



SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM MEETING

Tuesday, June 23, 2026

STA Office – 3<sup>rd</sup> Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

The Solano County Intercity Transit Consortium conducts their meetings in person.  
The Zoom link below is available for participants joining the meeting remotely.

Zoom Info:

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRlInbXA3UT09>

Webinar ID: 891 3740 5685

Passcode: 515662

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Lori DaMassa, Chair,  
Vacaville City Coach

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES  
(1:30 – 1:45 p.m.)

5. CONSENT CALENDAR

A. Minutes of the Consortium Meeting of May 26, 2026

Sheila Ernst

Recommendation:

Approve the Minutes of the Consortium Meeting of May 26, 2026.

(1:45 – 1:50 p.m.)

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6. STANDING ITEM:

A. Solano Express Service Update

Beth Kranda, SolTrans

Recommendation: Informational.

(1:50 – 1:55 p.m.)

Bruce Barrett

Shaun Vigil

Greg Malcolm

Beth Kranda

Nouae Vue

Lori DaMassa

Gwendolyn Gill

Debbie McQuilkin

Dixon  
Readi-Ride

(Vice Chair)  
Fairfield (FAST)

Rio Vista  
Delta Breeze

SolTrans

Suisun City

(Chair)  
Vacaville  
City Coach

County of Solano

Solano Mobility

Robert Guerrero  
STA

2026 CONSORTIUM MEMBERS

**7. ACTION FINANCIAL**

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

Ron Grassi  
Mary Pryor

Recommendation:

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

1. The July 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for SolTrans, as shown in Attachment B.
2. Authorize SolTrans to claim TDA funds totaling \$1,265,704 from partner agencies once the 1<sup>st</sup> Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

(1:55 – 2:00 p.m.)

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**8. ACTION NON-FINANCIAL**

**A. STA Board Study Session: Solano Express**

Robert Guerrero

Recommendation: Forward a recommendation to the STA Board on suggested topics to consider as part of a future Solano Express Service Study Session.

(2:00 – 2:10 p.m.)

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**INFORMATIONAL – DISCUSSION**

**A. Solano Mobility Programs Third Quarter Report for FY 2025-26 Employer, Commuter, and Student Programs**

Lorene Garrett

Recommendation: Informational.

(2:10 – 2:15 p.m.)

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**B. Regional Mapping & Wayfinding in Solano County – Solano Transit Wayfinding Project**

Kathrina Gregana

Recommendation: Informational.

(2:15 – 2:20 p.m.)

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**C. Legislative Update**

Sean Person

Recommendation: Informational.

(2:20 – 2:25 p.m.)

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**10. NO DISCUSSION ITEMS**

**D. Summary of Funding Opportunities**

Jasper Alve

Recommendation: Informational.

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**11. FUTURE AGENDA TOPICS**

**August 2026**

1. Solano Mobility Program – Call Center 4<sup>th</sup> Quarter Report for FY 2025-26
2. MTC Presentation: Clipper 2.0 Update
3. Connected Mobility Plan / Solano Express Coordination Update

4. Solano Mobility Express Pilot Program Service to Vacaville, Dixon, and Davis (Memorial Union)
5. Solano Express Intercity Bus Replacement Capital Plan Update
6. MTC Transit Priority Network

**12. ADJOURNMENT**

Group

The next regular meeting of the **Solano County Intercity Transit Consortium** is scheduled for 1:30 p.m., **Tuesday, August 25, 2026**, at STA Office, 423 Main Street, Suisun City.

**Meeting Schedule for the Calendar Year 2026**

No Meeting in July – Summer Recess

1:30 p.m., Tues., August 25, 2026

1:30 p.m., Tues., September 29, 2026

No Meeting in October

1:30 p.m., Tues., November 17, 2026 (Earlier Date)

1:30 p.m., Tues., December 15, 2026 (Earlier Date)

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM  
DRAFT Meeting Minutes of May 26, 2026**

**1. CALL TO ORDER**

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

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

**Present:**

Bruce Barrett (Zoom)	Dixon Read-Ride
Lori DaMassa, Chair	Vacaville City Coach
Gwendolyn Gill (Zoom)	Solano County Health & Social Services for Older & Disabled Adult Services
Nouae Vue	Suisun Microtransit
Robert Guerrero	Solano Transportation Authority
Beth Kranda (Zoom)	SolTrans
Greg Malcolm (Zoom)	Rio Vista Delta Breeze (Zoom)
Shaun Vigil	Fairfield Transit

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

**Absent:**

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

Jasper Alve	STA
Ana Lee Bernard	STA Intern
Kristina Botsford (Zoom)	SolTrans
Sheila Ernst	STA
Christopher Fong	City of Dixon
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Steven Lowe	STA
Nick Lozano	City of Suisun City
Sanjay Mishri	City of Fairfield
Sean Person	STA
Natalie Quezada	STA
Jason Riley	City of Fairfield
Brandon Thomson	STA

**2. APPROVAL OF AGENDA**

Ron Grassi pointed out discrepancies with his recommendations for Items 6C and 6D to add recommendations to the STA TAC and STA Board for approval.

On a motion by Lori Damassa and a second by Shawn Vigil, the Solano County Intercity Transit Consortium approved the agenda (8 Ayes; 1 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

Kathrina Gregana provided a brief update on the Transit Wayfinding Signs and will be bringing this item back to this group on June 23, 2026.

Robert Guerrero announced that after 25+ years of service, Executive Director Daryl Halls is retiring and his last day with the STA is June 30, 2026. He will follow up with the Consortium regarding any plans for a farewell gathering.

**5. CONSENT CALENDAR**

On a motion from Shaun Vigil, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium approved the Consent Calendar. (8 Ayes; 1 Absent)

**A. Minutes of the Consortium Meeting of April 28, 2026**

Recommendation:

Approve the Minutes of the Consortium Meeting of April 28, 2026

**6. ACTION FINANCIAL ITEMS**

**A. Taxi Card/PEX Program Transportation Development Act (TDA) Funding - Reconciliation of Fiscal Year (FY) 2024-25, Review of 2025-26 Usage and FY 2026-27 Contributions Discussion**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Intercity Taxi Card Program TDA funding for the FY 2025-26 Intercity Taxi Card Program as specified in Attachment B.

Ron Grassi provided an overview of the FY 2026-25 IIX Taxi Card TDA Funding and those being proposed for FY 2026-27.

On a motion from Greg Malcolm, and a second by Robert Guerrero the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**B. Release a Request for Proposals (RFP) for Support or Enhanced On-Demand WAV Services**

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release an RFP to support or enhance on-demand WAV services for three years with the option of two additional years for an amount not-to-exceed \$300,000.

Steven Lowe provided an overview of the Access for All Program and the timeline from September 2018 through December of 2023. He highlighted the goals of the program and financial impact to release an RFP.

On a motion from Greg Malcolm, and a second by Gwendolyn Gill the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**C. Programming of FY 2026-27 State Transit Assistance Funds (STAF) Population Based Funds Recommendations:**

Approve the following:

1. Programming of \$9,144,119 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2026-27, as specified in Attachment B; and
2. Authorize SolTrans to claim \$1,409,232 of new STAF for Solano Express Operations in FY 2026-27 once the 1<sup>st</sup> amendment of Solano Express Intercity Funding and Cost-Sharing is fully executed between STA, the funding partners, and SolTrans.

On a motion from Nouae Vue, and a second by Shaun Vigil the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**D. Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – June 2026, which includes TDA Claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City**

Recommendation:

Approve the June 2026 TDA Matrix for FY 2026-27, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of the city of Suisun City, as shown in Attachment B.

Ron Grassi provided an overview of funding for 2026-27, the current allocation, and the \$10.7M carryover at 45,000 hours. He touched on Solano Express operations, Solano Mobility Program priorities, approved capital projects, and Lifeline Transit.

