



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority

... working for you!

423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov ♦ Website: sta.ca.gov

SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM MEETING

Tuesday, August 25, 2026

STA Office – 3rd 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=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

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.)

A. Solano Express Route 30 Service Status Update

Ron Grassi
Lorene Garrett

5. PRESENTATIONS (1:45 – 1:55 p.m.)

A. Transit Priority Roadway Assessment: STA Summer Outreach

Brandon Thomson
Amy Antunino

B. STA Annual Awards Nomination Submittals

6. CONSENT CALENDAR

A. Minutes of the Consortium Meeting of June 23, 2026 (1:55 – 2:00 p.m.)

Sheila Ernst

Recommendation:

Approve the Minutes of the Consortium Meeting of June 23, 2026.

Pg. 5

7. STANDING ITEM:

A. Solano Express Service Update (2:00 – 2:05 p.m.)

Kristina Botsford, SolTrans

Recommendation: Informational.

Pg. 9

Bruce Barrett

Shaun Vigil

Greg Malcolm

Beth Kranda

Nouae Vue

Lori DaMassa

Gwendolyn Gill

Debbie McQuilkin

Dixon
Readi-Ride

Fairfield (FAST)

Rio Vista
Delta Breeze

SolTrans

Suisun City

Vacaville
City Coach

County of Solano

Solano Mobility

Robert Guerrero
STA

2026 CONSORTIUM MEMBERS

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

8. ACTION FINANCIAL - None

9. ACTION NON-FINANCIAL – None

10. INFORMATIONAL – DISCUSSION

- | | |
|--|---|
| <p>A. H.R.1 Transportation Support Pilot
<u>Recommendation:</u> Informational.
(2:05 – 2:10 p.m.)
Pg. 13</p> | <p>Ron Grassi
Lorene Garrett
David Hubble
Emery Cowan</p> |
| <p>B. Solano Mobility Programs FY 2025-26 Year End Report for Older Adults and People with Disabilities, and Veterans Programs
<u>Recommendation:</u> Informational.
(2:10 – 2:15 p.m.)
Pg. 15</p> | <p>Debbie McQuilkin</p> |
| <p>C. North Bay Passenger Rail Feasibility Study – Draft Report
<u>Recommendation:</u> Informational.
(2:15 – 2:20 p.m.)
Pg. 31</p> | <p>Kathrina Gregana</p> |
| <p>D. Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report
<u>Recommendation:</u> Informational.
(2:20 – 2:25 p.m.)
Pg. 77</p> | <p>Kathrina Gregana</p> |
| <p>E. Proposed Solano Express Fare Increase
<u>Recommendation:</u> Informational.
(2:25 – 2:30 p.m.)
Pg. 79</p> | <p>Kristina Botsford, Soltrans</p> |

11. NO DISCUSSION ITEMS

- | | |
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| <p>A. Funding Opportunities
<u>Recommendation:</u> Informational.
Pg. 91</p> | <p>Jasper Alve</p> |
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12. FUTURE AGENDA TOPICS

September 2026

1. Solano Master Plan Area for Aging and Disability
2. Solano Mobility Program – Call Center 4th Quarter Report for FY 2025-26

13. ADJOURNMENT

The next regular meeting of the **Solano County Intercity Transit Consortium** is scheduled for 1:30 p.m., **Tuesday, September 29, 2026**, at STA Office, 423 Main Street, Suisun City.

Group

Meeting Schedule for the Calendar Year 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 June 23, 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 Present: (In Alphabetical Order by Last Name)

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

Members Absent: (In Alphabetical Order by Last Name)

Debbie McQuilkin	Solano Mobility
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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 (Zoom)	City of Dixon
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana	STA
Tateyana Hendricks	Vacaville City Coach
Sanjay Mishri	City of Fairfield
Sean Person	STA
Natalie Quezada	STA
Jason Riley	City of Fairfield
Brandon Thomson	STA

2. APPROVAL OF AGENDA

On a motion by Bruce Barrett and a second by Shaun 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

5. **CONSENT CALENDAR**

On a motion from Bruce Barrett, 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 May 26, 2026**

Recommendation:

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

6. **ACTION FINANCIAL ITEMS**

A. **Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – July 2026, which includes the TDA Claim for 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 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

Ron Grassi provided a brief overview of the Fiscal Year 2026-27 TDA Matrix for July 2026.

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

7. **ACTION NON-FINANCIAL**

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

Recommendation:

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

Robert Guerrero guided the group through the topics under consideration to present to the STA Board during the study session.

Beth Kranda requested not to include the “history of Solano Express Service”.

The group discussed the request to include shorter history presentation to support the decision-making process with less emphasis or time spent on this topic as part of the overall session.

Beth Kranda recommended adding Goals of Service to discuss the overall direction and guiding principles of service.

The group discussed holding more than one study session to have more time to discuss all the items being considered.

Lori Damassa requested to add Solano Express Service Coordination with Programs/Local Service. Similarly to the history of the Solano Express Service, the group agreed to recommend less emphasis or time spent on this topic as part of the session.

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

8. INFORMATIONAL – DISCUSSION

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

Recommendation: Informational.

Lorene Garrett discussed the Solano Mobility Programs serving Solano County and discussed the purpose of the programs. She focused on the First/Last Mile program, criteria, and benefits.

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

Recommendation: Informational.

Kathrina Gregana provided updates with regard to the regional mapping and wayfinding effort. She announced that the Metropolitan Transportation Commission has agreed to assist with the development of bus stop flag designs. She added that the SolTrans signage procurement is expected to begin at the end of June. She concluded with the preliminary cost estimates and noted that the Transit operators interested in this effort are the Delta Breeze, Suisun Microtransit, and Solano Express Route 30.

C. Legislative Update

Recommendation: Informational.

Sean Person provided a legislative update on three State/Federal legislation bills.

Due to complexity of Senator Cabaldon's Bill with regard to Green House Gases, Robert Guerrero requested Sean Person to send the group a fact sheet.

NO DISCUSSION ITEMS

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 through August 2026.

10. TRANSIT CONSORTIUM OPERATOR UPDATES

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

11. ADJOURNMENT

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

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Agenda Item 7.A
August 25, 2026

DATE: August 25, 2026
TO: Solano County Intercity Consortium
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Solano Express Service Update

Please see the attached handouts.

Updated
8/17/2026

SolTrans
Bus Operations - Solano Express Metrics
Fiscal Year 2025-26
For Period: July 2025 - June 2026

PRELIMINARY

Route	Total Cost	Farebox Revenue **	Farebox Recovery Ratio	Ridership	Average Fare Per Rider	Subsidy per rider	Cost per Rider	Riders per VRH	Riders per VRM	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
82	\$ 600,523	\$ 101,983	17%	29,928	\$ 3.41	\$ 16.66	\$ 20.07	12.8	0.4	2,335	\$ 257.20	75,557	\$ 7.95
B	\$ 2,686,298	\$ 152,726	6%	85,242	\$ 1.79	\$ 29.72	\$ 31.51	8.2	0.2	10,378	\$ 258.85	343,184	\$ 7.83
G	\$ 1,643,250	\$ 158,722	10%	63,499	\$ 2.50	\$ 23.38	\$ 25.88	10.1	0.3	6,317	\$ 260.15	212,412	\$ 7.74
R	\$ 4,607,678	\$ 772,855	17%	306,118	\$ 2.52	\$ 12.53	\$ 15.05	15.9	0.6	19,202	\$ 239.96	479,188	\$ 9.62
Y	\$ 1,716,793	\$ 124,133	7%	68,003	\$ 1.83	\$ 23.42	\$ 25.25	9.4	0.4	7,248	\$ 236.88	171,280	\$ 10.02
All Costs*	\$ 11,254,543	\$ 1,310,419	11.6%	552,791	\$ 2.37	\$ 17.99	\$ 20.36	12.2	0.4	45,479	\$ 247.47	1,281,621	\$ 8.78
Transit Ctr Costs	\$ (515,307)												
Funded Costs	\$ 10,739,235	\$ 1,310,419	12.2%	552,791	\$ 2.37	\$ 17.06	\$ 19.43	12.15	0.43	45,479	\$ 236.14	1,281,621	\$ 8.38
Budget	\$ 10,366,650	\$ 1,110,068	10.7%							45,000	\$ 230.37		
FY 25 Actuals	\$ 10,334,482	\$ 1,132,079	11.0%	520,867	\$ 2.17	\$ 17.67	\$ 19.84	11.6	0.4	44,872	\$ 230.31	1,257,628	\$ 8.22
Change from PY	\$ 404,754	\$ 178,340	1.2%	\$ 31,924	\$ 0.20	\$ (0.61)	\$ (0.41)	0.5	0.0	607	\$ 5.82	23,993	\$ 0.16

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

** Includes Solano College Fees

NOTE: Total Hours and Miles may change as we finalize June data. Total Cost not final until the books are closed.

