The BAC and PAC often received similar presentations on the same topics during separate meetings, requiring staff to prepare and present duplicative presentations. Combining the committees will streamline this process and allow staff resources to be used more effectively.
- Separate committee meetings scheduled have occasionally resulted in one committee receiving presentations from outside agencies and having the opportunity to provide input before the other committee has had the same opportunity. Establishing a unified ATAC will allow all committee members to have equitable opportunities to review, discuss, and provide input on agenda items brought before the committee.
- A long-standing challenge for the BAC and PAC has been obtaining full membership, in which at times, a jurisdiction may be represented on one committee but may lack representation on the other. By joining the two committees, it increases the

likelihood of committee members weighing in and advocating on active transportation issues related to both bicycle and pedestrian issues.

Initial Feedback and Considerations:

At the September 3, 2026 meeting, STA staff provided a high-level introduction of the proposal to join the BAC and PAC into one committee. During the discussion, committee members provided initial feedback for STA staff consideration, focusing on the following areas:

- Diversification of membership: Members requested that the ATAC be diversified and expanded to include a transit user perspective due to the strong nexus between pedestrians and transit users. This suggestion is incorporated under Action #2: Membership, found on page 4.
- Adequate discussion time: Committee members emphasized the importance of allocating sufficient time to agenda topics to ensure that both bicycle and pedestrian perspectives are adequately considered and discussed for each topic. STA staff have considered this feedback and will adjust time allocation for future agenda items as appropriate to facilitate meaningful discussion.
- Flexibility for focused meetings: Committee members suggested retaining the flexibility to convene special meetings to address specific bicycle and/or pedestrian issues. This approach will continue under the ATAC structure, building on past practices in which special meetings may be convened to facilitate focused discussion and ensure that key deliverables and topics are addressed in a timely manner.

Timeline

Goal: Complete the BAC/PAC's transition to the ATAC by January 2027

Date	Item
November 5, 2026	Last BAC meeting - Inform of the ATAC
November 18, 2026	STA TAC – Inform TAC of the ATAC
December 3, 2026	Last PAC meeting – Inform of the ATAC
December 9, 2026	STA Board - Inform of the ATAC
February 4, 2027	First ATAC committee meeting

The following actions will take place to support the transition of the Bicycle and Pedestrian Advisory Committee into the STA Active Transportation Advisory Committee:

1. **Finalize current member appointments and pause vacant positions.**
   Current BAC/PAC members whose terms expire by December 31, 2026, have the opportunity to renew their appointments. During Fall 2026-Winter 2027, STA staff will pause recruitment for any remaining vacant positions. Recruitment for vacant positions will be convened in Spring 2027.

2. **Joining the Bicycle and Pedestrian Advisory Committee into the BAC & PAC Active Transportation Advisory Committee (ATAC).**

   Meeting Frequency/Length and Platform:
   During calendar year 2027, the BAC & PAC Active Transportation Advisory Committee will have a total of six (6) meetings that will be held on the first Thursday of every even month, from 6:00-7:30 p.m. Meetings will continue to be hybrid, with an option for attendees to participate through Zoom or in-person.

   The meetings will be scheduled for the following dates:
   - February 4, 2027
   - April 1, 2027
   - June 3, 2027
   - August 5, 2027
   - October 7, 2027
   - December 2, 2027

   Membership:
   With the joining of both committees, membership of the committee will be composed of 20 members, nine (9) for the BAC and eleven (11) for the PAC, in accordance with the membership outlined in the respective BAC and PAC Bylaws.

   As for the four (4) Member-at-Large positions further described below:
   - Bay Area Ridge Trail Representative: There is currently a dedicated PAC position to represent the Bay Area Ridge Trail, and this position will continue in the ATAC.
   - Transit User Representative: Recognizing the strong nexus between pedestrian and transit issues to provide a key first- and last-mile connection,

STA staff are considering including Transit User as a Member-At-Large position. This request would also align with the recent changes made to the Complete Streets Checklist, which now require project sponsor coordination with transit operators for projects near transit stops/hubs.

- The remaining two (2) Member-at-Large positions will be left as general positions that will serve to bring both countywide bicycle and pedestrian issues to the committee.