On a motion from Lori Damassa, and a second by Greg Malcolm the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**E. Revised First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27**

Recommendation:

Recommend to the STA TAC and Board on how to utilize the available 2,831 revenue service hours, which are valued at \$698,578, and modify the 1<sup>st</sup> Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 and the attachments accordingly. (Attachment B, D & E)

1. Solano Express Cost Per Revenue Hour (\$246.76)
2. Solano Express Service Hours by Route (which includes reinstating the Route 82 service)
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

Robert Guerrero summarized Soltrans Board discussion regarding their staff report recommendation to reinstate Route 82. Mr. Guerrero noted that the Soltrans Board approved the Route 82 service, subject to ethe approval by the Transit Consortium and STA TAC.

On a motion from Kristina Botsford, and a second by Robert Guerrero the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**7. ACTION NON-FINANCIAL**

**A. Adopt the STA's Final Overall Work Plan for FY 2026-27 and FY 2027-28**

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve STA's Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28 as shown in Attachment B.

Robert Guerrero guided the group through the Comments and Responses received regarding the STA's Draft FY 2026-27 and FY 2027-28 Overall Work Plan.

On a motion from Lori Damassa, and a second by Nouae Vue the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**B. Legislative Update**

Recommendations:

1. Forward a recommendation to the STA TAC and Board to approve the following: Support position on AB 1421 and AB 2059; and,
2. Authorize the Executive Director to submit a Letter of Support on behalf of the STA for AB 1421 and AB 2059.

Sean Person provided an overview of AB 1421 and AB 2029 in which our State Lobbyist recommended the STA Board to support.

On a motion from Nouae Vue, and a second by Lori Damassa the Solano County Intercity Transit Consortium approved the recommendation. (8 Ayes; 1 Absent)

**8. INFORMATIONAL – DISCUSSION**

**A. Solano Express Quarterly Reports**

Recommendation: Informational.

Kristina Botsford provided an update on the 3rd Quarter System Performance Report with cost breakdowns for Solano Express. She highlighted ridership by month and route, productivity, missed trips, and on-time performance. She noted that total customer service calls were 10,324 and indicated that accidents have decreased.

The group discussed fare revenue, customer service calls, and ways to decrease those.

**B. Final Draft of the Comprehensive Transportation Plan (CTP) – Transit Element Project List**

Dulce Jimenez guided the group through the draft Comprehensive Transportation Plan. She outlined the project list schedule and the draft transit and rideshare project list for Tiers 1, 2, and 3.

**C. Solano Mobility Programs FY 2025-26 Q3 Report for Older Adults and People with Disabilities, and Veterans Programs**

Recommendation: Informational.

Ron Grassi provided an overview of the 18 Countywide Solano Mobility Programs. He touched on travel training, evaluations, PEX, GoGo Grandparents and the veteran's mobility program. He concluded with the importance of these programs and how they complement fixed-route transit service and fill critical mobility gaps.

**NO DISCUSSION**

**D. Summary of Funding Opportunities**

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

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

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

- A. County of Solano
- B. Benicia-Vallejo Solano County Transit
- C. Dixon REDI-Ride
- D. Fairfield Transit
- E. Rio Vista Delta Breeze
- F. Solano Mobility Update
- G. Suisun City Microtransit
- H. Vacaville City Coach
- I. STA

Consortium members provided updates on their respective cities and programs, including new bus purchases, electrification projects, and ongoing service modifications.

**11. ADJOURNMENT**

The meeting adjourned at 3:12 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 25, 2026.**

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DATE: June 15, 2026  
TO: Solano County Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – July 2026, which includes the TDA Claim for SolTrans

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**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. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on 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 Solano FY 2026-27 TDA fund estimates from February 2026 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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 to be allocated each year among local agencies and to identify the purpose of these funds, STA works with transit operators and prepares a TDA matrix. 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 SolTrans is within the parameters of available TDA funds and is being brought forward for review:

**Solano County Transit (SolTrans) From FY 2026-27**

SolTrans is claiming a total of \$9,278,027 in operating funds, as follows: \$1,602,378 for paratransit services, \$4,507,826 for local transit services, and \$3,167,823 for Solano Express services. The claim for Solano Express service includes the funding shares from the FY 2026-27 Solano Express funding plan approved by the STA Board on June 10, 2026. TDA Funds totaling \$1,265,704 from partner agencies and State Transit Assistance Funds of \$1,409,232 cannot be claimed until the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

The SolTrans TDA claim includes a total of \$378,250 in capital funds for the following projects: Facility Improvements (\$80,000), New Paratransit Software Implementation (\$85,000), Bus

equipment and tools (\$76,000), Bus Components and Tools (\$111,250), IT Server/Storage Room Redesign (\$26,000). SolTrans TDA claim amounts are included in the July 2026 TDA matrix (Attachment B).

**Fiscal Impact:**

The fiscal impact is described above, and the claim amounts are consistent with the Solano Express and SolTrans FY 2026-27 Budget. The STA Board's approval of the July 2026 TDA matrix provides the guidance MTC needs to process TDA claims submitted by SolTrans.

**Recommendation:**

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

1. The July 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for SolTrans, as shown in Attachment B.
2. Authorize SolTrans to claim TDA funds totaling \$1,265,704 from partner agencies once the 1<sup>st</sup> Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

**Attachments:**

- A. FY 2026-27 Metropolitan Transportation Commission TDA Fund Estimate for SolTrans, dated February 2026
- B. July 2026 TDA Matrix for FY 2026-27, which includes the TDA Claim for SolTrans

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

**FY 2026-27 TDA Matrix - June 2026**

**Attachment B**

Date Prepared June 16, 2026  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY26-27 TDA Revenue Estimate from MTC	1	\$ 1,170,354	\$ 7,003,327	\$ 599,738	\$ 1,684,465	\$ 5,985,838	\$ 8,609,243	\$ 1,043,538	\$ 26,096,503
Projected Carryover from MTC	1	\$ 4,397,179	\$ 7,247,117	\$ 2,515,347	\$ 1,691,200	\$ 5,323,932	\$ 1,805,708	\$ 1,668,646	\$ 24,649,129
Available for Allocation per MTC	1	\$ 5,567,533	\$ 14,250,444	\$ 3,115,085	\$ 3,375,665	\$ 11,309,770	\$ 10,414,951	\$ 2,712,184	\$ 50,745,632
FY25-26 Allocations/Transfers/Refunds	1	\$ (907,960)	\$ (949)	\$ (568,090)	\$ (77,898)		\$ (40,000)		\$ (1,594,897)
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 4,659,573</b>	<b>\$ 14,249,495</b>	<b>\$ 2,546,995</b>	<b>\$ 3,297,767</b>	<b>\$ 11,309,770</b>	<b>\$ 10,374,951</b>	<b>\$ 2,712,184</b>	<b>\$ 49,150,735</b>

**USES**

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3						\$ 1,602,378	\$ 220,000	\$ 1,822,378
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 230,000			\$ 315,000	\$ 545,000
<b>Subtotal Paratransit</b>		<b>\$ 50</b>	<b>\$ 14,175</b>	<b>\$ 400</b>	<b>\$ 243,575</b>	<b>\$ 18,125</b>	<b>\$ 1,630,553</b>	<b>\$ 880,500</b>	<b>\$ 2,787,378</b>

<b>Local Transit Service (Fixed Route) &amp; Administration</b>	3				\$ 986,500		\$ 4,507,826		\$ 5,494,326
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<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,902,119	\$ 206,892	\$ 3,167,823
<b>Subtotal SolanoExpress Intercity Bus</b>		<b>\$ 39,460</b>	<b>\$ 547,146</b>	<b>\$ -</b>	<b>\$ 129,153</b>	<b>\$ 343,053</b>	<b>\$ 1,902,119</b>	<b>\$ 206,892</b>	<b>\$ 3,167,823</b>