			FY 25-26 Budget	
SolanoExpress Costs	Revenue	Hours		Hours
July 2025 - June 2026		45,479		45,000
Budget \$229.08/hr	% of SolTrans Fixed Route	51%		
Contracted Rate with Transdev				\$ 85.55
Direct Costs:		Cost per hr		Cost per hr
Vehicle Revenue Hours (drivers)	\$ 3,705,995	\$ 81.49	\$ 3,849,759	\$ 85.55
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 1,224,530	\$ 26.93	\$ 1,164,305	\$ 25.87
Vehicle Maintenance - parts	\$ 486,372	\$ 10.69	\$ 335,000	\$ 7.44
Vehicle Maintenance - tires	\$ 132,663	\$ 2.92	\$ 80,000	\$ 1.78
Vehicle Maintenance - Lubricants and Fluids	\$ 51,945	\$ 1.14	\$ 120,000	\$ 2.67
Contracted administration costs	\$ 1,593,966	\$ 35.05	\$ 1,459,996	\$ 32.44
- Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead				
Subtotal - Contracted Transit Costs	\$ 7,195,472	\$ 158.21	\$ 7,009,060	\$ 155.76
Fuel	\$ 1,042,280	\$ 22.92	\$ 1,119,000	\$ 24.87
Other Direct Expenses				
CNG Fueling facility maintenance (100%)	\$ 98,535	\$ 2.17	\$ 94,332	
Direct Vehicle Repairs	\$ 46,407	\$ 1.02	\$ 45,000	
Other Direct Expenses (armored car, AVL cellular, Fire suppression on buses, etc)	\$ 179,255	\$ 3.94	\$ 110,047	
Subtotal - Other Direct Expenses	\$ 324,197	\$ 7.13	\$ 249,379	\$ 5.54
Total Direct SE Expenses	\$ 8,561,949	\$ 188.26	\$ 8,377,439	\$ 186.17
Transit Centers/Bus Stop Expenses				
Curtola Park n Ride Expenses (100%)	\$ 200,938	\$ 4.42		
Vallejo Transit Center	\$ 181,367	\$ 3.99		
1872 Broadway Land Exp	\$ 179	\$ 0.00		
Sereno Transit Center Maintenance	\$ 11,381	\$ 0.25		
Bus Stop Maintenance (pooled)	\$ 121,442	\$ 2.67		
Total Transit Center/Bus Stop Facilities	\$ 515,307	\$ 11.33	\$ 469,130	\$ 10.43
Indirect Costs (allocated based on hours)				
Administrative Salaries	\$ 1,117,465	\$ 24.57	\$ 1,161,000	\$ 25.80
Software Subscriptions/IT services	\$ 230,818	\$ 5.08	\$ 250,500	\$ 5.57
General Liab. Insurance	\$ 107,014	\$ 2.35	\$ 109,650	\$ 2.44
Professional Services	\$ 146,002	\$ 3.21	\$ 188,100	\$ 4.18
Admin Building Maintenance Costs	\$ 124,670	\$ 2.74	\$ 117,283	\$ 2.61
O&M Maintenance & Utilities	\$ 204,248	\$ 4.49	\$ 95,460	\$ 2.12
Marketing and Advertising	\$ 96,046	\$ 2.11	\$ 100,000	\$ 2.22
Other Indirect Overhead expenses	\$ 151,023	\$ 3.32	\$ 117,150	\$ 2.60
Printing, supplies, bank fees, etc				
Subtotal - Indirect Expenses	\$ 2,177,286	\$ 47.87	\$ 2,139,143	\$ 47.54
Total Operating Expenses	\$ 11,254,542	\$ 247.47	\$ 10,985,712	\$ 244.13
Transit Centers/Bus Stop Facilities	\$ (515,307)	\$ (11.33)	\$ (469,130)	\$ (10.43)
Fuel Contingency			\$ (150,000)	\$ (3.33)
SE Cost without Transit Centers and Contingencies	\$ 10,739,235	\$ 236.14	\$ 10,366,582	\$ 230.37
Budget variance				
Grand total Expenses on SolExp Metrics sheet	\$ 11,254,543			
	\$ 0	check figure		
Indirect Cost Allocation Methodology				
Costs are allocated between Fixed Route (90%) and Paratransit (10%) if the expense applies to both				
Costs allocated to FR are then allocated between Local and Express based on Rev. Hours				
Note: direct and indirect totals from Cost Allocation sheet won't match this analysis due to pulling out the Transit Centers and Bus Stops which include direct and indirect costs				

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DATE: August 11, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: H.R.1 Transportation Support Pilot

Background:

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

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

Discussion:

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

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

H&SS, WDB, and STA staff met to discuss transportation services, identify the magnitude of assistance, and identify short term solutions within existing programs. In addition, the agencies discussed the potential for matching funding, providing program sustainability with limited funding, partnering with transit agencies, and an H.R.1 specific pilot.

Short Term Solution

STA’s current programs can provide Call Center access to existing program information, program enrollment, trip planning, and transportation options. Partial reimbursement for commuter bike purchases is available for students and employees who are age 18+. The First/Last Mile program

provides in-county transit connections for working commuters. However, given the potential magnitude of the issue, additional solutions and resources are needed.

Partner Involvement

The team is seeking opportunities to partner with transit agencies to provide additional service solutions such as transit passes.

H.R.1 18-Month Pilot

STA's existing commuter programs do not address transportation needs for unpaid work, volunteer or community services. Subject to available funding, STA staff may propose piloting a First/Last Mile to transit based on the current Equitable Access to Justice Program model that would assist H.R.1 impacted individuals.

Fiscal Impact:

Unknown.

Recommendations:

Informational.

Attachments:

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



DATE: July 31, 2026
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Year End Report for
Older Adults and People with Disabilities, and Veterans Programs

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

Discussion:

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, “Solano Mobility Program Update for FY 2025-26 Year End” and Attachment B, “Solano Mobility Program Details for FY 2025-26 Year End”.

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

FY2025-26 Year End Outreach

- STA’s mobility staff presented, attended or tabled at 142 locations throughout Solano County, reaching a total of 2347 individuals.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2025-26 Year End Highlights

- Submitted Kaiser Permanente 2026 Community Health Grant Napa-Solano Area application and was awarded a \$25,000 grant to provide additional funding for the Medical Trips Concierge (GoGo) program.

Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission’s (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff have evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

Program Budget Information

The Intercity Taxi Card Program was allocated a total FY 2025–26 budget of \$550,000, consisting of \$500,000 in Transit Development Act (TDA) funds and \$50,000 in partner contributions. Actual program expenditures for the fiscal year totaled \$110,031, which were due to lower-than-anticipated program utilization during the fiscal year.

The Countywide Travel Training Program had an approved FY 2025–26 budget of \$200,000, funded through a combination of \$150,000 in State Transit Assistance Funds (STAF) and \$50,000 in Federal Transit Administration (FTA) Section 5310 funding. Actual expenditures for the program totaled \$198,589, demonstrating that program activities were completed within the allocated budget while continuing to provide individualized and group travel training services to increase participants' confidence and independence in using public transportation.

The ADA Eligibility Program operated with an FY 2025–26 budget of \$200,000, funded entirely through Transit Development Act (TDA) funds. Total expenditures for the fiscal year were

\$199,274, supporting the administration of countywide ADA paratransit eligibility assessments and certifications for individuals with disabilities.

The Medical Trip Concierge (GoGo) Program was budgeted at \$600,000 for FY 2025–26. Funding for the program was provided through an equal combination of Transit Development Act (TDA) and State Transit Assistance Funds (STAF), along with an additional \$25,000 Kaiser Permanente Benefit Grant. As of the writing of this report, the GoGo budget had not been fully reconciled. Estimated expenditures for the fiscal year totaled approximately \$540,000, supporting the continued provision of on-demand transportation services for eligible older adults and individuals with disabilities traveling to medical appointments and other essential healthcare-related destinations.

The Faith in Action/Ride with Pride Program was budgeted at \$45,000 for FY 2025–26. Funding for the program was provided through County Transit Development Act (TDA) funds. Total expenditures for the fiscal year were \$27,778.74, supporting volunteer-based transportation services for eligible Solano County residents.

Fiscal Impact:

None

Recommendation:

Informational

Attachments:

- A. Solano Mobility Program Update for FY 2025-26 Year End
- B. Solano Mobility Program Details for FY 2025-26 Year End
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

ATTACHMENT A

Solano Mobility Program Year End Program Update for FY 2025-26

Travel Training Program

The Solano Travel Training Program was established following extensive countywide outreach conducted as part of the *2011 Solano Transportation Study for Seniors and People with Disabilities* and the *Solano Mobility Management Plan*. These efforts identified Travel Training as one of four priority strategies to improve mobility for older adults, people with disabilities, low-income, and transit-dependent residents.

Launched in 2014, the program helps participants learn how to safely and confidently use Solano County's public transit systems as well as regional transit like BART and the SF Bay Ferry through individualized and group instruction. It was developed collaboratively with local transit operators to ensure a consistent, countywide approach to training.

Today, the program is administered through a contract with Independent Living Resources (ILR), which provides professional trainers to assist participants with trip planning, fare payment, route navigation, and understanding transit accessibility features. The program continues to empower Solano County residents to travel independently and access essential destinations throughout the region.

- A total of 240 Travel Trainings (Individual, Field Trip and Classroom) were conducted in FY2025-26.
- 73 presentations to 1073 audience members were completed.
- 5738 individuals received information during 111 Outreach activities (Tabling/Flyer Distribution).

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

The Solano County Mobility Management Program was developed in response to public input from two mobility summits held in 2009 and findings from the *2011 Solano Transportation Study for Seniors and People with Disabilities*. That study identified Mobility Management as a key strategy to address the transportation needs of seniors, people with disabilities, low-income, and transit-dependent individuals.

On April 9, 2014, the STA Board unanimously adopted the *Solano County Mobility Management Plan*, authorizing implementation of four priority elements:

- Countywide In-Person ADA Eligibility and Certification Program
- Travel Training
- Senior Driver Safety Information
- One-Stop Transportation Call Center

Before STA's management, each Solano County transit operator conducted its own ADA eligibility assessments, resulting in inconsistent processes and eligibility standards. To create a more uniform and equitable system, STA implemented the Countywide ADA In-Person Eligibility Program on July 1, 2013, one of the plan's key elements.

The program provides eligibility evaluations for individuals who are unable to use fixed-route public transit due to a cognitive or physical disability, allowing them to become ADA paratransit certified. Certification provides access to curb-to-curb paratransit services and reduced-fare taxi programs across Solano County. Paratransit, Inc. administers the program on behalf of STA, providing fair, respectful, and standardized eligibility evaluations for all applicants throughout Solano County. STA is currently exercising its fourth option year with Paratransit, Inc. to administer the Countywide ADA Eligibility Program. Continuing this partnership supports consistent, fair, and professional eligibility evaluations while maintaining a standardized process for applicants throughout Solano County.

- A total of 477 Evaluations were conducted.
- Beginning in June, eligibility interviews transitioned to Zoom or telephone to align with current regional practices. STA reserves the right to conduct in-person interviews when necessary to accurately verify eligibility.