Selecting the Chair and Vice Chair:

At the first Active Transportation Advisory Committee meeting (February 4, 2027), the committee members will nominate and vote for a Chair and Vice Chair for the 2027 calendar year, with their term effective immediately. The selected Chair will then lead the rest of the agenda items set for the February meeting. The goal is to have BAC and PAC members as the Chair/Vice Chairs.

BAC/PAC Bylaws:

Committee members will still be identified as part of their respective BAC/PAC committees. Therefore, their respective Bylaws will remain in place. Since the individual BAC/PAC committees will remain in effect in the ATAC, at the start of each meeting, quorum will need to be established separately for the BAC and PAC members. As for agenda items that require committee action, the BAC and PAC will continue to vote separately.

Next steps following the completion of the first year of the ATAC:

STA staff will be revisiting the structure of the ATAC and will make necessary adjustments to the meeting frequency, length, and membership, which may include exploring the reduction of membership positions.

This page intentionally left blank.

Agenda Item 8.E
November 18, 2026

DATE: November 17, 2026
TO: STA TAC
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Solano Express Quarter 1 Report

A. Soltrans Solano Express Metrics Table

ATTACHMENT A

Updated
11/10/2026

SolTrans
Bus Operations - Solano Express Metrics
Fiscal Year 2026-27
For Period: July 2026 - September 2026

Route	Total Cost	Farebox Revenue **	Farebox Recovery Ratio	Ridership	Average Fare Per Rider	Subsidy per rider	Cost per Rider	Riders per VRH	Riders per VRM	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
82	$ 159,244	$ 36,568	23%	10,063	$ 3.63	$ 12.19	$ 15.82	17.7	0.5	569	$ 279.87	19,041	$ 8.36
B/40	$ 771,044	$ 35,896	5%	22,902	$ 1.57	$ 32.10	$ 33.67	8.4	0.2	2,731	$ 282.33	94,142	$ 8.19
G/90	$ 236,685	$ 30,200	13%	10,589	$ 2.85	$ 19.50	$ 22.35	12.7	0.4	831	$ 284.82	29,492	$ 8.03
R/60	$ 1,346,067	$ 174,763	13%	91,763	$ 1.90	$ 12.76	$ 14.67	18.1	0.7	5,079	$ 265.03	139,141	$ 9.67
Y/70	$ 484,362	$ 26,407	5%	18,324	$ 1.44	$ 24.99	$ 26.43	9.9	0.4	1,860	$ 260.41	47,444	$ 10.21
All Costs*	$ 2,997,402	**$ 303,834**	10.1%	**153,641**	**$ 1.98**	$ 17.53	$ 19.51	**13.9**	**0.5**	11,070	$ 270.77	**329,260**	$ 9.10
Transit Ctr Costs	$ (42,417)												
Funded Costs	**$ 2,954,986**	**$ 303,834**	**10.3%**	**153,641**	**$ 1.98**	**$ 17.26**	**$ 19.23**	**13.88**	**0.47**	**11,070**	**$ 266.94**	**329,260**	**$ 8.97**
Budget	**$ 11,104,313**	**$ 1,420,000**	**12.8%**	**580,431**						**45,000**	**$ 246.76**		
% of budget	**26.6%**	**21.4%**		**26.5%**						**24.6%**	**108.2%**		
FY 26 Actuals	*$ 10,813,222*	*$ 1,261,622*	*11.3%*	*552,791*	*$ 2.28*	*$ 17.67*	*$ 19.56*	*12.2*	*0.4*	*45,127*	*$ 239.62*	*1,281,621*	*$ 8.44*

** All Costs Allocated to modes per Accounting rules and reported to NTD.*

*** Includes Solano College Fees*

Agenda Item 9.A
November 18, 2026

DATE: November 6, 2026
TO: STA TAC
FROM: Ishpreet Kaur, Accounting Technician
RE: Fiscal Year (FY) 2025-26 Abandoned Vehicle Abatement (AVA) Program Report

---

Background:

The Abandoned Vehicle Abatement (AVA) Program is administered by the Solano Transportation Authority (STA) on behalf of Solano County and its participating jurisdictions. The program is funded through a $1 fee collected by the California Department of Motor Vehicles (DMV) at the time of vehicle registration. These funds are allocated by the State Controller's Office and are intended solely for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from public and private property.