<b>Transit Capital</b> Claimed by each agency	3						\$ 378,250		\$ 378,250
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<b>STA Planning</b> Claimed by STA (2.7%)	6								
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<b>Swaps / Other</b>									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Depot 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
<b>Subtotal Swaps / Other</b>		<b>\$ 328,031</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 438,776</b>	<b>\$ 560,121</b>	<b>\$ -</b>	<b>\$ 85,000</b>	<b>\$ 1,340,119</b>

<b>Total To Be Claimed by All Agencies</b>		<b>\$ 367,541</b>	<b>\$ 561,321</b>	<b>\$ 400</b>	<b>\$ 1,798,004</b>	<b>\$ 921,299</b>	<b>\$ 8,418,748</b>	<b>\$ 1,172,392</b>	<b>\$ 13,167,896</b>
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<b>Balance</b>		<b>\$ 4,292,032</b>	<b>\$ 13,688,174</b>	<b>\$ 2,546,595</b>	<b>\$ 1,499,763</b>	<b>\$ 10,388,471</b>	<b>\$ 1,956,203</b>	<b>\$ 1,539,792</b>	<b>\$ 35,982,839</b>
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**FY 2026-27 TDA Matrix - June 2026**

Date Prepared June 16, 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. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$986,500), 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 includes both paratransit and microtransit.**

**(4) Based on FY 2026-27 Intercity Transit Funding Plan approved by STA Board June 10, 2026, subject to the Solano Express Funding and Cost-Sharing agreement being fully executed by all funding partners.**

(5) TBD

(6) MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.

(7) LCTOP Swaps included in TDA claims.

(8) State of Good Repair (SGR) swaps, included in TDA claims.

(9) TBD

(10) TBD

(11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers half of costs incurred by Fairfield in FY23-24.

(12) To be claimed by STA for Suisun Amtrak station operations and maintenance

(13) To be claimed by STA for Suisun Train Depot Capital Improvements

(14) To be claimed by STA for Suisun City Mobility Hub

(15) To be claimed by STA for Faith in Action

(16) To be claimed by STA for Equitable Access to Justice Pilot Program

(17) To be claimed by STA to support Dixon Redi-Ride with Financial Management Services

(18) Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA pending concurrence from Vacaville and Dixon City Councils

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DATE: June 15, 2026  
TO: Solano County Intercity Transit Consortium  
FROM: Robert Guerrero, STA Deputy Executive Director/Director of Planning  
RE: STA Board Study Session: Solano Express

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**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 SolTrans to operate the Solano Express Bus service through the Solano Express Intercity Transit Fund Agreement.

Two key milestones were completed this past year:

- 1) The SolTrans led Solano Express Comprehensive Operations Analysis  
The STA Board approved the recommendations of the COA which included system wide bus route changes to maximize passenger trips.
  
- 2) Approval of the FY 2026-27 Solano Express Intercity Transit Fund Agreement  
The fund agreement provides agreed upon service hours for each route with a budget that includes all contributions provided by the funding partners.

**DISCUSSION:**

By general consensus, the STA Board agreed on the desire to have a study session on Solano Express Bus service now that the two key milestones have been completed. In addition, the STA Board and the SolTrans Board have agreed upon the need to re-evaluate the Solano Express Intercity Transit Fund Agreement in advance of it expiring next year. STA staff are seeking input from the Consortium and TAC on topics to be provided at the STA Board's Solano Express Study Session. Topics currently under consideration include:

- 1) History of the Solano Express Service
- 2) Roles and responsibilities of the STA as defined by its JPA bylaws and reaffirmed by the Transit 2030 Subcommittee
- 3) Goals of the service
- 4) Programs that support or compliment the service
- 5) Service budget and fare revenue
- 6) Other topics?

STA staff is also seeking input on the date and time of the study session. The earliest months currently under consideration are September or October immediately before the STA Board meeting. However, other committee meetings may have to be taken into account with regard to the SR 12/SR 113 Corridor Study and possibly the City County Coordinating Council (4Cs).

**FISCAL IMPACT:**

None at this time.

**RECOMMENDATION:**

Forward a recommendation to the STA Board on suggested topics to consider as part of a future Solano Express Service Study Session.



DATE: May 22, 2026  
 TO: Solano County Intercity Transit Consortium  
 FROM: Lorene Garrett, Transit Mobility Coordinator I  
 Steven Lowe, Program Coordinator I  
 Julie Davidson, Customer Service Representative II  
 Eavan Swanson, Intern  
 RE: Solano Mobility Programs Third Quarter 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 provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and three local programs as listed below:

<b>Countywide Programs</b>	
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
<b>Local Programs</b>	
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 second quarter of FY 2025-26 is included as Attachment A. Program participation for the second quarter of FY 2025-26 is included in Attachment B.

### Outreach

During the third quarter of FY 2025-26, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff led/taled/attended 26 events reaching 4128 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano Mobility website (Monster Analytics) during the third quarter. 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.

### 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.

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 \$600 per van per month 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.

STA's Solano Mobility Employer Commuter Program is currently staffed by two full-time, one part-time, and one Intern.

**Recommendations:**

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

# 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.

2 reimbursements for a total of \$600.00 were provided during the third quarter. 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.

23 passes for \$2,953 at an average cost of \$12.80/ride were purchased during the third quarter of FY 2025-26. Twelve new commuters enrolled in the program in the third quarter, increasing the total enrollment to 196 participants since the start of the program in 2019. 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 third quarter, 134 active commuters logged 4,000 alternative commute trips for 90,842.3 miles and an estimated savings of 28.7 tons of CO<sub>2</sub>. 103 new users joined during the third quarter. See Attachment B.1 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 510 rides for \$12,867.90 for an average cost of \$25.23 per ride during the third quarter.

*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 third quarter of this fiscal year, 33 commuters registered for the First/Last Mile program, increasing program registration to 1,962 commuters. 12,608 rides were provided for \$127,384.50 at an average cost of \$10.10/ride. 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.

10 commuters received GRH reimbursements for \$539.43 during the third quarter of this year. 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 third quarter. 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 third quarter of this fiscal year, 15 Solano Express Riders registered to receive Uber Vouchers. During the third quarter 1,063 rides were provided for \$50,512.81 at an

average cost of \$47.52/ride. 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 January, 14 vanpools in February and 13 in March for \$8,000 in subsidies. The number of STA subsidized vanpools decreases as vans reach the two-year subsidy limit. 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 the third quarter, 69 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 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.

1,074 rides were provided during the third quarter. There were no missed runs this quarter. 11,613 rides were provided from the beginning of the program to the end of the second

quarter. See Attachment B.4 for third quarter 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 third quarter, the Falcon Flyer vanpool program provided 888 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 3/4 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 third quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 4,902 rides for \$35,390.22 at an average cost of \$7.22/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 third quarter, 7,006 Suisun City Lyft rides for \$\$61,507.68 for an average cost of \$8.78/ride were provided. 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 third quarter, 564 Vallejo/Benicia Lyft rides were provided for \$5,563.17 at an average cost of \$9.86/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 third quarter, Solano EDC attended 12 chamber/business events speaking with 65 employers. 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. SCC students can ride the bus within Solano County. 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.

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. \$1,204,749 has been disbursed to the transit operators since FY 2017-18. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. \$235,410.50 will be provided to the transit operators in June 2026.