Taxi Card Program utilizing the PEX Card:

The Solano Intercity Taxi Card Program provides subsidized taxi rides for ADA-certified individuals traveling between transit service areas. Participants may purchase ride value through Solano Mobility, receiving \$100 in taxi fare for \$40, or \$20 for qualified low-income riders.

The program was initiated in February 2010 by the City of Vacaville following the dissolution of Solano Paratransit in 2009 and recommendations from two Mobility Summits focused on seniors and people with disabilities. Vacaville transferred the lead agency role to Solano County in July 2013, and the STA Board assumed program management on behalf of the seven cities and the County in June 2014, following a request from the County's Department of Resource Management.

On February 1, 2015, program management officially transitioned to STA. The program converted from paper taxi scrip to a pre-paid Visa debit card (PEX Card) system with Countywide Zone Rates in October 2018, expanding eligibility to include both ambulatory and non-ambulatory riders. The transition was completed by September 2019.

As part of STA's Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 2097 Intercity Taxi trips were taken in FY 2025-26.
- 215 Wheelchair accessible (WAV) rides were provided this past Fiscal Year.

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the *highest priority mobility need* identified by older adults and individuals with disabilities across Solano County—access to reliable transportation for medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the *Solano County Mobility Plan for Older Adults and People with Disabilities*.

The program provides 30 subsidized Uber and Lyft rides through GoGo Grandparent for Solano County residents age 60 and older or those ADA eligible. Rides may be used for medical and other essential trips, including travel to grocery stores, pharmacies, and food pantries, within Solano County. Rio Vista residents also have access to trips to and from three Antioch medical facilities. Certain locations in neighboring counties may also be accessed.

As part of STA's Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 29,111 rides were taken using the GoGo Programs in FY25-26. 1,415 of these were Wheelchair Accessible Vehicle (WAV) rides.

Veterans Mobility Program:

The Veterans Mobility Program was created at the direction of the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) following outreach

conducted by STA during community summits in Fiscal Year 2017–18 as part of the *Solano County Mobility Plan for Older Adults and People with Disabilities*. The program builds on the success of the Solano Older Adults Medical Trip Concierge Program (GoGo Grandparent) and provides subsidized transportation for veterans of any age to medical appointments within Solano County and to key destinations in Contra Costa County, including the Martinez VA Clinic, Med Evals (QTR Assessment Center), and The Hume Center. Integrated into both the GoGo and Intercity Taxi Card programs, it helps ensure veterans have reliable access to essential medical services. The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 819 rides were provided to Veterans in FY 2025-26. This is an increase of approximately 48% over last fiscal year.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointments.

- FIA provided 720 rides in FY 2025-26.

ATTACHMENT B

Solano Mobility Year End Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison								
		FY19- 20	FY20- 21	FY21- 22	FY22- 23	FY23- 24	FY24- 25	FY25- 26
Individual Trainings		49	52	56	57	17	6	32
Group/Classroom Trainees		82	0	8	68	62	43	113
Field Trip Totals		16	2	18	14	23	1	16
Field Trip Trainees		83	13	97	74	214	125	95
Presentations Total		20	1	15	16	23	36	73
Audience Members		534	8	112	426	580	884	1073
Outreach Activities		98	33	17	32	45	67	111

Number of People Reached		1480	239	817	2295	2264	4410	5738
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ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY25-26 Comparison								
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	FY 25-26**
Unrestricted	877	590	516	619	576	389	354	406
Conditional	76	53	47	35	56	45	74	55
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	7
Denied	13	6	7	0	1	37	14	9
Totals	1024	679	589	674	668	483	454	477

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	170
November	455	260	249	240	191	189	151
December	500	292	253	216	176	171	168
January	516	269	299	274	265	247	153
February	460	262	296	277	238	228	185
March	346	318	313	284	268	242	209
April	203	303	263	311	257	210	192
May	259	273	273	247	282	186	158

June	251	260	355	259	237	176	163
Totals:	4745	3314	3470	3208	2685	2482	2097

GoGo Program Trips FY Comparison by Month

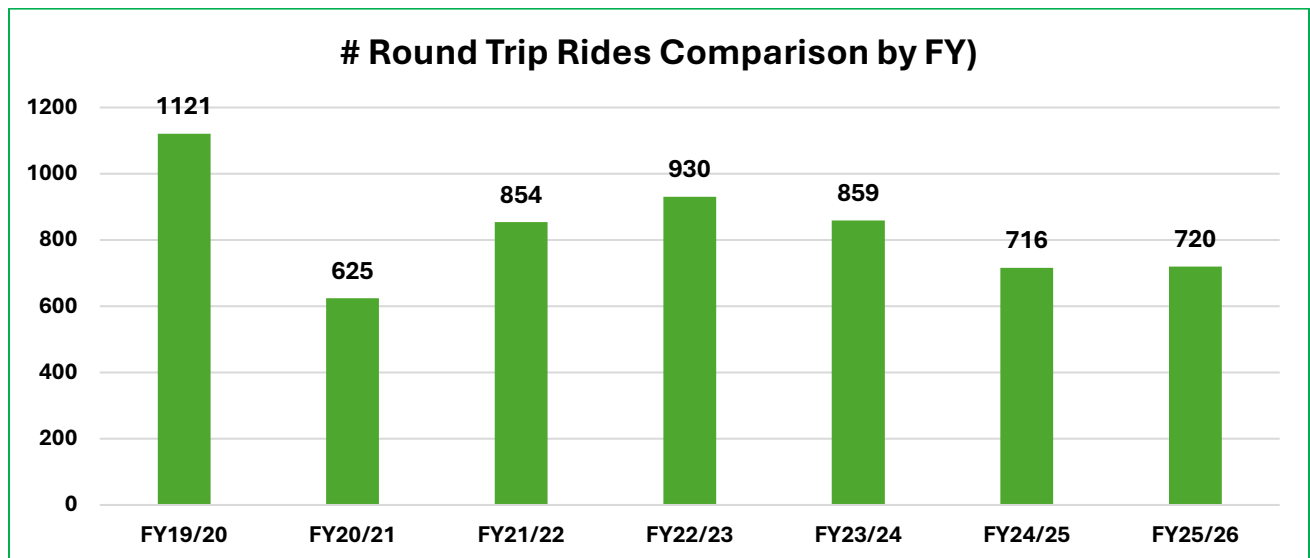
Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	240	529	812	1194	1851	2825
August	0	894	146	558	848	1452	2257	2777
September	0	740	228	624	865	1433	2158	2693
October	0	809	494	662	935	1516	2372	3030
November	0	277	389	698	855	1597	2109	2503
December	0	273	430	663	871	1650	2082	2497
January	0	282	464	768	865	1621	2372	2046
February	0	264	425	716	965	1695	2235	1682
March	0	155	549	784	1163	1873	2579	2293
April	3	83	505	746	1049	2055	2598	2226
May	90	178	462	752	1153	2189	2600	2255

June	304	267	504	795	1167	2041	2495	2284
Total	397	4713	4836	8295	11548	20316	27708	29,111

Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides								
	Veterans				WAV/NEMT			
Month	FY22-23	FY23-24	FY24-25	FY25-26	FY22-23	FY23-24	FY24-25	FY25-26*
July	17	13	33	67	0	98	252	151
August	7	7	17	79	0	143	212	147
September	8	44	30	97	0	178	126	182
October	21	95	37	98	0	178	162	163
November	5	114	8	55	0	194	142	120
December	7	116	39	74	0	154	19	131
January	4	140	50	61	0	180	156	142
February	4	122	60	82	0	194	190	103
March	0	125	58	60	2	176	188	152
April	11	113	88	60	32	242	138	124
May	8	85	73	86	98	240	162	102
June	16	66	62	86	69	208	148	87
Totals	108	1040	555	819	201	2185	1895	1,415

Faith in Action Volunteer Driver Program



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

1. Travel Training:

STA's Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility's Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
 - Understanding trip planning software
 - Reading route maps and schedules
 - Locating transit stops
 - Flagging-down buses, where applicable
 - Calculating and paying fares
 - Obtaining and using transit passes
 - Recognizing when the desired stop has been reached.
 - Indicating to bus drivers when to stop
 - Obtaining service updates
 - Using mobility devices safely on vehicles
 - Determining if a vehicle is equipped with mobility devices.
 - Completion of training is determined by the trainee being able to travel safely and independently.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc. in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices.

These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual's eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County's ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

3. Taxi Card Program utilizing the PEX Card:

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility's ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
 - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
 - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.
 - Participating with multiple taxi providers and allowing riders to select their provider of choice.
 - Ensuring taxi company and driver compliance with regulations.
 - Responding to valid complaints within 48 hours of complaint receipt.

4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1st Quarter of this FY is 35% above the usage for the same timeframe last year.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County's Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
 - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
 - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
 - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
 - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
 - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County's Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: August 14, 2026
TO: Solano County Intercity Transit Consortium
FROM: Kathrina Gregana, Associate Planner
RE: North Bay Passenger Rail Feasibility Study – Draft Report

Background:

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

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

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

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

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

Discussion:

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

The study scope included the following objectives:

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

In August 2025, the STA consultant completed the Solano Napa North Bay Passenger Rail Feasibility Study Draft Report with input provided by a project leadership team consisting of which is included as Attachment A.

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

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

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

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

STA staff is presenting this to the STA Consortium and TAC this month, followed by the STA Board as an informational item and will subsequently bring this item back next month with a recommendation to the STA Board to approve the Solano Napa North Bay Passenger Rail Study Draft Final Report.