STA distributes funds to participating AVA Member Agencies based on a formula:

- 50% of the allocation is based on population, and
- 50% is based on the number of vehicles abated.

The current AVA Member Agencies include the cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville, Vallejo, and the County of Solano. The City of Rio Vista is not currently participating. Its police services are provided through the Solano County Sheriff's Office, but they do not submit AVA reports.

Discussion:

The Solano Transportation Authority (STA) received $422,290.16 from the State Controller's Office. STA deducted $12,668.70 (3%) for administrative costs and earned $6,755.48 in interest on the AVA funds.

STA disbursed $406,992.44 to Member Agencies, resulting in a carryover balance of $9,384.50. This remaining amount will be added to the next allocation (Q1 of FY 2026-27) for disbursement using the standard funding formula.

Member Agencies are currently required to submit program activity reports quarterly. These reports document the number of qualifying vehicles abated and associated costs, which are used to determine fund disbursements.
The City of Vallejo had the largest increase in vehicle abatements — up from 4,712 to 5,477 vehicles.

The City of Fairfield had the second largest increase in number of vehicles abated – up from 3,786 to 4,329 vehicles.

The City of Suisun City increased from 9 to 36 vehicles, a 400% increase, although the absolute increase was only 27 vehicles.

Overall, more vehicles were abated in 2025-26 (11,511 vs 10,503), but the average cost per vehicle dropped ($35 vs $38)

STA has encountered consistent delays in the submission of quarterly reports from some agencies. These delays have:

- Postponed fund disbursements to all Member Agencies,
- Impacted the timeliness and accuracy of reports provided to the STA Technical Advisory Committee and STA Board,
- Reduced overall program efficiency.

To improve program administration and reduce the frequency of reporting errors and delays, STA staff recommended transitioning from quarterly to biannual (twice per year) reporting, beginning in FY 2025–26

Due to delays and transition, only one report was completed during FY 2025-26, with biannual reporting to be fully implemented going forward.

To support this transition, STA has implemented:

- Automated email reminders are sent one week and two days before reporting deadlines.

Attachment A is a matrix summarizing the AVA Program activities. This table compares how many abandoned (or "abated") vehicles were removed and how much was reimbursed in fiscal years: 2025-26 and 2024-25, by our participating Member Agencies.

Fiscal Impact:
There is no fiscal impact associated with this change.

Recommendation:
Informational.

Attachment:
A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2024-25 and FY 2025-26.

Attachment A

Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2024-25 and FY 2025-26

Member Agencies	FY 2025-26 # of Vehicle Abated	FY 2025-26 Amount Reimbursed	FY 2025-26 Cost per Abatement	% of Abated Vehicles from Prior FY	FY 2024-25 # of Vehicle Abated	FY 2024-25 Amount Reimbursed	FY 2024-25 Cost per Abatement
City of Benicia	355	12,105	$34	95%	375	12,997	$35
City of Dixon	220	17,657	$80	106%	208	15,531	$75
City of Fairfield	4,329	181,130	$42	114%	3,786	151,531	$40
City of Rio Vista	0	0	$0	0%	0	0	$0
Solano County Unincorporated area	25	7,353	$294	31%	80	10,725	$134
City of Suisun City	36	3,060	$85	400%	9	765	$85
City of Vacaville	1,069	48,829	$46	80%	1,333	61,441	$46
City of Vallejo	5,477	136,858	$25	116%	4,712	151,929	$32
Total	**11,511**	**406,992**	**$35.36**	**110%**	**10,503**	**404,919**	**38.55**

This page intentionally left blank.

DATE: November 6, 2026
TO: STA TAC
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 Wildlife Crossing Pilot Program	$80M	November 16, 2026
	https://simpler.grants.gov/opportunity/41eb2492-6242-49f8-89ae-17d15c068be4		
State			
1.	2026 Local Partnership Program	$151.298M	November 18, 2026
	2026 Local Partnership Competitive Program - California Grants Portal		
2.	2026 Solutions for Congested Corridor Program	$500M	November 19, 2026
	2026 Solutions for Congested Corridors Program - California Grants Portal		
3.	2026 Trade Corridor Enhancement Program	$1.287B	November 20, 2026
	2026 Trade Corridor Enhancement Program - California Grants Portal		

Fiscal Impact:
None.

Recommendation:
Informational.