## COMMUTER PROGRAM FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON					
PROGRAM	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1 – Q3
Bucks for Bikes (B4B) Reimbursements	12	12	11	18	9
Capitol Corridor + Lyft (CC+L) Passes	7	46	73	70	71
Commuter Solano Active Participants	421	733	639	685	453
First/ Last Mile (FLM) Rides	7,115	26,479	54,393	49,540	38,140
Guaranteed Ride Home (GRH) Redemptions	5	20	7	24	24
Solano Express Guaranteed Ride (GR) Total Registrants	--	276	526	704	765
Solano Express 2-for-1 Redemptions	67	65	62	6	3
Vanpools Subsidized	12	23	9	16	13
Solano Mobility Express Vanpool Rides	--	--	3,946	4,591	3,170
SCC Falcon Flyer Rides	--	--	--	170	2,352
Equitable Access to Justice Completed Rides			602	2141	1161

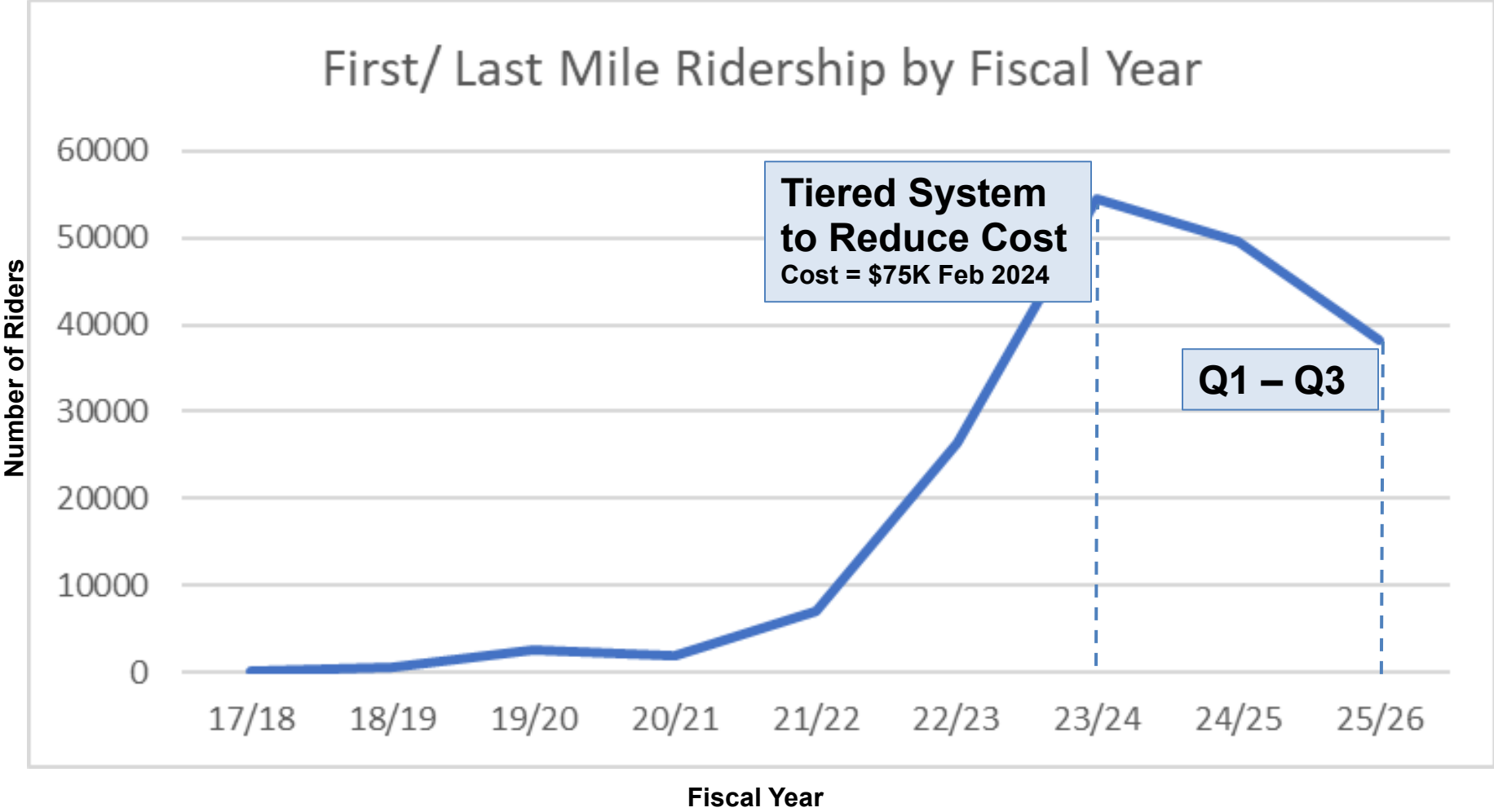
COMMUTER PROGRAM *NEW* PARTICIPATION COMPARISON

## Participation by City Q1 – Q3 FY 2025-26

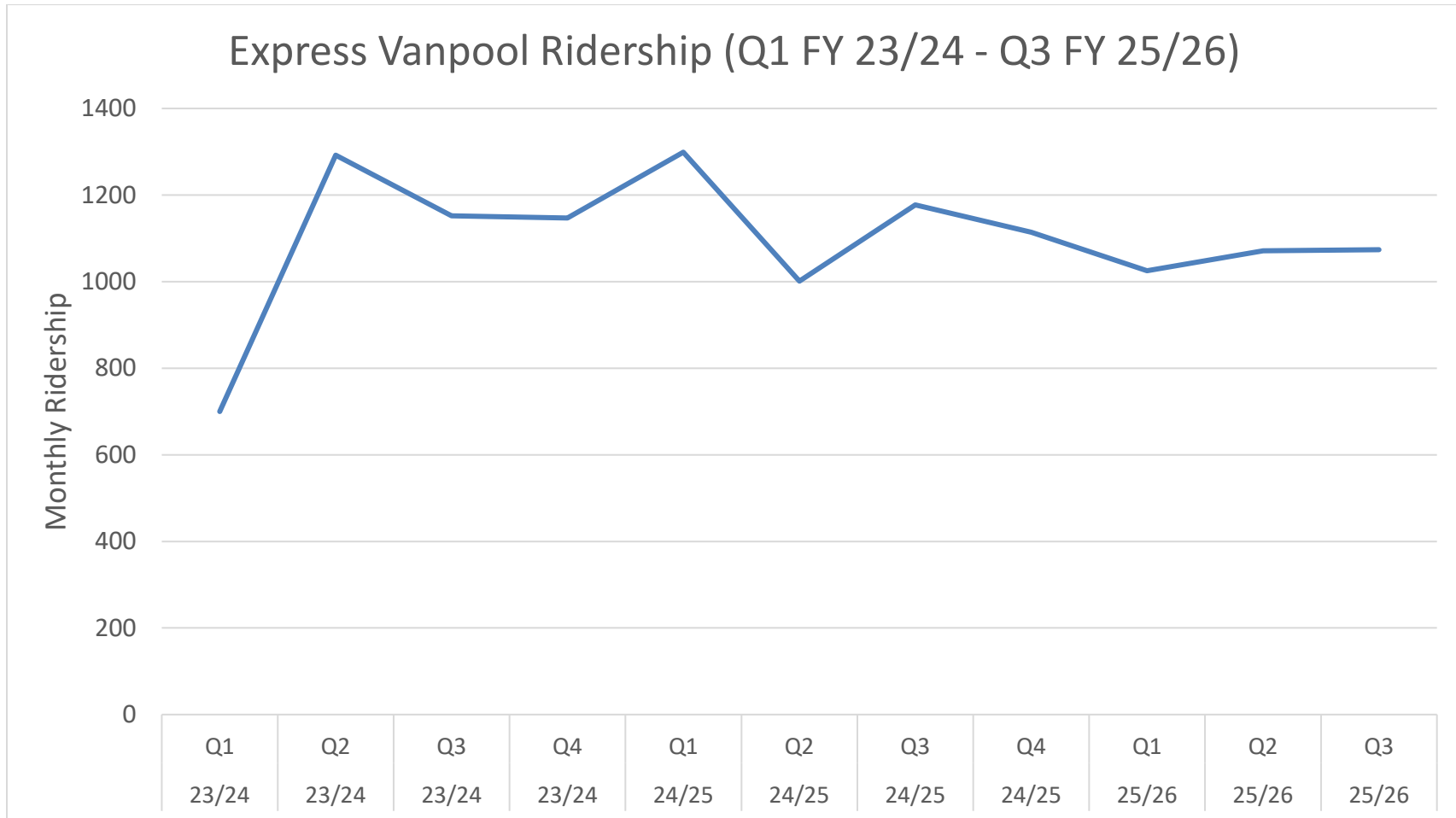
Origin	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	1	2	9	0	1	1
Dixon	0	0	1	2	0	0	1
Fairfield	1	3	7	15	3	14	4
Rio Vista	0	0	1	1	0	0	0
Suisun City	0	1	5	10	5	8	0
Vacaville	0	3	9	9	1	12	6
Vallejo	2	0	4	33	2	23	1
Other	0	1	10	9	13	4	0
<b>Total:</b>	<b>3</b>	<b>9</b>	<b>39</b>	<b>88</b>	<b>24</b>	<b>61</b>	<b>13</b>