Fiscal Impact:

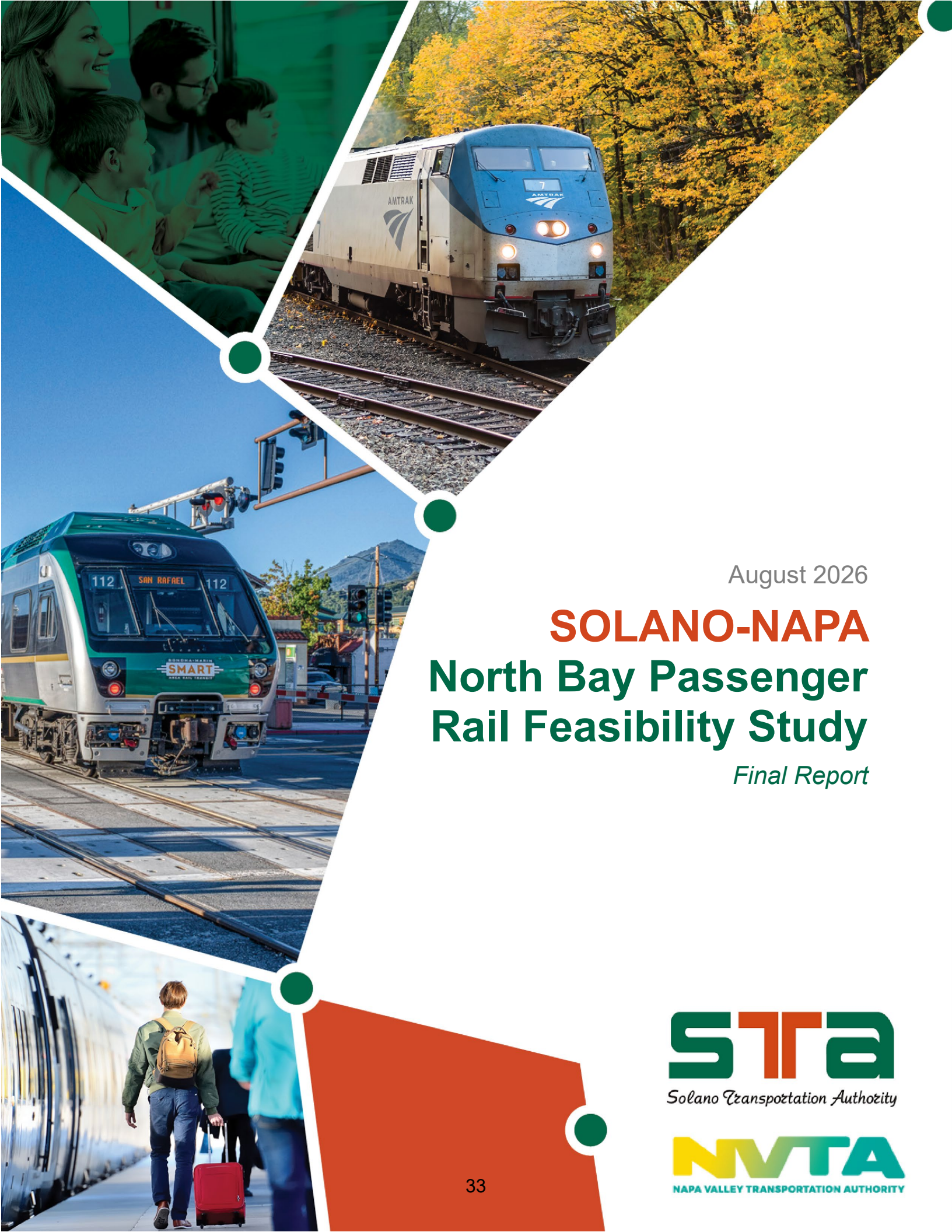
None

Recommendation:

Informational.

Attachments:

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



August 2026

SOLANO-NAPA **North Bay Passenger** **Rail Feasibility Study**

Final Report





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Key Acronyms and Terms

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



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



Executive Summary

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

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

Key findings supporting this recommendation include:

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

¹ See **Travel Market** section.

² See **Addressable Market** section.