Destination	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	0	0	1	2	1	0
Dixon	0	0	0	0	0	1	0
Fairfield	0	4	4	14	5	4	0
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	3	1	0	0	0
Vacaville	0	1	3	4	3	4	0
Vallejo	0	0	0	7	0	4	0
Other	3	4	29	61	14	47	13
<b>Total:</b>	<b>3</b>	<b>9</b>	<b>39</b>	<b>88</b>	<b>24</b>	<b>61</b>	<b>13</b>

**First/Last Mile Program Ridership**



**Solano Mobility Express Vanpool Ridership**



Solano Express Guaranteed Ride (Based on Invoice)				
<b>2022</b>				
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
<b>TOTAL</b>		<b>637</b>	<b>\$26,732.21</b>	
<b>2023</b>				
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
<b>TOTAL</b>		<b>4,071</b>	<b>\$162,049.98</b>	
<b>2024</b>				
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
<b>2024 (Continued)</b>				
Month	Missed Trips	# Rides	Cost	# Riders
July	18	514	\$24,403.93	180
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
<b>TOTAL</b>		<b>6,703</b>	<b>\$302,350.80</b>	
<b>2025</b>				
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
<b>TOTAL</b>		<b>6,191</b>	<b>\$310,069.80</b>	
<b>2026</b>				
January		366	\$16,876.72	157
February		325	\$15,719.51	117
March		372	\$17,916.58	134
<b>TOTAL</b>		<b>1,063</b>	<b>\$50,512.81</b>	

## 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	266
Lyft \$3	59	295	927	854	877
Lyft \$4	3	221	331	652	1080
Benicia \$5	240	1335	4754	7848	9818
5Benicia UBER					17
<b>Total Trips</b>	<b>314</b>	<b>2084</b>	<b>6293</b>	<b>9611</b>	<b>12041</b>

	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	\$ 2,783.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 7,890.81
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 9,347.36
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 76,970.86
<b>Total Cost</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 43,191.58</b>	<b>\$ 76,607.01</b>	<b>\$ 96,992.03</b>

Suisun City Lyft Ridership by Fiscal Year

Suisun City Lyft Program					
Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1-Q3
<b>Rides</b>					
Lyft \$3	228	692	3288	6431	5654
Lyft \$2	403	2842	6726	12060	10863
Lyft \$1.50	35	252	769	1675	2226
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>10783</b>	<b>20166</b>	<b>18743</b>
Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1-Q3
<b>Cost</b>					
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 75,733.60	\$60,873.44
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 99,196.84	\$90,551.79
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 16,456.10	\$20,564.56
<b>Total Costs</b>	<b>\$ 8,415.20</b>	<b>\$ 37,952.65</b>	<b>\$ 106,360.52</b>	<b>\$191,386.54</b>	<b>\$171,989.79</b>

**ATTACHMENT B.8**

**Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo**

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

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

<b>FY 25-26 Q1 – Q3 Totals</b>		
	<b>Rides</b>	<b>Cost</b>
<b>Gateway</b>	1130	\$ 11,015.83
<b>Carquinez</b>	234	\$ 2,539.45
<b>Mare Island</b>	446	\$ 4,924.51
<b>Total</b>	<b>1810</b>	<b>\$ 18,479.79</b>

**ATTACHMENT B.9**

**Traditional Vanpools Traveling To/From and Through Solano County  
3rd Quarter FY 2025-26**

<b>Home City</b>	<b>Number of Vans</b>
Benicia	2
Dixon	1
Fairfield	26
Suisun	1
Vacaville	15
Vallejo	11
Rio Vista	1
<b>Work City</b>	<b>Number of Vans</b>
Fairfield	3
Dixon	2
<b>Through County</b>	<b>Number of Vans</b>
American Canyon/Vallejo-Fremont	1
Carmichael- Berkeley	1
West Sac -San Quentin	2
West Sac- Foster City	1
West Sac- SF	1
West Sac- Fremont	1
<b>Total</b>	<b>69</b>

**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.
<b>Relates to:</b> 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.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
<b>Relates to:</b> 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.

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



DATE: June 23, 2026  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: Regional Mapping & Wayfinding in Solano County – Solano Transit Wayfinding Project

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**Background:**

In 2021, MTC initiated the Regional Mapping & Wayfinding Project, following recommendations from the Blue Ribbon Transit Recovery Task Force which identified a regionally harmonized mapping and wayfinding system as a key strategy for improving transit usability and supporting ridership.

The Regional Mapping and Wayfinding Project has three primary goals:

- Provide easy-to-understand, dependable, and familiar transit information for travelers, regardless of where they are in the Bay Area
- Make it easy for transit agencies to update signs and implement new standards, including common parts and processes
- Support the social, environmental, economic and equity goals of [Plan Bay Area 2050](#) – the long-range regional plan – by increasing transit visibility and ridership

In March 2026, MTC finalized and approved the Regional Network Identity Style Guide and the Transit Stop Signage Design Guide. These standards establish a unified and consistent language design intended to make it easier for riders in the Bay Area to identify information and use transit.

In alignment with MTC’s regional efforts, STA is actively working to advance implementation of the Regional Wayfinding and Mapping standards in Solano County. The STA Board has authorized staff to move forward with this effort and has committed \$500,000 to support replacement of bus stop signage for both regional and local bus services. The investment will fund the installation of wayfinding signage at transit stops throughout Solano County, with the approach to be coordinated with operators.

**Discussion:**

STA staff would like to engage in a discussion with the Solano transit operators to identify the best path forward to allocate the Solano transit wayfinding signage funds. STA staff has begun collecting bus stop inventories and other relevant data from transit operators to develop preliminary cost estimates. A draft of these estimates can be found in Attachment A. Please note that this information is preliminary and will continue to be refined as additional input and data are received.

With that in mind, STA staff is seeking feedback on the following questions:

- Which transit operators are prepared to move forward with implementation and what are their anticipated timelines? STA staff are seeking input to help inform a potential funding and implementation schedule.

- What approach do transit operators prefer for fabrication and installation of wayfinding signage? Options could include a coordinated countywide procurement and installation effort, individual agency-led implementation or work done in-house, where applicable.
- Can transit operators confirm whether they can provide local match funding in the event that the Solano Transit Wayfinding Project cannot fully cover all associated signage replacement costs?

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachments:**

- A: Solano Transit Wayfinding Project – Preliminary Cost Estimates
- B: List of Solano Regional Services Stops

Attachment A

DRAFT Solano Transit Wayfinding Sign Project – Cost Estimates

Transit Operator	# of stops	Funding Needed
<b>Regional Bus Stops</b>		
Regional Bus Stops	32	\$ 24,464.96
<b>Local Bus Stops</b>		
Dixon Read-Ride	1	\$764.53
FAST	122	\$93,272.66
Soltrans Local	297	\$227,065.41
RV Delta	7	\$5,351.71
Suisun Microtransit	7	\$5,351.71
VV City Coach	190	\$145,260.70
Solano Express Route 30	9	\$6,880.77
<b>TOTAL</b>	<b>633</b>	<b>\$ 508,412.45</b>

## SOLANO REGIONAL SERVICES BUS STOPS

Count	Regional Location	Coordinates X	Coordinates Y	Shelter	Trash	Transit Agencies:	Stop ID	Routes	Stop Location (City)
1	Suisun Train Depot	38.24302	-122.04147	2	Y	Suisun		Microtransit	Suisun City
		38.24276	-122.04161	2	Y	SolTrans	829023	90(G), 60(R)	Suisun City
		38.24319	-122.04043	1	Y	RVDB	1553	50	Suisun City
		38.24302	-122.04147	2	Y	Vine Transit	89305	21	Suisun City
		38.24302	-122.04147	2	Y	Flixbus	89305	Greyhound	Suisun City
2	Fairfield Transportation Center	38.24877001	-122.068482	4	y	Suisun		Microtransit	Fairfield
		38.24877001	-122.068482	4	y	FAST	75268	1, 3, 7, 8T	Fairfield
		38.2492	-122.06830	4	y	SolTrans	829015	40(B), 90(G), 60(R), 82	Fairfield
		38.24837	-122.06865	4	y	Vine Transit	89306	21	Fairfield
		38.24877001	-122.068482	4	y	RVDB	75268	50	Fairfield
3	Vacaville Transportation Center	38.21.505	121.57.880	1	Y	City Coach	76001	3,4,5,6	Vacaville
		38.21.505	121.57.880	1	Y	SolTrans	829101	40(B)	Vacaville
4	Dixon Park and Ride	38.45575	-121.84214	1	Y	Dixon-Readi-Ride		Microtransit	Dixon
		38.45575	-121.84214	1	Y	SolTrans	829201	40(B)	Dixon
5	Suisun Valley Rd & Westamerica Dr	38.229544	-122.12914	1	y	FAST	75576	7	Suisun City
		38.229544	-122.12914	1	y	SolTrans	829014	60(R), 40(B)	Suisun City
6	Suisun Valley Rd & Kaiser Dr	38.229214	-122.128789	1	y	FAST	75577	7	Suisun City
		38.229214	-122.128789	1	y	SolTrans	829016	60(R), 40(B)	Suisun City
7	Pennsylvania Ave & B Gale Wilson Blvd	38.26060355	-122.0501019	1	y	FAST	75322	3, 6	Fairfield
		38.26060355	-122.0501019	1	y	RVDB	75322	50	Fairfield
8	Solano County Health & Social Services	38.23597374	-122.0675138	1	y	FAST	75270	7	Fairfield
		38.23597374	-122.0675138	1	y	RVDB	75270	50	Fairfield
9	Chadbourne Rd & Busch Dr	38.23719002	-122.0838821	0	N	FAST	75274	7	Fairfield
		38.23719002	-122.0838821	0	N	RVDB	75274	50	Fairfield
10	Vallejo Transit Center	38.10026	-122.25924	6	Y	SolTrans	821001	60(R), 70(Y), 1,2, 3, 4, 5, 6, 7A, 7B, 8, 82	Vallejo
11	Curtola Pkwy & Napa St	38.09705	-122.25272	0	N	SolTrans	821014	60(R), 70(Y), 3, 82	Vallejo
12	Curtola Park & Ride	38.09336	-122.23770	8	Y	SolTrans	821017	60(R), 70(Y), 3, 82	Vallejo
13	Mare Island Way & Georgia St (Ferry)	38.10077	-122.26232	2	Y	SolTrans	821068	70(Y), 5	Vallejo
14	Mare Island Way & Georgia St (Ferry)	38.10033	-122.26241	0	Y	SolTrans	821090	5, 70(Y)	Vallejo
15	Curtola Pkwy & Napa St	38.09724	-122.25201	0	Y	SolTrans	821101	60(R), 70(Y), 82	Vallejo
16	Benicia Park & Ride	38.06851	-122.12883	1	Y	SolTrans	823065	40(B)	Benicia
17	Sonoma Blvd & Sereno Dr	38.12823	-122.25546	0	N	SolTrans	823074	60(R), 1, 2	Vallejo
18	Sonoma Blvd & Sereno Dr (Smart & Final)	38.12816	-122.25590	0	N	SolTrans	823075	60(R)	Vallejo
19	Sereno Transit Center (STC A)	38.12816	-122.25345	4	Y	SolTrans	823111	1,2, 7A	Vallejo
20	Sereno Transit Center (STC B)	38.12804	-122.25343	4	Y	SolTrans	823112	60(R), 1, 2, 4, 5, 7B	Vallejo
21	Sereno Transit Center (STC C)	38.12783	-122.25342	4	Y	SolTrans	823128	60(R), 5, 7B	Vallejo
22	Military W & 1st St (Benicia City Park)	38.05422	-122.15653	1	Y	SolTrans	826005	70(Y), 17	Benicia

23	Military W & 1st St (Benicia City Park)	38.05419	-122.15588	1	Y	SolTrans	826008	70(Y), 15, 17	Benicia
24	Benicia Park & Ride	38.06857	-122.12907	1	Y	SolTrans	826066	40(B)	Benicia
25	Walnut Creek Bart	37.90591	-122.06892	1	Y	SolTrans	827002	40(B), 70(Y)	Walnut Creek
26	Contra Costa Blvd & Viking Dr (Sunvalley)	37.96784	-122.06270	1	N	SolTrans	827004	70(Y)	Contra Costa
27	Contra Costa Blvd & Viking Dr	37.96764	-122.06302	1	Y	SolTrans	827006	70(Y)	Contra Costa
28	El Cerrito del Norte Station (Stop C3)	37.92468	-122.31685	1	Y	SolTrans	828001	60(R)	El Cerrito
29	El Cerrito del Norte Station (Stop C4)	37.92482	-122.31697	1	Y	SolTrans	828002	90(G)	El Cerrito
30	San Francisco Ferry Building	37.79640	-122.39525	0	N	SolTrans	829021	82	San Francisco
31	Mrak Hall Dr & Alumni Ln (UC Davis Mondavi Center)	38.53450	-121.74850	0	N	SolTrans	829204	40(B)	Davis

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DATE: June 23, 2026  
TO: Solano County Intercity Transit Consortium  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**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:**

Governor Newsom’s May Revision projects approximately \$16 billion in additional state revenues compared to January estimates; however, the proposal largely directs these funds toward addressing future budget deficits rather than expanding ongoing programs. The May Revision remains largely silent on public transit priorities and continues to exclude the scheduled SB 125 appropriation. Revised estimates project reduced Greenhouse Gas Reduction Fund (GGRF) revenues, creating concerns regarding future funding availability for programs such as the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and Affordable Housing and Sustainable Communities Program.

Additionally, there are ongoing concerns regarding the California Air Resources Board’s (CARB) proposed amendments to the Cap-and-Invest Program. The proposed changes are intended to address industry leakage and consumer cost impacts but are expected to reduce GGRF revenues by approximately \$2 billion annually. Transportation and transit stakeholders statewide, led in part by the California Transit Association, have organized coalitions of nearly 70 organizations to advocate for modifications to the proposal due to the potentially significant impacts on transit funding programs. CARB is expected to consider adoption of the amendments at its May 28–29 meeting.

Several statewide ballot initiatives and legislative measures continue to advance. The “Local Taxpayer Protection Act” qualified for the November 2026 ballot and, if approved, would increase voter approval thresholds for local special taxes and potentially constrain local transportation revenue generation. Another initiative, the “Building an Affordable California Act,” seeks to streamline California Environmental Quality Act (CEQA) processes for infrastructure, housing, and transit projects.