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



Introduction

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

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

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

About the Solano Transportation Authority

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

About the Napa Valley Transportation Authority

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



Partners

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



Existing Conditions

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

Study Area

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

Previous Plans and Studies

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

Table 1: Previous Plans and Studies Reviewed

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



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

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



Vallejo Passenger Rail Study

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

California State Rail Plan

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

SMART East-West Study

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

Existing Rail Infrastructure

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

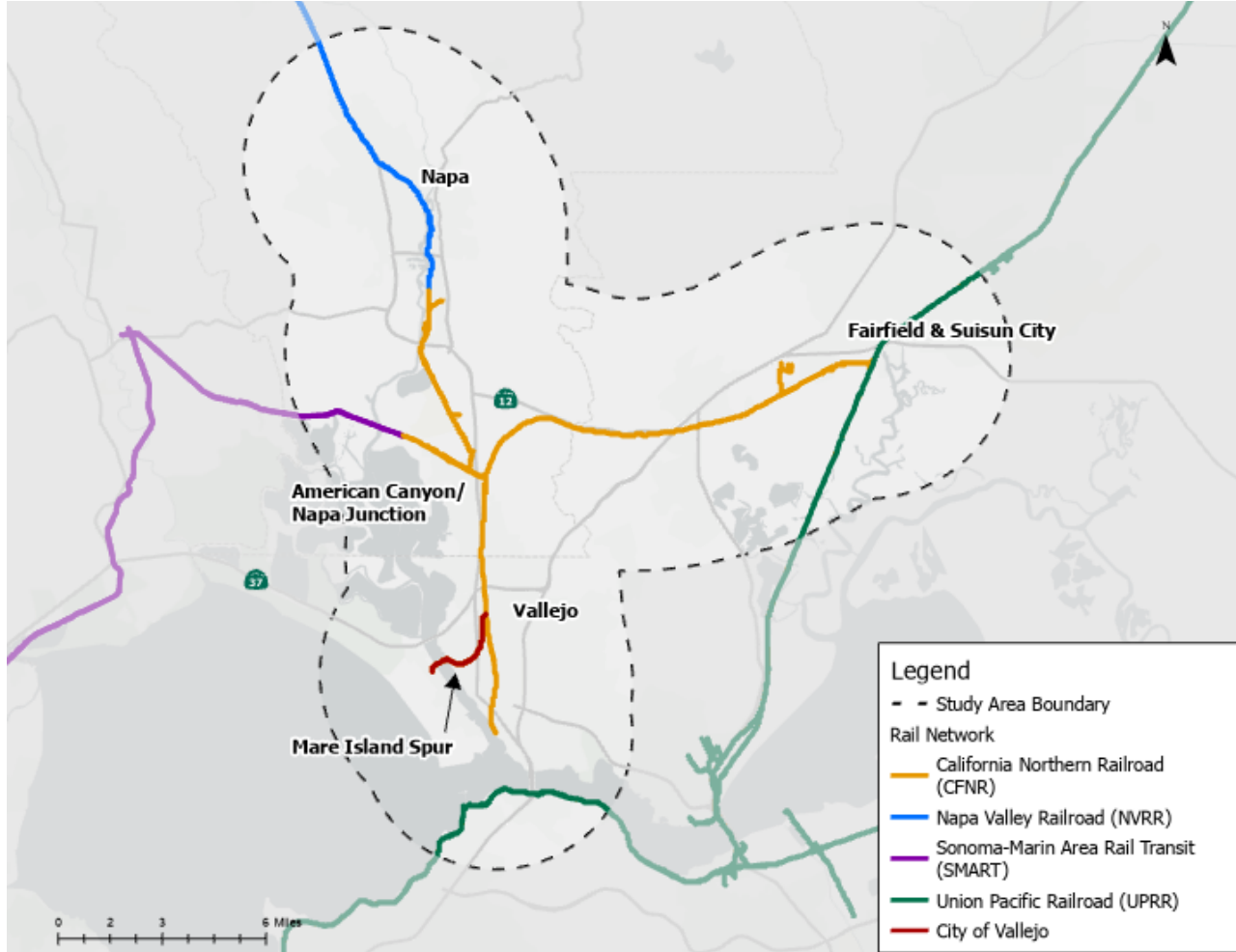


Figure 1: North Bay Current Rail Ownership

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



Table 2: Current Infrastructure Conditions

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

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

Travel Market and Addressable Market

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

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

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



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

Travel Market

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

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

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

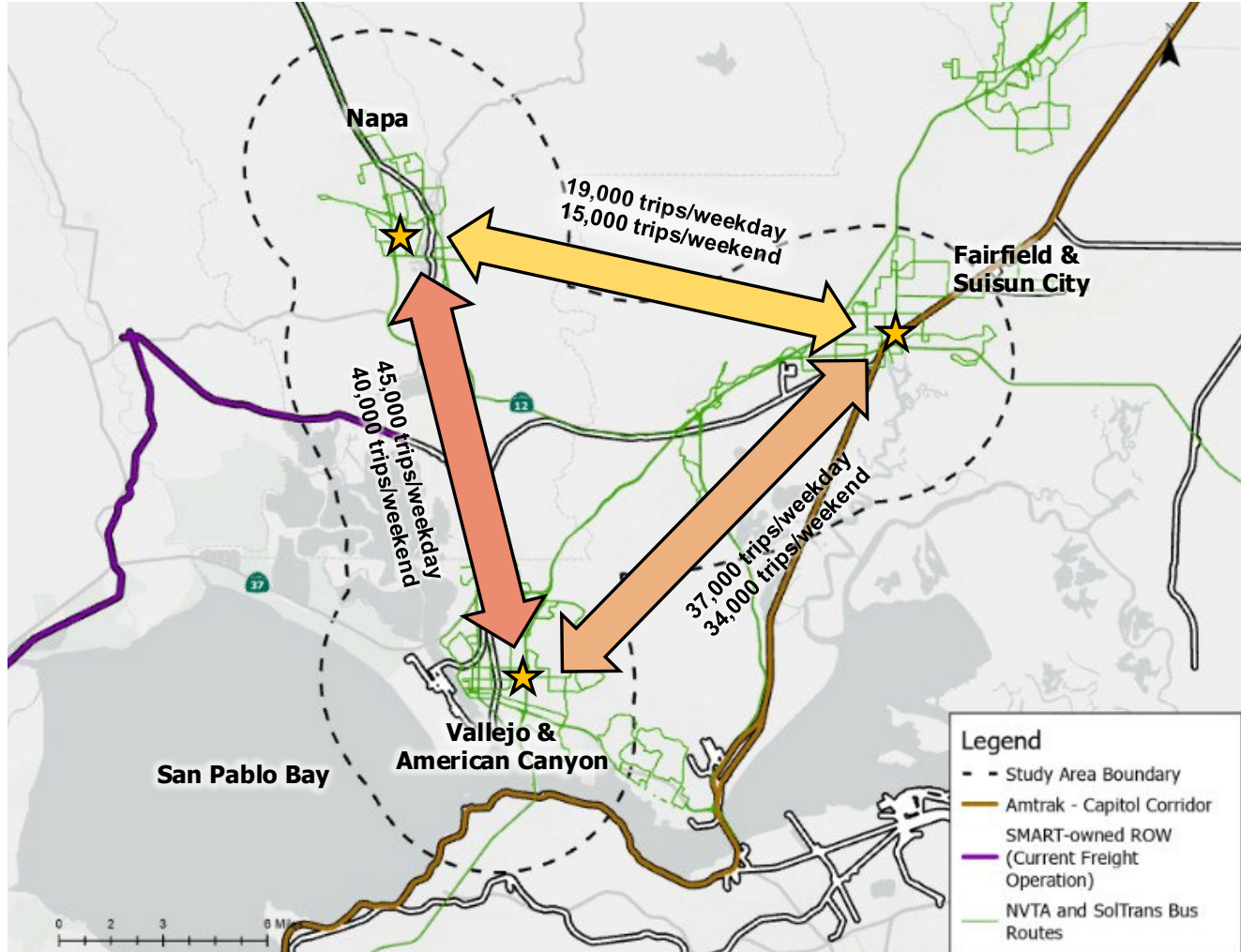


Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)

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

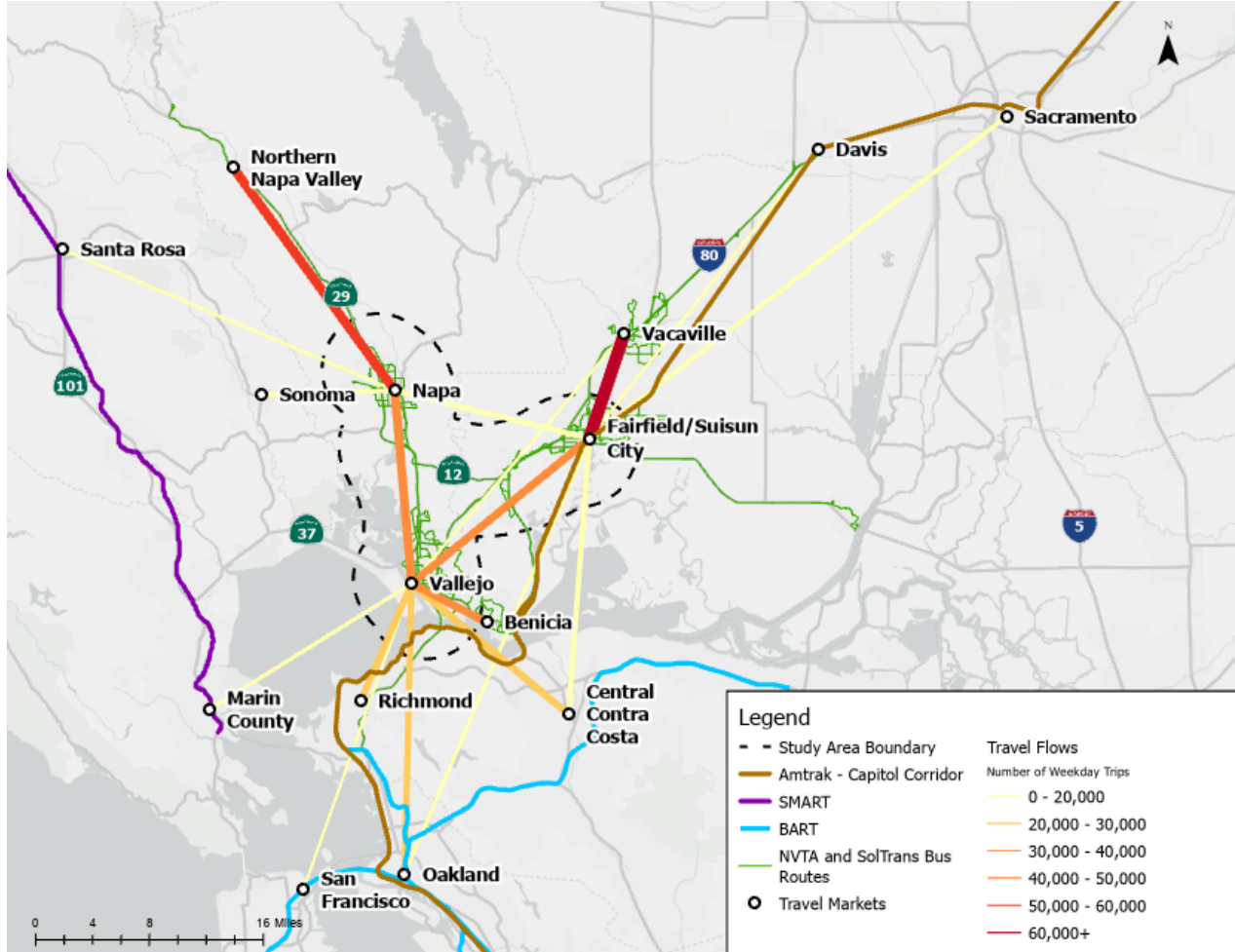


Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)

Addressable Market

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

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



Weekday Transit Serviceable Trips

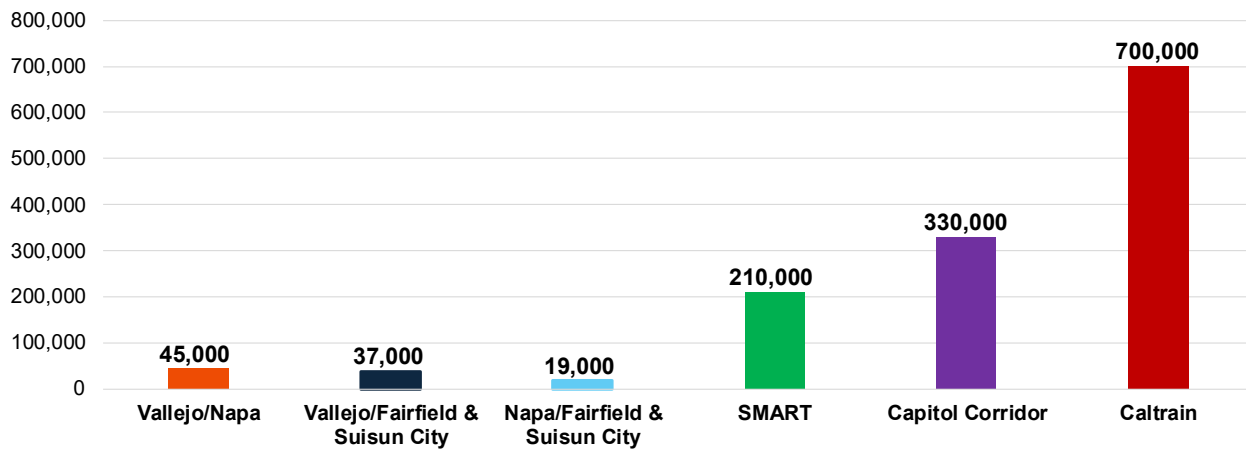


Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)

Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership

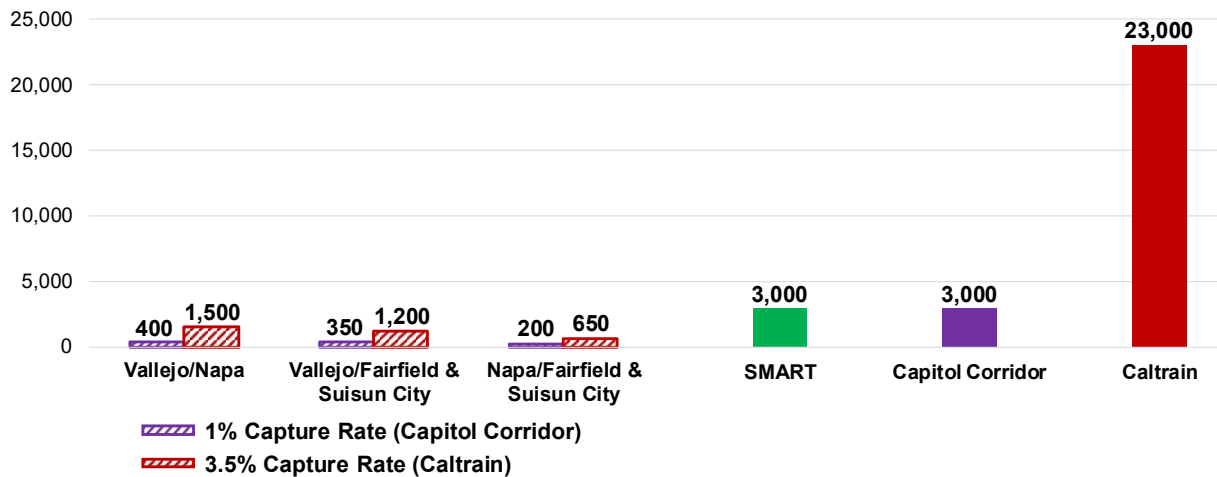


Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)⁶

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

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

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



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

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



Conceptual Transit Service

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

Service Plan Development

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

Corridors Considered

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

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

California State Rail Plan Integration

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

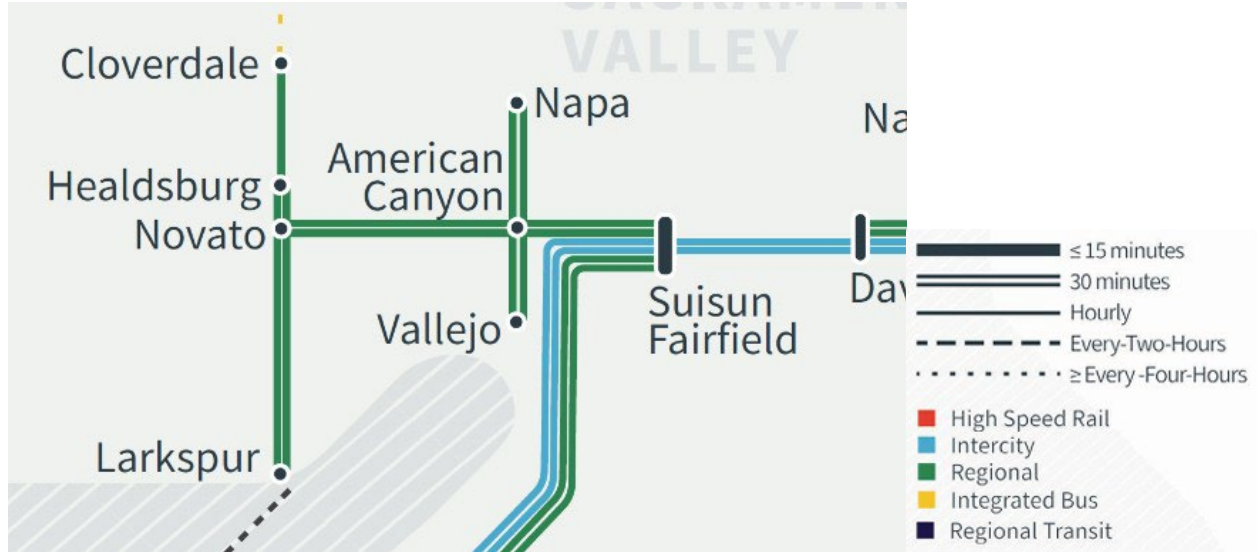


Figure 6: California State Rail Plan Map - North Bay

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

Travel Times

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

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



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

Table 3: Class III and Class IV Track Upgrades

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

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

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



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

Conceptual Station Areas

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

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

Conceptual Service Plans

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

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



Table 4: Conceptual Service Plans

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

*Double track miles reflect North-South corridor only

Service Plan Selection

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

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

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



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

Operations Infrastructure

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

Table 5: Operations Infrastructure Required

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

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

Vehicle Assessment

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



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

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

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

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

Cost Estimates

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

Capital Costs

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



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

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

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

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

Table 6: Capital Cost Estimate

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



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

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

Operations Costs

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

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

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

- Potential staffing at stations
- Environmental mitigation

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

Table 7: O&M Cost Estimate

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



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

Revenue Generation

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

Table 8: Peer System Farebox Recovery Ratios

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

Community Impacts

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

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



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

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

Table 9: Community Impacts Assessed

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

¹¹ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

¹² Source: Solano County Thresholds for Disadvantaged Communities

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

¹⁴ Source: Draft CalEnviroScreen 5.0

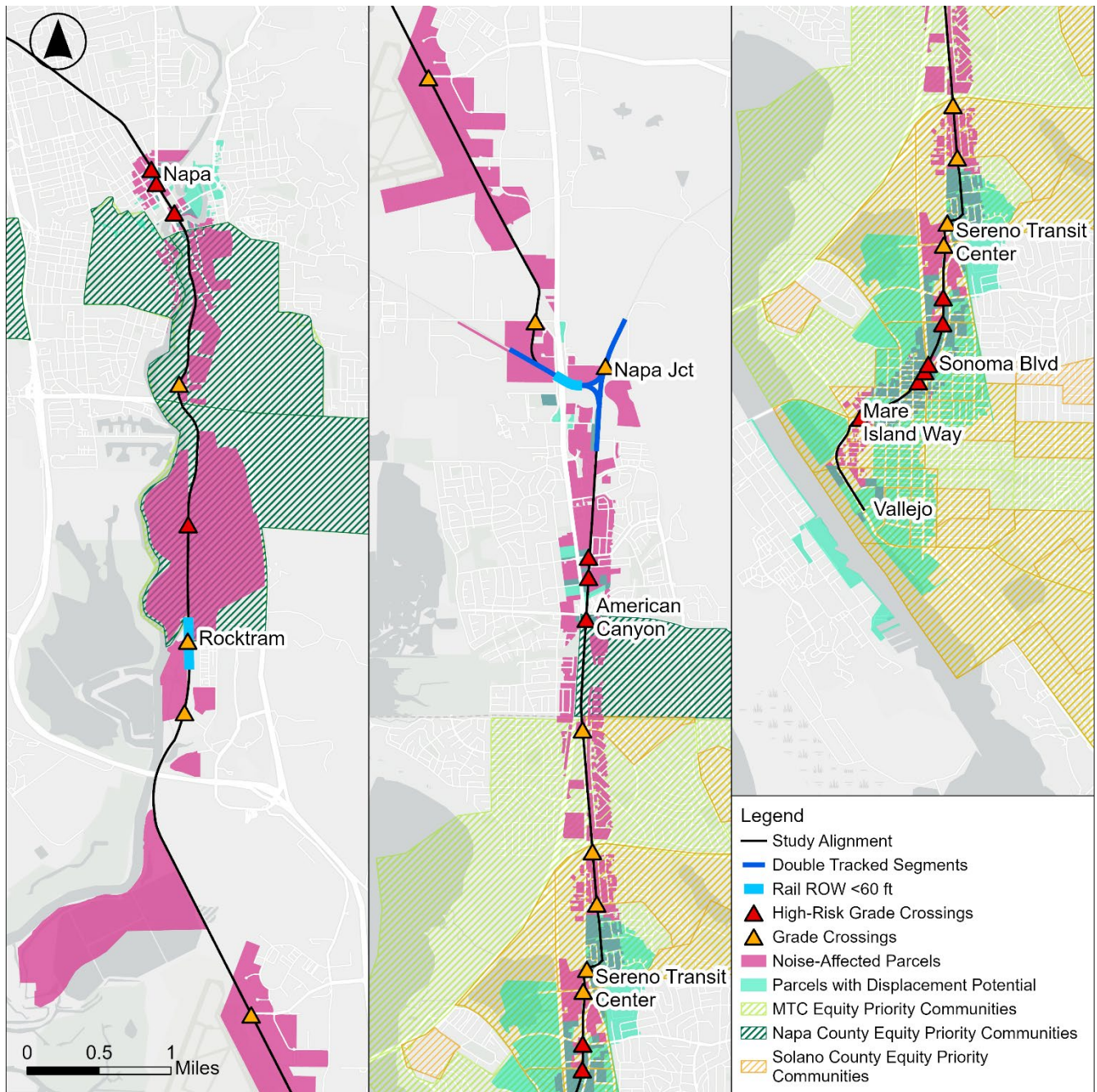


Figure 7: Concept 2B Community Impacts

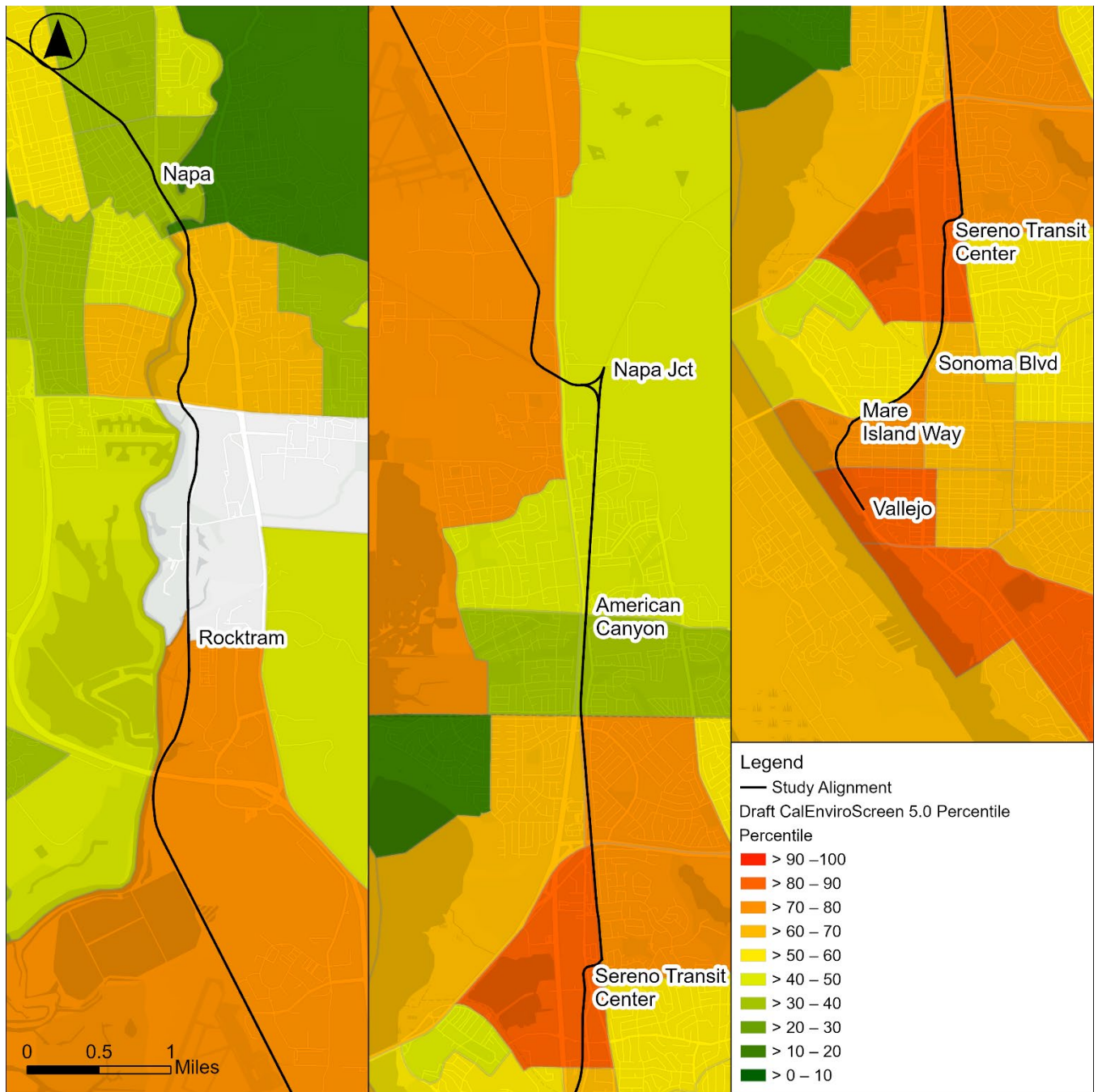


Figure 8: Study Area CalEnviroScreen 5.0 Percentile

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



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

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

Community Benefits

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

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

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

¹⁷ Source: Vallejo Passenger Rail Study



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

Table 10: Community Benefits Assessed

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

¹⁸ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

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

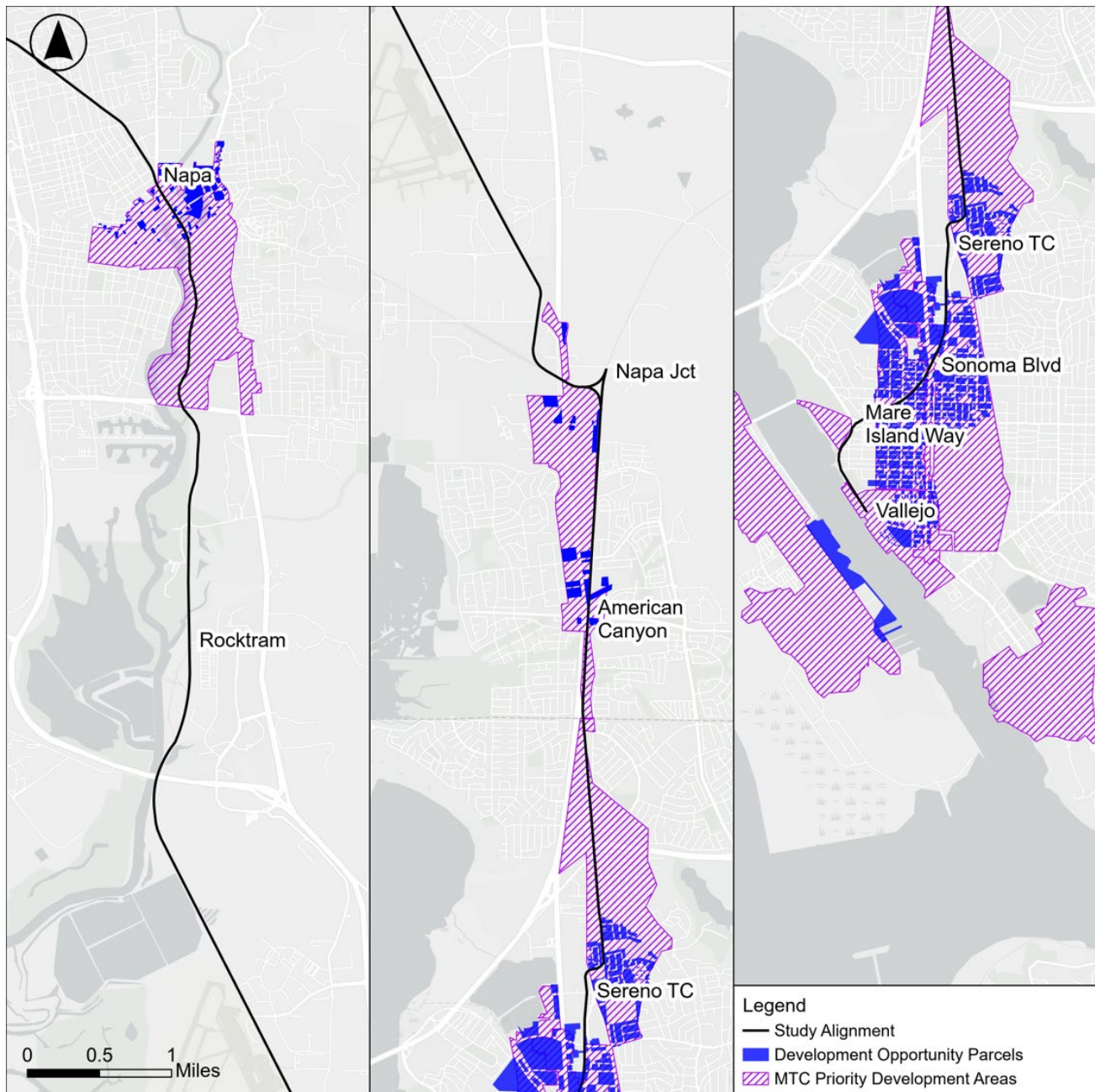