On May 11, 2026, the Department of Transportation (DOT) announced \$28.4 million for the Fiscal Year (FY) 2026 Pilot Program for Transit Oriented Development (TOD) Planning. The program provides funding to local communities to integrate land use and transportation planning

around a new fixed guideway or core capacity improvement project. Applications are due on July 10, 2026.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor's May Revise
- CARB Proposed Regulations to Cap-and-Invest Program
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachments:**

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



May 19, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **JUNE 2026 STATE LEGISLATIVE UPDATE**

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***General Update***

On May 14, the appropriations committees held their suspense hearings, which decided the fate of bills with significant fiscal impact to the state. May 29 marks the house of origin deadline, with bills needing to cross from one house to the other in order to continue moving forward. Additionally, the Legislature must send the Governor a balanced budget by June 15, with the new fiscal year beginning July 1. Lastly, the Legislature will break for its month-long Summer Recess on July 2.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

***Governor Releases May Revise***

Also on May 14, Governor Newsom released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal. The May Revise is also largely silent on public transit. It continues to exclude the scheduled SB 125 appropriation. And, significantly, it provides reduced estimates in Greenhouse Gas Reduction Fund (GGRF) revenues (meaning: less money for the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP)) and makes no mention of the California Air Resources Board (CARB) proposed Cap-and-Invest program amendments, which would severely impact these same transit programs.

***CARB Releases Proposed Regulations to Cap-and-Invest Program***

As mentioned above, on April 14, CARB released proposed amendments to California’s Cap-and-Invest program to significantly expand free allowances for regulated entities and create a new manufacturing decarbonization incentive allowance reserve. While intended to address industry leakage and consumer cost impacts, the changes are projected to slash GGRF revenues by roughly \$2 billion annually. Given the updated GGRF expenditure structure adopted last year in [SB 840 \(Limon\)](#), these reductions would mean there is insufficient funding for all Tier 3 programs, including the TIRCP, LCTOP and Affordable Housing and Sustainable Communities Program.

In response to the proposed amendments, the California Transit Association established and mobilized [a coalition](#) of nearly 70 statewide and regional organizations to push back on CARB and seek additional changes to the proposed amendments. In addition, the Association has established and mobilized a [coalition](#) of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to amplify the coalition's work and localize the impacts of proposed amendments. The Association's effort has helped drive the Legislature's engagement on the proposed amendments, including through letters from the Chairs of the Senate Environmental Quality Committee, Senate Transportation Committee, Senate Budget Subcommittee No. 2 and a joint oversight hearing in the Senate Environmental Quality Committee and Senate Budget Subcommittee No. 2, as well as the Assembly Budget Subcommittee No. 4.

*CARB is scheduled to hear and adopt the proposed amendments on May 28-29, 2026.*

#### ***Local Taxpayer Protection Act Qualifies for November Ballot***

On April 21, the California Secretary of State reported that the "[Local Taxpayer Protection Act](#)" is eligible for the November 2026 ballot. The measure would raise the voter threshold for approving local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). The measure would also invalidate existing voter-approved taxes that do not meet the act's requirements two years after the act passes. According to the Legislative Analyst's Office (LAO), the measure could result in an annual loss of up to several billion dollars to local governments and could further constrain future local revenue generation by increasing voting thresholds and limiting currently allowable tax structures. The LAO fiscal analysis is available [here](#). The initiative is led by taxpayer advocacy groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty.

#### ***Building an Affordable California Act Set to Qualify for November Ballot***

On April 27, the [Building an Affordable California Act](#) campaign reported that it has submitted nearly 1 million signatures to qualify their measure for the November 2026 ballot and it is now pending verification by the Secretary of State. Sponsored by the California Chamber of Commerce, and with nearly 100 organizations in support, the measure would modernize and streamline California's notoriously slow approval and permitting system under the California Environmental Quality Act (CEQA) for essential projects, including transit and transportation infrastructure, housing, clean energy projects, and more. The measure would set strict deadlines for public agencies to complete their environmental analysis and for any related judicial proceedings.

More information about the ballot effort can be found [here](#).

#### ***Bills with Recommended Positions***

##### **AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – RECOMMEND 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 is in the Senate Rules Committee, pending referral to policy committee.***

**AB 2059 (Wilson) Vehicle Miles Traveled Mitigation Costs – RECOMMEND SUPPORT**

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 80% of the project lies within one or more non-metropolitan counties. *This bill is in the Senate Rules Committee, pending referral to policy committee.*

***Bills of Interest***

**SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – WATCH**

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. *On the Senate Floor.*

**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. *On the Senate Floor.*

**AB 1599 (Ahrens) California Transit Stop Registry – WATCH**

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. *On the Assembly Floor*

**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. *On the Assembly Floor.*

**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. *In the Senate Transportation Committee.*

**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. ***On the Assembly Floor.***

**AB 2002 (Solache) Regional Early Action Planning – SUPPORT**

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. ***On the Assembly Floor.***

**AB 2051 (Wicks) Coastal Resilience Permitting Working Group – SUPPORT**

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. ***On the Assembly Floor.***

**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. ***On the Assembly Floor.***

M E M O R A N D U M

May 20, 2026

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** May Report

In May, Akin monitored developments in Washington, including the appropriations process, transportation updates, and funding opportunities.

**Fiscal Year 2026 Appropriations**

On April 30, President Trump signed into law the FY 2026 Department of Homeland Security (DHS) spending bill, ending a 76-day shutdown of the department. The law funds all DHS programs except for Immigration and Customs Enforcement (ICE) and the enforcement arm of Customs and Border Protection (CBP). Republicans plan to fund ICE and CBP through the remainder of President Trump’s term through a party-line budget reconciliation bill, which requires only a simple majority to pass.

**Fiscal Year 2027 Appropriations**

On April 13, House Appropriations Committee Chairman Tom Cole (R-OK) [released](#) the markup schedule for FY 2027 appropriations bills. Markups started on April 17 and will continue through June 24, 2026. The Transportation-Housing and Urban Development bill is scheduled to be marked up by the Subcommittee on May 21 and by the full committee on June 4. The House Appropriations Committee also scheduled a [budget hearing](#) for the Department of Transportation, which was originally set for May 18 and has since been rescheduled for May 21 at 2:00 p.m.

The Senate Subcommittee on Transportation, Housing and Urban Development will hold a [review](#) of the President’s request for the Department of Transportation on May 19.

**Department of Transportation Update**

On April 20, DOT [announced](#) \$2 billion for the FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program. Local government entities are eligible to apply for funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. DOT expects to award 130 grants and applications are due on June 22, 2026.

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On April 24, DOT [announced](#) over \$1 billion for the FY25-26 Railroad Crossing Elimination Grant Program. Cities are eligible to apply for funding for highway-rail or pathway-rail grade crossing improvement projects, including but not limited to elimination projects, that improve safety and mobility of people and goods. DOT expects to award 120 grants and applications are due on June 8, 2026.

On May 11, DOT [announced](#) \$28.4 million for the FY 2026 Pilot Program for Transit-Oriented Development (TOD) Planning. The program provides funding to local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project. Applications are due on July 10, 2026.

### **Congressional Update**

The House Transportation and Infrastructure Committee has now released and formally introduced a bipartisan, five-year surface transportation reauthorization bill, the BUILD America 250 Act. The measure would authorize approximately \$580 billion over fiscal years 2027 through 2031 for highways, transit, rail, highway safety, and motor carrier safety programs. The bill proposes annual registration fees on electric and plug-in hybrid vehicles to bolster the Highway Trust Fund and includes policy changes intended to streamline project delivery and encourage innovation. The bill reauthorizes most of the competitive grant programs, however, it does not continue funding of the electric vehicle infrastructure programs.