Figure 9: Concept 2B Community Benefits

Additional Benefits

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



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

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



Governance Models

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

Current Governance Structure

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

Peer Services

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

Table 11: Peer Service Governance Models

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



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

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

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



Phased Implementation

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

Service Improvements

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

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

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

Table 12: Proposed Service Phases

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



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

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



Next Steps

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

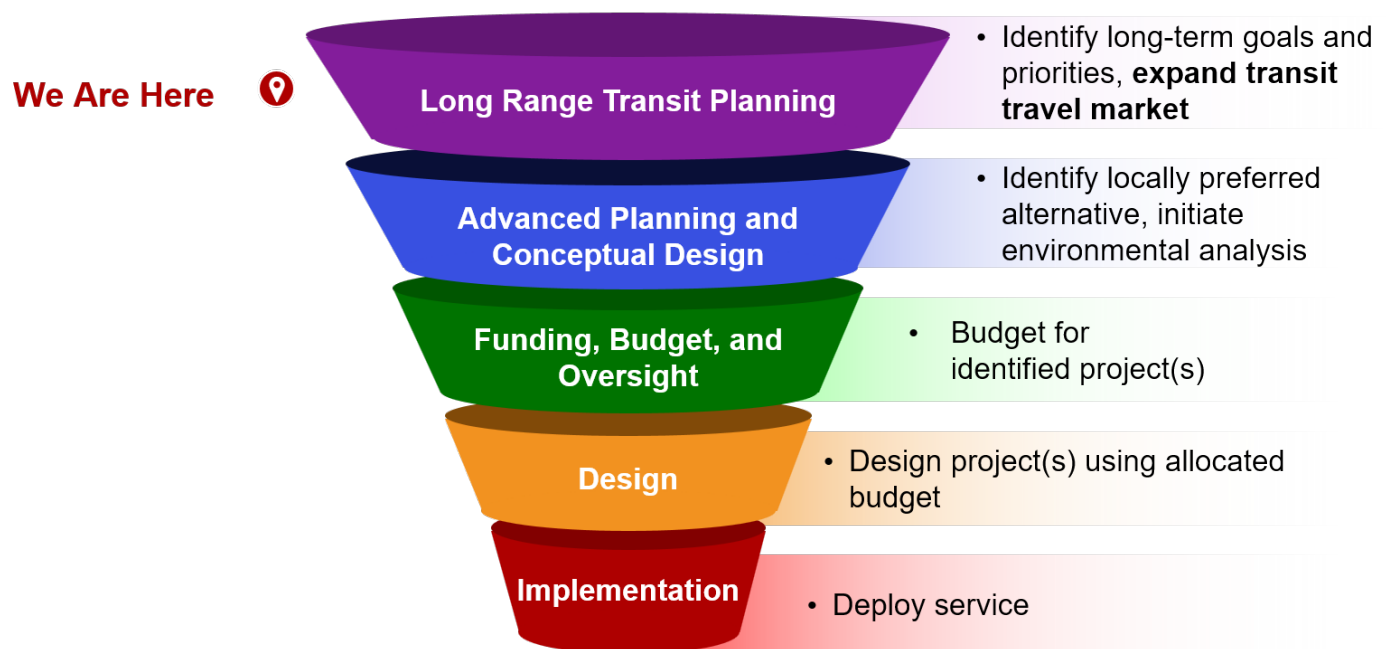


Figure 10: Passenger Rail Implementation Process

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

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



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

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

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

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

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



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

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DATE: August 14, 2026
TO: Solano County Intercity Transit Consortium
FROM: Kathrina Gregana, Senior Planner
RE: Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report

Background:

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

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

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

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

Discussion:

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

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

- Conduct stakeholder interviews with Fairfield and Suisun City city leadership and staff, local developers, and other stakeholders to understand the vision, opportunities, and challenges within the Solano Rail Hub TOC Area to inform the planning effort;

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

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

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

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

This item will be brought back next month with a recommendation for approval.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- Click here for immediate review and printing:*
[Solano Rail Hub Priority Development Area Draft Final Report](#)

DATE: August 20, 2026
TO: Solano County Intercity Consortium
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Proposed Solano Express Fare Increase

Background:

SolTrans is proposing a fare increase to support long-term financial sustainability of the Solano Express system while maintaining equitable and affordable access to the public. Solano Express fares have remained the same or even decreased for certain fares since the creation of SolTrans 15 years ago. Fares have not kept pace with operating costs or the rise in bridge tolls. SolTrans' Board-approved fare policy directs Staff to annually evaluate the need for a possible fare analysis. SolTrans reviewed fare revenue during this last 10-year forecast process and determined that a fare increase will be necessary for Solano Express to sustain the current level of service.

The intercity funding working group has discussed the need for a fare increase on multiple occasions, with the last meeting being held in April 2026. At that time, a document was shared with the group that outlined the decisions to be made on fares, fare payment methods, and a possible timeline. After discussions with SolTrans, it was determined that public outreach on a fare increase needed to wait until after the major service change was completed on August 2nd. The timeline of an increase is dependent on other factors; such as the timing of Intercity Consortium, STA and SolTrans board meetings, the need to determine which boards need to approve an increase, and informing Clipper of fare changes.

On July 16, 2026, SolTrans staff brought an information report to the SolTrans Board for a possible fare increase and presented a tentative timeline. That report outlined the next steps which was to bring information to the Intercity Consortium to facilitate a discussion on various fare increase scenarios. Included in this report is a summary of our the SolTrans Board-approved Fare Policy, current transit fares and bridge tolls, information on other agencies' fares, proposed fare increase scenarios, and a timeline for July 1, 2027 fare change.

Discussion:

Many transit agencies in the Bay Area have had fare increases within the last five (5) years. SolTrans has reviewed the local and express fares for eight (8) transit agencies including BART and San Francisco Bay Ferry. Taking into consideration service area, mileage to and from destinations, and for express routes crossing toll bridges, SolTrans covers a large service area in comparison to peer agencies who also offer commuter services. While some agencies may have lower fares or have made smaller fare increases, most are not providing the same level of regional connectivity or traversing bridges.

SolTrans has a Fare Policy that includes Solano Express that was adopted by its Board in 2015 and amended in November 2018 (Attachment A). The policy needs to be updated to reflect the current state of fares and decisions that were made during the pandemic. However, the guiding principles still stand and are relevant to today. Solano Express does not have its own Fare Policy and that is something the funding partners could consider adopting.

Fare Comparison to Other Agencies

The current Solano Express one-way adult fare is \$5 for out of county, \$2.75 for travel within the county and \$6 for the Route 82 to San Francisco. There are very few operators that offer regional commuter service and very few cross a bridge. Transbay fares for AC Transit are \$6.50, and for WestCat, they are \$5. Both operators travel a short distance between their county to San Francisco via the Bay Bridge. NVRTA charges \$6 and travels through Solano County to El Cerrito del Norte BART. The SF Bay Ferry from Vallejo to San Francisco charges \$10.00.

Agency & Last Fare Increase Date	SolTrans 7/1/2019	NVTA 7/01/2024	WestCAT	Tri-Delta 2015	County Connection 3/10/2019	LAVTA 4/1/2026	AC Transit 7/1/2025	SF Bay Ferry Vallejo - SF 7/1/2026	BART ECN - EMB 1/1/2026	BART N. CON - EMB 1/1/2026	BART CON - EMB 1/1/2026
Adult Fare Categories	2026 Fare Costs										
CASH											
Express In County	\$ 2.75	\$ 3.50	\$ 1.75	\$ 2.50	\$ 2.50	\$ 2.50					
Day Pass - Express In County	\$ 5.50					\$ 4.00					
Express Out of County	\$ 5.00	\$ 6.00	\$ 5.00				\$ 6.50				
Day Pass - Express Out of County	\$ 10.00										
Route 82 (2 bridges)	\$ 6.00										
CLIPPER											
Express In County		\$ 3.50	\$ 1.75	\$ 2.50	\$ 2.00	\$ 2.50					
Day Pass - Express In County			\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75					
Express Out of County	\$ 5.00	\$ 6.00	\$ 5.00				\$ 6.50				
Day Pass - Express Out of County	\$ 10.00										
Route 82 (2 bridges)	\$ 6.00							\$ 10.00	\$ 5.90	\$ 7.95	\$ 7.70
31-DAY PASS											
Express In County *	\$ 70.00			\$ 57.00	\$ 60.00	\$ 70.00					
Express Out of County/Transbay	\$114.00	\$125.00	\$140.00				\$234.00				
* Token Transit Only											

We have noted the date of the last fare increase in the table. The recent increases from other agencies demonstrate that transit providers from the Bay Area are responding to the increase in costs. Unlike agencies that have implemented more frequent incremental fare adjustments, Solano Express has absorbed years of increasing costs without increasing passenger contribution. A measured adjustment now would help address the accumulated gap while avoiding the need for a significantly larger adjustment in the future. The Solano Express current fares cover 11-12% of the cost of the service. This is down from a 2019 pre-pandemic farebox recovery rate of 43%, when SolTrans ran the Yellow (70) Line, Red (60) Line and Route 82.

Increasing Bridge Tolls

The cost of transportation in the Bay Area is also increasing for automobile users. Bridge tolls continue to increase in response to the last voter-approved Regional Measure 3 (RM3) toll increase that added \$3 over three years to the toll. The toll rate update also includes an increase

of 50 cents a year from 2026 through 2030 to cover increased maintenance costs, bringing expected bridge tolls from the current \$8.50 to \$10.50 by 2030.

The Solano Express lines run service over one or more Bay Area bridges. The 40 and 70 lines provide service to North Concord and Concord via the Benicia bridge. The 60 and 90 lines cross the Carquinez Bridge to provide service to El Cerrito del Norte BART, and Route 82 crosses the Carquinez and Bay Bridges to provide service to the San Francisco Ferry Building. The BART fare from North Concord to SF Embarcadero is currently \$7.95 and from El Cerrito del Norte to SF Embarcadero is \$5.90. Staff used this information to determine the cost for residents to drive over the bridge (parking fees at final destination would be another cost we haven't quantified due to the variability) vs. taking the bus and then BART vs. taking the ferry.

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

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

**Multi-Bridge Discount: If you travel over more than one state-owned bridge per day during peak commute hours and pay bridge tolls with a FasTrak toll tag or License Plate Account, you will receive a \$1.00 discount off your second toll (\$0.50 for carpools). Only 2-axle vehicles are eligible. You must use the same toll tag or same vehicle license plate for both tolls and can receive a maximum of two discounts per calendar day, per toll tag or vehicle.

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

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

Analysis of Need

As operating costs continue to increase and a pending fiscal cliff continues to remain a reality, a reasonable fare increase helps to ensure that Solano Express remains reliable, safe, and financially sustainable while preserving current service levels for riders. The proposed change should be evaluated not just as a fare increase, but as an effort to restore balance between the costs of providing service, public investment, and our commitment to equitable access, while understanding the economic impact to our residents

The Solano Express forecast prepared by SolTrans staff assumes at least a \$150,000 increase in fare revenue each year for three years to stabilize the finances for the next seven years. This would require at least a \$1 increase in the fares each year for three years potentially spread over a five-year period – meaning we would have a fare increase on July 1, 2027 (FY 28), 2029 (FY 30) and 2031 (FY 32). The amount of the increase could be offset by better collection ratios.

Proposed Increase Amount

SolTrans is proposing to increase both Out of County and Route 82 fares. Below is a chart of the proposed increase amount:

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

Multi-Year Increase

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

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

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

**Note: Route 82 fare pre-pandemic*

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

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

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

Intra-County Fare

Another consideration is the intra-county fare. This is a reduced fare on Solano Express for riders traveling within the county. This fare is unusual for commuter routes and no other agency that we know of has this fare unless they can charge zone fares. Solano Express is trying to meet the needs of the commuters headed out of the county but also to riders traveling within the county. However, the Clipper system has no way to charge different fares depending on destination. The system can only send one fare based on the route. This makes fare collection challenging and leaves the fare payment amount up to the honesty of the rider. Based on SolTrans' analysis of the Blue line prior to the service change, there are very few riders using the intra-county fare. However, this may change with the increased service frequency.

Fare Types

The last consideration is looking at the number of fare products we offer. SolTrans would like to eliminate day passes issued on the bus. Riders can buy day passes or have fares accumulate to a day pass while using Clipper or Token Transit. Issuing day passes requires costly fareboxes, maintenance of fareboxes while a bus is in service causing delays, lifetime maintenance of fareboxes, and maintaining and refilling the paper stock in each farebox. Many of our peer agencies have moved to clipper only day passes.

Next Steps

1. SolTrans is seeking feedback from the funding partners on this report and the proposals, as well as the timeline.
2. SolTrans will bring feedback from the funding partners to the SolTrans Board in September.
3. The STA and SolTrans Boards will meet in October to discuss roles and give the funding partners guidance on which Board(s) need to approve fare increases for Solano Express.

Fiscal Impact:

There is no fiscal impact related to this informational report.

Recommendation:

Discussion item.

Attachments:

- A. SolTrans Fare Policy
- B. Fare Change Timeline



Fare Policy

Adopted: 12-17-15

Amended: 11-15-18

Purpose

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

1. General Principles

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

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

2. Farebox Recovery

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

3. Fare Structure

a. Local Fares

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

b. Solano Express Fares

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

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

c. Transfers

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

d. Paratransit Fares

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

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

e. General Public Dial-a-Ride Fares

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

4. Fare Media

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

5. Promotions and Special Events

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

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

6. Fare Adjustments

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

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

July 1, 2027 Fare Increase Timeline

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

*2027 SolTrans PAC meeting dates are not finalized

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DATE: August 14, 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
Federal			
1.	Fiscal Year 2026 Buses and Bus Facilities Program	\$21.690M	September 21, 2026
	https://simpler.grants.gov/opportunity/a3c4d6ca-08b3-44e1-a334-9f15d7605031		
2.	Fiscal Year 2026 Low or No Emission Program	\$588.971M	September 21, 2026
	https://simpler.grants.gov/opportunity/ce5bd4c5-9911-4f2c-ba1b-15dfd9337d55		
State			
1.	Community Resilience Planning Grant Round 2	\$3M	September 4, 2026
	https://www.grants.ca.gov/grants/community-resilience-centers-round-2-planning-grant-fy-26-27/		
2.	Rubberized Pavement Grant Program	\$6.371M	September 10, 2026
	https://www.grants.ca.gov/grants/rubberized-pavement-grant-program-6/		
3.	Community Resilience Implementation Grant Round 2	\$52M	September 25, 2026
	https://www.grants.ca.gov/grants/community-resilience-centers-round-2-implementation-grant-fy-26-27/		
4.	Transformative Climate Communities Round 6 Project Development Grant	\$15M	September 30, 2026
	https://www.grants.ca.gov/grants/transformative-climate-communities-round-6-project-development-grant-fy-25-26/		
5.	Local Highway Safety Improvements Program (HSIP)	\$370M	November 2, 2026
	https://www.grants.ca.gov/grants/local-highway-safety-improvement-program-hsip-3/		

Regional			
1.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	October 5, 2026
	https://mtc.ca.gov/funding/funding-opportunities/regional-measure-3-safe-routes-transit-bay-trail-program		

Fiscal Impact:

None.

Recommendation:

Informational.