The bill reaffirms the need for the 10% Disadvantaged Business Enterprise (DBE) goal and directs the Secretary of Transportation within 180 days to develop and publish objective criteria to establish how State governments and unified certification programs will evaluate whether an individual qualifies as socially and economically disadvantaged under the program. The bill also creates a new consolidated state block grant program that allows the Secretary of Transportation to allocate a lump sum to participating states to fund public transportation services in rural and urbanized areas. States must notify designated recipients of the state's intent to participate in the block grant program and give them the chance to opt in or out, and designated recipients must coordinate with direct recipients in the relevant urbanized area. Primary urbanized areas are prohibited from receiving block grant assistance from a state and must continue to obtain formula funding from the FTA as they have traditionally done. The new program makes eligible, among other things, operating costs of equipment and facilities acquisition of public transportation services, including service agreements with private providers of public transportation service.

The bill codifies and clarifies the "taxicab exemption" to prohibit the Secretary from considering a driver of a transportation network company or a taxicab service from being considered an employee and a contractor of a transit agency unless the transit agency fails to give customers for each ride more than one choice in companies providing transportation services and provide the customer with a written or verbal explanation on the differences between the alcohol and controlled

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substances testing requirements that may apply for drivers of each company. The bill also specifies that a transit agency (or contractor) that enters into an agreement with a transportation network company or a taxicab service shall ensure that such transportation services solely serve to supplement and not supplant fixed route or route-based public transportation provided by the transit agency.

The bill amends the risk reduction program (public transportation safety) required for transit agencies in large urbanized areas to clarify that the programs must improve workplace safety for frontline employees and requires the programs to improve passenger safety system-wide, including through a reduction in the number and rates of assaults and other violent crimes on transit passengers and mitigating fare evasion.

For STA and California stakeholders, the House bill's emphasis on formula stability, major bridge investment, transit, passenger rail, freight mobility, and streamlined project delivery could create meaningful opportunities if those provisions are preserved through enactment. California agencies may particularly benefit from expanded eligibility and continued support for multimodal and freight programs, given the state's large bridge inventory, major goods movement corridors, and ongoing transit and rail capital needs. At the same time, the bill's proposed federal annual registration fees on electric and plug-in hybrid vehicles could draw heightened attention in California, where zero-emission vehicle adoption is comparatively high. In the near term, the rescheduled

The Committee has announced a markup of the bill for May 21. While release of the House bill is an important step toward reauthorization before current law expires on September 30, substantial work remains in both chambers, and we expect that Congress will not complete work on the legislation before the September 30 deadline.

House DOT budget hearing and upcoming THUD markups will be important opportunities to assess whether Congress intends to sustain discretionary funding for programs relevant to STA priorities, including bridge, rail safety, freight, transit-oriented development, and other competitive grant programs that support local and regional project delivery.

## **Bills of Interest**

On April 16, Rep. Chris Pappas (D-NH) introduced [H.R.8348](#) in the House. The bill would amend title 23, United States Code, with respect to the amount states are guaranteed under the highway apportionment formula. Specifically, the bill would guarantee that each state will receive at least 5% of the total apportionment for highway funds. There are [4 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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On April 16, Rep. Scott Perry (R-PA) introduced [H.R.8349](#) in the House. The bill would remove a certain State funding set-aside for transportation alternative programs. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 16, Rep. Frederica Wilson (D-FL) introduced [H.R.8362](#) in the House. The bill would allow for the use of a portion of grants available for buses and bus-related equipment and facilities to be used for workforce development and training. There are [21 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 21, Rep. Maxwell Frost (D-FL) introduced [H.R.8409](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to establish parity for submission and decision timelines for appeals of assistance decisions under such Act. There are [4 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 22, Rep. Nikema Williams (D-GA) introduced [H.R.8459](#) in the House. The bill would amend the Federal Water Pollution Control Act to require a certain percentage of funds appropriated for revolving fund capitalization grants be used for green projects. There are [3 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 27, Rep. Jared Huffman (D-CA) introduced [H.R.8514](#) in the House. The bill would require the Secretary of Transportation to set aside not less than 5 percent of certain funds for certain active transportation projects and activities from the Federal lands transportation program and Federal lands access program. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 29, Rep. Chris Pappas (D-NH) introduced [H.R.8565](#) in the House. The bill would reauthorize the active transportation infrastructure investment program. There are [2 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 4, Rep. John Garamendi (D-CA) introduced [H.R.8653](#) in the House. The bill would direct the Secretary of Transportation to establish a grant program for demonstration projects that make critical transportation infrastructure resilient to natural hazards. Rep. Mike Thompson (D-CA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 7, Rep. Kevin Kiley (I-CA) introduced [H.R.8692](#) in the House. The bill would allow certain grant funds issued by the Secretary of Transportation to be used for the deployment

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and purchasing of technology for certain autonomous shared mobility vehicles. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 7, Rep. Dave Min (D-CA) introduced [H.R.8699](#) in the House. The bill would require certain recipients of Federal assistance for public transit systems to establish a program to collect data on passenger harassment on public transit systems. There are [3 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 12, Rep. Vince Fong (R-CA) introduced [H.R.8748](#), the Surface Transportation Research and Development Act of 2026, in the House. The bill would direct the Secretary of Transportation to carry out certain activities related to surface transportation research, development, and deployment. Rep. Emilia Sykes (D-OH) cosponsored the bill. The bill was referred to the Committee on Science, Space, and Technology, and in addition to the Committee on Transportation and Infrastructure.

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DATE: June 15, 2026  
 TO: Solano County Intercity Transit Consortium  
 FROM: Jasper Alve, Senior Project Manager  
 RE: Summary of Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
<b>Federal</b>			
1.	Fiscal Year 2026 All Station Accessibility Program	\$686M	May 1, 2026
	<a href="https://simpler.grants.gov/opportunity/be080298-003a-4b14-b866-be8171102a88">https://simpler.grants.gov/opportunity/be080298-003a-4b14-b866-be8171102a88</a>		
2.	Safe Streets and Roads for All Program	\$993.488M	May 26, 2026
	<a href="https://files.simpler.grants.gov/opportunities/c4465027-52de-40b5-889f-d2686880628a/attachments/4fbd5bc9-ad29-4043-a632-2983842708c7/SS4A-FY26-NOFO.pdf">https://files.simpler.grants.gov/opportunities/c4465027-52de-40b5-889f-d2686880628a/attachments/4fbd5bc9-ad29-4043-a632-2983842708c7/SS4A-FY26-NOFO.pdf</a>		
<b>State</b>			
1.	Transit and Intercity Rail Capital Program (TIRCP) Cycle 8	\$950M	May 14, 2026
	<a href="https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle_8_call_for_projects-a11y.pdf">https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle_8_call_for_projects-a11y.pdf</a>		
2.	Active Transportation Program Cycle 8 (Statewide)	\$309M	June 22, 2026
	<a href="https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/cycle8/2027-atp-guidelines-a11y.pdf">https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/cycle8/2027-atp-guidelines-a11y.pdf</a>		
3.	Local Highway Safety Improvement Program (HSIP)	TBD	Upcoming
	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program</a>		
<b>Regional</b>			
1.	Active Transportation Program Cycle 8 (Regional)	\$53M	June 22, 2026
	<a href="https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants">https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants</a>		

2.	Transportation for Clean Air Funda (TFCA)	\$1M	June 30, 2026
	<a href="https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund">https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund</a>		
3.	Community Action Resources & Care (CARE) Program	\$2M	June 30, 2026
	<a href="https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program">https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program</a>		
4.	One Bay Area Grant (OBAG) Cycle 4 County Program	\$12.885M – \$16.190M	June 30, 2026
	<a href="https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4">https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4</a>		
5.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	Upcoming
	<a href="https://mtcdrive.app.box.com/s/ig0rapa6s8mmtuptfs0ihqf7i5wmz8ao/file/2199458119017">https://mtcdrive.app.box.com/s/ig0rapa6s8mmtuptfs0ihqf7i5wmz8ao/file/2199458119017</a>		

**Fiscal Impact:**

None.

**Recommendation:**

Informational.